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# rupanews



**Journal of the Retired United Pilots Association**



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

The renewal date for dues is your birthday and is printed in the back cover address box.

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

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Change your mailing address for any reason, permanent or temporary, advise RUPA at the  
above address or email. You can even phone: 707-938-7324

DO NOT forget to fill out the Post Office mail forwarding postcard!!

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

RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 400, Vineburg, CA 95487-0400

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# *President's Letter*



## *Merry Christmas, Happy Holidays, and a Very Happy New Year!*

*Our hope for you in 2013 is health, happiness, and continued good fortune with all your endeavors! We also send our thoughts and prayers to all of you and yours who may have been affected by "Sandy". We hope your New Year brings a renewed sense of joy and peace to your lives after such massive devastation.*



UCON continues to confuse and confound us. The retiree ID process still has not been finalized despite continued efforts from all six retiree groups. The latest start date has been pushed back to the first quarter of 2013. It will be two years in February when this issue was first discussed face to face with the UCON HR department.

UCON has disappointed us by not fulfilling a simple agreement. RUPA VP Jon Rowbottom was key in designing our RUPA brochure that was to be included with all pilot retirement packages. After many months we discovered none of the retiree group's brochures have been included with their retirees' packages. Employees have come and gone within that HR department and for a time no one knew where all the boxes were containing the brochures for all six retiree groups. Those boxes have since been found and we've been assured our brochures will be included with retirement packages as early as this month.

This certainly has been a year of tangled travel problems that included the elimination of the volunteer travel desks by order from UCON. Confusing and evolving policy changes and generally poor communications from UCON have not helped us in our attempt to keep our membership informed. We will continue to pursue answers, inform UCON of problems, and attempt to work with the various departments within UCON to provide a voice for our retirees and an avenue for possible solutions to our "amended" benefits.

In early October at SFO UCON had a "Family Day", which was an open house for employees and their families. The weather was gorgeous which no doubt helped with the large number of people who attended. Static displays of military and civilian aircraft as well as various classic autos were parked on the ramp as well as several fly overs by UCON and the military. Retiree associations had a display table that included information about the three major United retiree groups as well as information about the United Airlines Historical Foundation. RUPA's past Presidents, Larry Wright and Rich Bouska, and their wives, volunteered to anchor our portion of the retiree table and answered questions from potential new members. Thank you Larry, Pat, Rich, and Georgia for volunteering your time and energy for RUPA!

Membership has been in a lull for the last five years since the first of the "age 65" pilots will be retiring this month. We've had a few medical retirements and early retirements but nothing of any volume. Without cooperation from UCON and ALPA it is difficult to know who is retiring and how to contact them about RUPA to give them the opportunity to know we exist. Understanding the need to preserve privacy of retirees, this was why brochures were developed that would be included with the retiree packages. That hasn't happened to date. RUPA's goal is to give retirees the ability to stay in touch with their colleagues,



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maintaining some of the camaraderie we all enjoyed while flying the line. We continue to struggle with logistics but if you know of a pilot who is retiring please let them know about RUPA! Information and an application are always available on our website <http://www.RUPA.org>. We will respond promptly! RUAEA had their convention in Washington D.C. October 3<sup>rd</sup> – 7<sup>th</sup> but according to immediate past President, Ron Bertacini, only a little over 300 people attended. Though an excellent location with more than enough sites to experience and enjoy in the area, conventions don't seem to be as popular as in the past. You may recall that we surveyed our membership early this year and found little interest. Whether this may change with an improved economy and better travel conditions, time will tell.

Our oldest RUPA member, Captain Homer Peterson, passed away October 25<sup>th</sup>, eleven days after he celebrated his 101st birthday surrounded by family and friends on October 14<sup>th</sup>. His family reported “he participated whole-heartedly, had great conversations with his family and friends, and thoroughly enjoyed the weekend's events.” Our sincere condolences to his family and many friends.

I'm sorry to also report that Flt Lt William Walker, the oldest surviving pilot from the Battle of Britain, who was shot down in his Spitfire and wounded in 1940, has died of a stroke at age 99. We had featured William in our September issue of *RUPANEWS*. He was another participant in history whose experiences will never be silenced.

RUPA is run by volunteers! VP Jon Rowbottom, Secretary/Treasurer Leon Scarbrough, Editor Cleve Spring, and Membership Chair Bill Richards are the bones and nervous system of RUPA. Without their countless hours of work and unfailing integrity RUPA would not be the wonderful organization it is today! **Thank you** to each of you for your continued dedication to RUPA!

A big **thank you** is also due to all of you who arrange the luncheons and other events at the local level; you have the direct contact that keeps the camaraderie and fun in RUPA! That is what it is all about!

*With sincere best wishes for the holidays and the New Year, Phyllis Cleveland.*



## **Attention RUPA Members**

**It's that time of year when you must check the "RUPA Directory" to make sure the Information we have for you is correct. The DEADLINE for submitting the correct information is, "December 17<sup>th</sup>"**

### **How to update your personal Information!**

**Address changes, (Attention Snowbirds!!!)**

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

RUPA, PO Box 400, Vineburg, CA 95487-0400, E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com), Phone 707-938-4575

**Send your *DUES* to the above address (include your file number)**

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

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## VICE PRESIDENT'S REPORT

RUPA has had a good year with thoughts of looking to the future. We worked on and produced a RUPA Brochure for future retiring pilots. Since December, 2007 when the pilot age limit went to 65, we have had no retirements. Next December, we will see the next group of our pilots moving on to their retirement years. We want to welcome them into our ranks to enjoy the fellowship we all relish each month at our luncheons. We have worked with UAL Management to try to have one of our brochures included in retiring pilots Retirement Packets. That is still a work in progress. To backstop that effort, we will also attempt to mail our information to the retirees. If you know of anyone approaching retirement, please introduce them to RUPA and invite them to join you at one of our get-togethers. Our organization will flourish if we all make the attempt to welcome new members.

We ran a survey in the spring to assess the interest in a RUPA Convention in 2013. The response was not strong. About 12% of our members returned the survey cards with barely half expressing a desire to attend. The Board made the decision not to proceed with plans. There are many reasons for the lack of interest at the present time. Perhaps in the future we may be able to get together. In the meantime, our local groups are thriving with strong membership participation and interest. That is truly the core of RUPA with the *RUPANEWS* being the thread that holds us all together. Your input with your update letters on your birth month keeps the NEWS a must read for all of us. It is always enjoyable to see a note from a fellow pilot who you haven't flown with for years, but you remember flying a trip through some very challenging weather. Those were the true professionals we all learned from.

RUPA exists on the efforts of volunteers who keep the organization functioning. Our current Officers, President Phyllis Cleveland, Sec/Tres Leon Scarbrough and *RUPANEWS* Editor Cleve Spring have done an outstanding job of keeping our 2,700 strong members informed and have advocated for us with the new corporate management. We have all earned our retirement leisure years, but we need some volunteers to carry on the RUPA Leadership Tradition. Please take a moment and reflect on your current life situation and ask yourself if you could volunteer for a little RUPA work. If we all do a little our organization will flourish. But, if people do not step forward, we will slowly die. I truly hope there are people who value RUPA and will step forward to help us carry the load. Please email me at [rowbottom0@aol.com](mailto:rowbottom0@aol.com) if you can help in our effort. Nobody wants a full time job...just a little something each month that they can look forward to and feel good about helping RUPA and all our members.

As the Christmas Season approaches, I wish you all a Seasons Greetings and hope you will be surrounded by friends and family for the holidays. Most importantly, I hope our members who toiled through the devastation of Hurricane Sandy will find peace and hope in the future.

*Jon Rowbottom*  
VP RUPA

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## TUCSON TOROS ANNUAL LUNCHEON

New to the Tucson area? For the past many years we have been holding a January luncheon at the Tucson Country Club for retired United pilots and their spouses, and we would like to invite you and your spouse to attend the 2013 annual luncheon. It will be on January 22nd and will start about 11:15 with a no host open bar followed by a sit down lunch at noon, and we are usually out the door by about 1:30.

In the past, we have had interesting guest speakers, and I'll be trying to arrange for one this year. Any suggestions will be appreciated, and if you are still flying you will be welcome as well!

For those of you who have attended in the past, as this is written, I do not know the cost for this year's lunch, but it will probably be an out the door cost of about \$22.00 including tax and tip, and you will again be able to pick from several menu options.

If you would like to attend, or if you have any questions please contact me at [randyryan40@msn.com](mailto:randyryan40@msn.com) or call me at 520-797-3912.

We hope to hear from you and that you will be coming to the luncheon. *Randy Ryan*





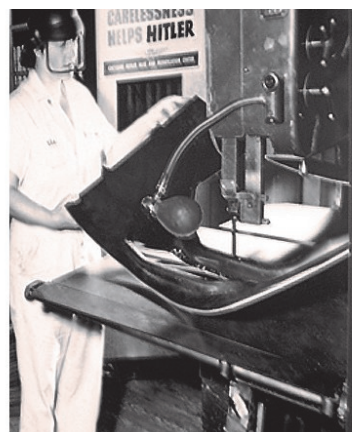
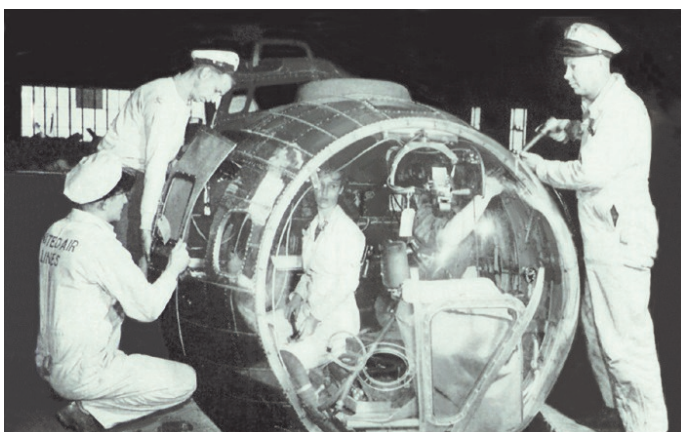
# United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*



The quality and importance of United's activities at the Cheyenne Modification Center were attested by the receipt of the Army-Navy "E" Award in October 1943. At the award ceremony Lt. Col. Innes M. Harris stated; *"At least half of all Flying Fortresses produced have passed through United's hands, and every one of them is better equipped because of the job you have done."*

During WWII the "E" award was made to 5% of U.S. war plants. Excellence in Quality and Quantity of Production were the two main determining factors for granting the Awards. Other factors considered were: overcoming production obstacles, effective management, management & labor cooperation, fair labor standards, labor training, rate of absenteeism, work stoppage avoidance, accurate record keeping, sub-contractor utilization and strategic material conservation. *Marvin Berryman DENTK Graphics - 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](http://www.uahf.org)

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## ABOUT THE COVER

\*\*\*\*We close out the year with a spectacular picture of the B747, courtesy of Mike Ray\*\*\*\*

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### OHIO CLEVELAND CRAZIES "OCTOBER" LUNCHEON

The Cleveland Crazies met yet again at TJ's in Wooster with the happy faces as you will see;

Ken Wheeler, Harv Morris, Dick Sanders, Jim and Monica Burrill, Phil Jach, George Bleyle, Don Karaiskos, myself, and a visitor from the old days here in Cleveland, Jim Whiteley. Jim was in town on family business and was able to stop in for some great do you remember stories and old airplane stuff.

The weather here has started to thin out the local attendees and the snow birds will be moving south. The flu season has also started and thinned out our luncheon this month.



We did discover that Ken Wheeler has been inducted into the Veterans Hall of Fame in his county for his distinguished work and efforts on behalf of veterans after leaving the service. Another local boy makes good. Well done Ken.

Phil Jach told us of a wonderful song about the DH C2 sung by the Fretless Bar Girls. Someone asked what is a round engine, but was thrown out straight away. Look it up on you-tube. It is a chuckle!

As usual, good food, good humor, and good friends. Can't ask for much more than that!  
Happy Thanksgiving from the Cleveland Crazies. Regards, *Richard McMakin*

### OHIO CLEVELAND CRAZIES "NOVEMBER" LUNCHEON

Small group gathered on this beautiful Thursday. George Bleyle, Dick Sanders and Dick and Joann Orr. Grand Poobah, McMakin, travelling (again) and numerous departures for warmer climes.

The Crazy Spirit never withers no matter the number in attendance, and the conversation covered a variety of topics. Political, we did some of that. Aviatorial, yeah that got thrown in as well. As usual, we flew everything from Laker DC-10's to P-2v's and circled in some of the wildest weather imaginable. All the good stuff. A bit of Gill Robb Wilson's terrific writing made its way into the conversation as did concern for those of our group who are battling health problems.

Wonderful service provided by our very own Vickie complimented the always fine food served. Sanders flew in for the event with livery from and to the Wooster Airport provided by Bleyle. Thanks George.

This reminder to everyone: the December Christmas luncheon has been moved up one week to Thursday, the 13th of December. We hope to see many of you with your spouses and friends. Travellers always welcome. For the Great Poobah, *Dick Sanders*, Secretary Pro Tem

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### PHOENIX ROADRUNNERS LUNCHEON

We had our regular fall luncheon on Tuesday November 13th, 2012 at our usual place the Bobby Q Restaurant. We had a small but good group which included: Peter & Ellen Moyer, Dennis & Darlene Leahy, Ken & P.J. Killmon, Corey Liston, Gary Dyer, Charlie Schwob.

Some old acquaintances were discussed along with some timely jokes and libations which were had by some but not all. Everyone seemed to enjoy the time spent together. We missed those who called in sick. Don't suppose they feared being junior-manned do you?

Our next planned luncheon will be on December 11th. *Ken Killmon*



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## S.E. FLORIDA GOLDCOAST LUNCHEON

Cleve, It was a great lunch for the FL Gold Coasters at Galluppis in Pompano Beach. Couldn't ask for a nicer day, although cool for South Florida.

The 15 of us included Dave Dryer, Jim Good, Stan Baumwald (NWA Retiree), Mike Ward, Hambone Wilson, Jim Morehead, Jack Wink, Art Jackson, Bartlett Rolph, Ham Oldham, Ed Wheeler, Joe Jenkins active Pilots Ralph Rodriguez, Bob Engleman and your scribe *Ned Rankin*.

Our senior member Ham Wilson says he now is stating his age in Celcius, and therefore is only 35 years C old.

We had regrets from Lyn Wordell who is in Austin, Texas and Bob Beavis who is in New Jersey weathering the results of Hurricane Sandy...I understand he has a new inlet by the side of his House.



Pictured left to right Bartlett Rolph, Jack Wink, Jim Morehead, grey hair barely showing, Jim Good, Bob Engleman, Dave Dryer, Ed Wheeler, Ralph Rodriguez, Ham(35C) Wilson, Ned Rankin, Art Jackson, Joe Jenkins, Ham Oldham and standing Mike Ward.

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## SOUTHWEST FLORIDA RUPA LUNCHEON

Our first meeting of the season was well received as 14 members and guests were in attendance. Appreciation for our veterans was noted as well as an absence of any political discussions, as everyone was pretty tired of all the propaganda.

There were the usual discussions concerning medical experiences, pass travel and memories of flying the friendly or not so friendly skies.

Attending; Don Kincaid, Harvey Hallberg, Jungle Jack McClure, Buzz Osterbusch, Neil Bretthauer, Rip Curtiss, Norb Cudnowski, Gary Crittenden, and guests; Gene Chapman, Jim Sutton, Earl Walsh, Dick Travis, Faith Osborn, and Mimie Thompson.

Our next meeting will be Monday, January 14, 2013 *Gary & Dot Crittenden*

### ATTENTION!!!

Remember, any letters, luncheon write-ups or other information received the later part of November, through December and the first half of January will be printed in the February *RUPANEWS*. The Annual Directory of members is published in January.



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## N.E. FLORIDA LUNCHEON

L to R in picture; Bud Gammell, Karen Gammell, Judy Gentry, Ed Gentry, Ann Johnston, Dick Russell, Dave Bishop, Al Peterson, Lowell Johnston, Linda (G. Norwood's daughter) Lillian Moddle, Steve Moddle, Janet Horton. George Norwood, Larry Horton, Sandra (Bob Tinsley's guest) Bob Tinsley.



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## S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Ya know, November is a GOOD month here in South Florida.....our Northern RUPA buddies begin returning to the Stuart (Treasure Coast) Area; Hurricane (yeh, the infamous 'H' word) will be over in about 17 days; Thanksgiving is coming up very soon; Football Season is creating a LOT of excitement and anticipation and then there is CHRISTmas and New Years to look forward too as well. Oh yeh, all of the Political phone calls, TV, Newspaper and Mail Propaganda has stopped!!! 🤖 Yes, for the most part, life is good.

Once again, our Treasure Coast group had a delightful Luncheon at Shrimper's with good WX and scenery, along with delicious food provided by Gail and Rose, et al. Most of the conversation centered around the usual topics, pass riding, retirement Insurance options and the 'interesting' Aviation experiences of those who choose to divulge their deep-dark secrets. :-/ We had a VERY SPECIAL treat this month, one of our long time members, Sid Sigwald, joined us after being away for quite some time as he was dealing with a 'few' Medical challenges. When U consider what he's had to deal with, he's doing very well and we're so glad to have him back, and a SPECIAL Thank You to Bob Schaet for being a BIG PART in making Sid's attendance possible. Thank you to BOTH Sid and Bob for your joint efforts...it was GR8 to see the both of you and know that a lot of effort was involved on both of your parts.

Those in attendance were: Jack Boisseau, Ted Osinski, Jim Dowd, Del Gartner, Bob Schaet, John Pinter, Frank Guglielmino, George Kane, Don Jefferson, Dick Baese, Sid Sigwald and myself, Bob Langevin.

Future Meeting Plans and Dates: as we have been doing the past few years, in the months of December and February -- we are inviting our wives and lady friends to join us at our Luncheons. Of course, this is in recognition of the Christmas Holiday Season and Valentine's Day. Our December Luncheon will be at Sailor's Return Restaurant here in Stuart on Dec. 11th at our usual time of 11:30AM. As far as February is concerned, we 'believe' that our Valentine's Luncheon (on Feb. 12th) will be back at our Ole' Stomping Grounds - Mariner Sands CC ... 🤖 ... thanks to our own Jim Dowd who is a Member there. The Feb. location is not 100% FOR SURE as yet, but we do think that all will work out for us and that it really will happen. Let's hope so. IF U happen to be traveling in the South Florida area at the time of our Luncheons, please feel free to join us, we'd love to have you. If U have any questions or need directions, my Email address is: [BobL34997@aol.com](mailto:BobL34997@aol.com).

That's about it for now, (enuf, RIGHT?) but I do want to wish everyone a Happy Thanksgiving and a Merry, Joyous and Blessed CHISTmas. Your TC RUPA Scribe, *Bob Langevin*

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## WASHINGTON DC LUNCHEON

The Manassas Breakfast numbered seven on Friday November 9th at the Golden Corral. Sam, while not quite as cute as other servers, was ever present with the coffee pot, and at our age, that was most important.



Pictured around the table is Sim Stidham, E.K. Williams, Hal Cockerill, Billy Davis, Gene Couvillion, Jim Foster and Gary Cook.

Larry Grube, Dave Malone and Herb Petitt were not present due to infirmities that we expect to be of short duration.

Laughter and good conversation. Come on down to the Golden Corral in Manassas (I66 at 234) on the 2nd Friday of the month. For any question contact Gene ([gcouvillion@aol.com](mailto:gcouvillion@aol.com)). *E.K. Williams*

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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The first Wednesday of November found twenty nine RUPA members and spouses at our monthly lunch get together.

Being the day after the election you know that the main topic of conversation was the election results, or in many cases the lack of results due to slow ballot counting in close races. Other conversations revolved around solving all the world's problems and fixing the problems with UAL and pass travel.

After retiring to the dining room a short meet was conducted. A unanimous decision was made to again collect toys and cash for the Marine Toys For Tots program. Doris Donegan will use her skill for dealing and purchase more toys with any cash donated. Bob reminded us that time is almost out to change our medical program, and if you have the payment deducted from a bank account to be sure and notify the bank of the increase in the payment on January 1. Info on the new petition being circulated to have UAL use some of the cash it has to increase our pension payments. Wasn't this tried once before? The movie "Flight" was given a big thumbs down. Don Madson had just returned from the RUPA river boat cruise in Europe and reported that it was a very pleasant trip.

Any and all are invited to join us on the first Wednesday of each month in the Tolay restaurant at the Petaluma Sheraton. Spouses and friends are welcome and dress is casual. We sit down at 12:30 so arrive before to join in the conversation in the lounge.

In attendance: Deke and Merle Holman, Bill Smith, Jim Mansfield, Ellen and Ken Thompson, Al Milotich, Watne Heyerly, Norm DeBock, Jules Lepkowsky, Galen Wagner, Clyde Wilson, John and Carol Reed, Bill McGuire, J.R. Hastings, Dick Lammerding, Barney Hagen, Don Madson, Bruce Milan, Ken and Shirley Corbin, Tom and Joyce Grey, Don Booker, Richard Smith, Bob and Doris Donegan,, and your inexperienced reporter, *Bill Greene*

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## THE MONTEREY PENINSULA RUPA LUNCH BUNCH



Our Thanksgiving month luncheon at Edgar's was well attended and enjoyable, a great way to welcome the fall colors and the beginning of the holiday season. Those joining us on Wednesday November 14<sup>th</sup> were: Milt Jines, Will and Fran Blomgren, Barrie Nelson, Jack Cowles, Pete and Donna Walmsley, Phil and Pat McClain, Diane Ellis, Brett Morris, Jon and Jane Rowbottom, Judy Quintana, and yours truly. Several of our regulars were out-of-town, on the sick list, playing in a golf tournament, or were otherwise involved elsewhere.

Our multi talented and resident humorist and artist, Milt, brought by several of his most current sculptures that are entitled "thinking out-of-the-box!" Must be seen to be appreciated! How he comes up with these funny and beautifully crafted ("beautiful" isn't quite the right word – perhaps "extreme stylized characters" is a better concept) ceramic and wood sculptures are a marvel! Thank goodness for humor and a way to express it!

Our 4<sup>th</sup> annual Christmas luncheon will be December 12<sup>th</sup>, a Wednesday, hosted by Carlos and Judy Quintana at the Monterey Peninsula Country Club "Beach House". This event has always been well attended and certainly sets a festive and harmonious tone for the coming Christmas and New Year celebrations. As with previous Christmas luncheons this is a catered prepaid affair - **RSVP only**. RSVPs, pre-menu selection, and payment must be received no later than **December 5<sup>th</sup>**. Contact Judy Quintana at 831 649-5935 ASAP. There will be no RUPA lunch at Edgar's in December.

Timely "window" reminder: Open enrollment for friends on pass travel will open in mid-November and will close at the end of December right before the New Year's Eve holiday. A new tool is being finalized by UCON to make the additions simple and timely. Remember this is a "window" that is only open for this short period of time.

Our first luncheon in 2013 will be Wednesday January 9<sup>th</sup> at Edgar's at Quail Lodge hosted by Pete and Donna Walmsley, starting at 11:30 a.m. Please RSVP.

 May you all be surrounded by those you love and cherish during the holidays and throughout the New Year! *Phyllis Cleveland* 

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## THE INTREPID AVIATORS OF SOUTHERN OREGON

Our turnout was about the lowest I've ever seen. It wasn't the weather. As you can see, it was rather nice, if maybe a bit cool.



Those in attendance were: Bud Beringeri, Harvey Saylor, Catherine Dimino and her father George Elliott, and Scott Lee. I was there behind the camera. Regards, *Art Lumley*



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## DANA POINT RUPA LUNCHEON

Dana Point Luncheon group was welcomed to a gorgeous day on the Deck of the Wind and Sea. Severe clear and surprisingly warm. Makes you glad you live in this area. Most of the troops showed up early and got right to visiting. Glad to see John Arp brought his wife (Sheryl) along. The Arps live up in the Big Bear Lake area. Evidently they have some Grand Kids in Newport area and plan their visits so that John can get to our Luncheon.

On Deck were: Park Ames, John and Sheryl Arp, Carlos Bernhard, Bob Fuhrmann, Denny Giese, John Grant, Jim Grosswiler, Rudy Haluza, Bob McGowan, Jerry Meyer, Don Morgan, Al Pregler, Bill Rollins, Ted Simmons, Bill Stewart, and Joe Udovch.

Bruce Dunkle related about his Day Cruise on SS Lane Victory. He said they left from Long beach to Catalina and were 'attacked' by 6 aircraft (T-6's) off Catalina Island. They enjoyed the meals, bands and interesting tours of exhibits on board. His group also enjoyed the singing on board of the Andrew Sisters look a likes. Carlos Bernhard said that he was able to fly one of the up to date Cirrus aircraft. He really enjoyed the opportunity. The Midway came up as a great tour place with their ever growing aircraft on display as well as the knowledgeable docents. The ship is a historical monument in a berth permanent display in San Diego harbor. The Movie "Flight" was discussed, one luncheon member saying that Flight had several "EHK" moments and with awful language, but still worth seeing. ORD Layovers downtown with Miller's pup made us hunger for their great Baby Back Ribs! Fortunately lunch and my Calamari fresh from local waters arrived. A great meal was had by all. An after thought was bought up by Al Pregler. "Get your Shingles Shot!" He didn't and has been suffering the last month.

The following was 'pulled'; from an E-mail from Ron Dye.

When Real Men Flew the Boeing 707, 727 and DC 8. WHEN YOU HEARD (*YES SIR CAPTAN*) from Dispatch, Flight Service, Ground Service, Maintenance, and your copilot did not carry NASA get out of jail forms, and CHIEF PILOTS HAD BALLS.

In the age of the 707..... Those were the good ole days. Pilots back then were men that didn't want to be women or girlymen. Pilots all knew who Jimmy Doolittle was. Pilots drank coffee, whiskey, smoked cigars and didn't wear digital watches. Airlines were run by men like Howard Hughes, Pat Paterson, and Juan Trippe, who had built their companies virtually from scratch, knew many of their employees by name, and were lifetime airline employees themselves...not pseudo financiers and bean counters who flit from one occupation to another for a few bucks, a better parachute or a fancier title while fervently believing that they are a class of beings unto themselves....And so it was back then and never will be again!

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## THE SAN FRANCISCO BAY-SIDERS LUNCHEON

The SFO Bay-Siders' November Luncheon turned out to be a mini reunion for six former SFO Flt Office personnel. The stars must have aligned, as some of them are infrequent attendees, but they all were there at the same time this month. Joyfully reunited were: Gloria Green, Dick Hooning, Kay Mazzola, Rose Spring, Isabell Traube, and first time attendee, Merle Kohr. While he had a scheduling conflict this month, our usual attendee, Gene Walter, would have made it seven.

Gene had previously informed us that Bob Clinton is doing well though still convalescing from injuries do to a car accident last August. We miss Bob and hope that he and Roz will be joining us again soon.

In attendance were: Rich & Georgia Bouska, JB & Sandy Cockrell, Bob Ebenhahn, Rich & Cyndi Erhardt, Gloria Green, Dick Hooning, Dick & Jeri Johnson, Bob Kallestad, Karl Kastle, Bill Klett, , Bill Madsen, Norm Marshall, Kay Mazzola, Bessie McEachern, George Mendonca, Jerry Paulsen, Jay Plank & friend Ned Broyles, Walt & Mary Ramseur, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube, Larry & Pat Wright.

I'm sure all of the SFO Bay-Siders join me in hoping that everyone had a great *Thanksgiving* and wishing you all an especially *Merry Christmas* and a *Happy New Year!*

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*

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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

It was drizzly in the Valley on November 8th, but we had a good turnout for our get-together at Mimi's. The fourteen who attended are: Bob Mosher; Tom McQueen; Doug & Marcene Rankin; Mike Herriott; Jack & Joyann Moore; Gene & Susan Biscailuz; Don & Gloria Mc Dermott; Larry Lutz; Denny Fendelander; and Doug Bielanski.

We may complain a bit about the rain, but not too much, because we really do need it. Don McDermott started us off saying that Hurricane Sandy and the bad weather in the east caused lots of problems for the airlines, but his son has been able to fly some trips even though perhaps not the ones he was scheduled to fly. Don went on to say that UAL still had 1,496 furloughed pilots, but Continental was hiring.

Our in-house travel expert, Mike Herriott, took the floor saying that the November 2012 issue of the *RUPANEWS* had a Retiree Pass Travel Update which is of interest to Retirees. He also noted that ZED fares would be going up about 10%, and also that Virgin America has lower fares right now than Southwest. Larry Lutz got his iPhone out to show us that there is an Application that can be used to check the Standby lists. There was some discussion about the convenience of using technology to get all kinds of information.

More visiting and discussions and lunch, after which Joyann Moore won the 50/50 charity drawing. Everyone was reminded about the Christmas lunch at the Hacienda Hotel on December 13th.

Wishing everyone a Merry Christmas and Happy New Year. Our next meeting at Mimi's is Thursday, January 10, 2013. Til then, *Doug & Marcene Rankin*

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## THE COLUMBIA RIVER GEEZER'S LUNCHEON

Another great Columbia River Geezers monthly lunch has gone by, with 7 of our retirees present: Ron Lyall, Benno Vyfinkel, Gordy "Sam" Richardson, Doug Howden, Bill Park, new attendee Al Poshusta, former SFOFO, and myself. Ron Blash was unhappily not able to attend account of a memorial service for his Aunt.

The always lively discussions started immediately and went on for 3 hours. It included personal catching up and morphed right into the usual flying tales, mostly, of course, centered on the many personalities we all had the privilege of flying with.

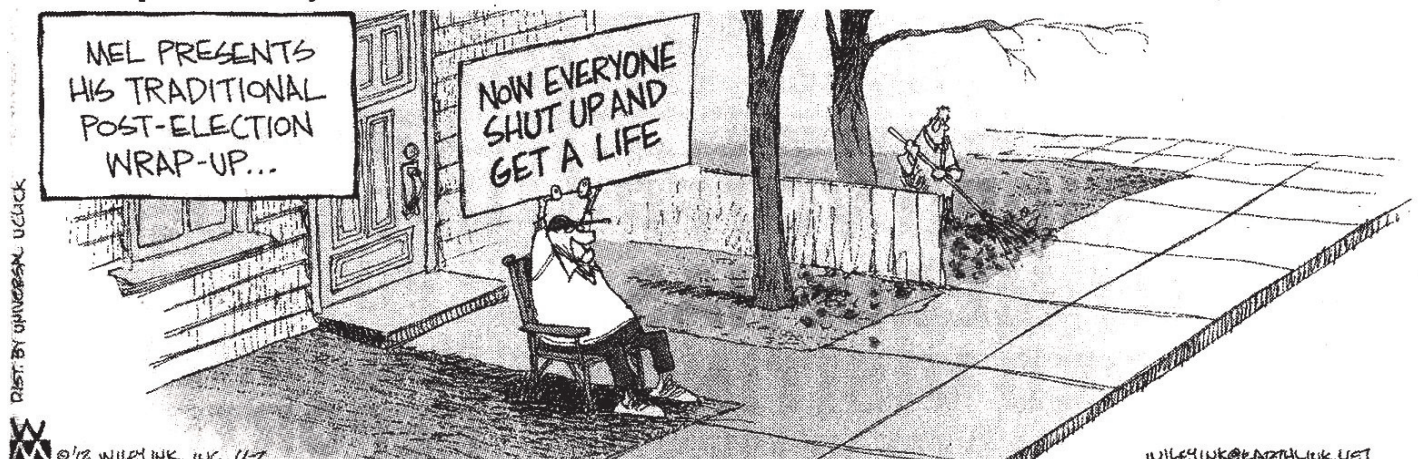
Getting together like this allows us to breathe new life into all of them, including those "flown west," not to mention reinvigorating ourselves. Sort of like going through an album of pictures taken long ago.

Of such simple pleasures is good fellowship made.

Some of the narratives covered time spent aviating before coming to United, with Bill always able to pass on humorous tales from his RCAF days, Doug adding a few USAF anecdotes, and both of them comparing the differences between the RCAF and USAF T-33's.

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### Non Sequitur Wiley Miller



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Gordy will be making his annual migration to NZ next month and always has interesting vintage aircraft info to contribute.

Due to the seating arrangements and the lively conversation, not to mention frequent laughter amongst Bill, Doug and myself, I missed much of the conversation between Al, Benno, Ron and Gordy, but it was as lively and mirthful as ours, with all of us really enjoying this monthly opportunity.

We took a quick straw vote as regards the possibility of skipping our December lunch, account the Holidays, and decided to leave things as is, so our next lunch is on December 12 at the Claim Jumper, 9085 SE Sunnyside Road, Clackamas, OR (503) 654-3700.

For next year, we'll "keep on keeping on," meeting the second Wednesday of every month at, for now at least, the Claim Jumper.

No picture this time as your scribe forgot to take one! Sorry, *Tony Passannante*

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### SEATTLE GOONEY BIRDS LUNCHEON

The host used some of his sick leave to nurse a cold, and Bill Stoneman was kind enough to fill in and take the roll call. He said that everyone seemed to have a good time, as always.

Those present were: Bill Stoneman, Don Page, Dave Carver, Dave Link, Al Haynes, Chuck Westpfall, Bob Howard, Carl Carlsen, Bud Granley, Ray Hanson, Hank Kerr, Herb Marks, Alex Dunn, Jack Brown, Bob Reid, and Fred Sindlinger. Submitted by, *Bill Brett*

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### UNITED LAUNCHES TURN-DOWN SERVICE IN UNITED GLOBAL FIRST CABIN



United Airlines has launched a new turn-down service for customers seated in United Global First, offering travelers an added touch of luxury and a better sleeping experience on long-haul flights.

Customers may enjoy a new sleeping cushion with a 250-thread-count outer cover in addition to the standard plush duvet, soft pillows and Philosophy-brand amenity kit. Upon request, crew members will position the cushion, duvet and pillows within the flat-bed suite for customers. The service is available for United Global First customers on all long-haul international flights.

"Throughout their travel experience, our Global First customers expect the highest level of service," said Mark Bergsrud, United's senior vice president of marketing. "The new turn-down service offers customers even more comfort, enabling them to arrive at their destinations refreshed and ready to go."

Customers seated in United Global First experience a higher level of privacy and comfort, priority airport services and more-personal attention. In United's three-cabin aircraft, United Global First suites offer flat-bed seats, additional storage compartments, a multi-course meal with fine wines and noise reduction headsets. On most aircraft, United Global First suites also offer laptop power, USB ports and personal on-demand entertainment.

United is investing \$550 million in fleet-wide onboard improvements, including offering the world's largest fleet of flat-bed seats, with more than 175 aircraft with 180-degree flat beds in premium cabins once the airline completes the installation in early 2013. United also anticipates launching satellite-based Wi-Fi on international widebody aircraft by the end of the year, enabling customers to stay connected while traveling on long-haul overseas routes.

United recently upgraded the airline's United BusinessFirst product, offering customers an elevated business-class service, including an additional entree option, expanded wine selections, improved in-flight entertainment and new amenities.



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## 2012 RUPA RIVER CRUISE REPORT



Well, the RUPA river cruise is over and if you missed it, and a lot of you did, you missed one heck of a good time. Forty two of us partied from Vienna Austria to Basel Switzerland, taking in the sights along the way, visiting one great cathedral or castle after another and all the while enjoying a wide variety of European cuisine. Several of our party went space available and arrived at different destinations to visit and sightsee different points of interest, then took a train to Vienna. After the cruise, some took a train from Basel to continue their visit of the European continent prior to returning to the good old US of A. All who went SA had no trouble getting to the beginning of the trip and I haven't heard of anyone who had trouble getting back.

In Vienna, most of us stayed in hotels either close to a Hop-on-Hop-off bus stop, a streetcar stop or a subway stop. Transportation within the city is easy with the "must see" sightseeing venues very easy to get to, in fact, once you were in the city center, you could walk to just about all of them. Vienna, for centuries was the capital of both the Holy Roman Empire, and later, the center of the Hapsburg Empire, and is still the great cultural capital of Central Europe. It is a city of wonderful music, elegant manners, sublime pastries and a wedding-cake architecture.

Most of us arrived a few days early to adjust to the time differential and get acquainted with the city. After boarding the boat, we were given a walking tour of the city with a guide, and that evening we were given the opportunity to attend a concert. That night we departed for our cruise up the Danube. The next morning we woke up cruising one of the loveliest stretches along the Danube, the Wachau Valley. From here clear through the end of the cruise, the hillsides along the rivers were almost continuously covered with vineyards. Located deep within this valley is the historic town of Melk. It was once a fortified Roman post but today is a charming jumble of old towers and cobblestone streets. The main attraction, however, is the grandest of Baroque monuments, the Benedictine Abbey. The massive yellow structure towers on a hill set back from the bank of the river. It is reminiscent of the Palace of Versailles and is most notable for its library with over 80,000 leather bound books. Optical illusions, often used in Baroque interior design, abound throughout the ceilings of the public rooms.

After another night of cruising, we found our selves at the city of Passau. It is one of Bavaria's oldest cities and sits at the confluence of three rivers, the Danube, Ilz and Inn. Passau is well known for its ornate Baroque cathedral, charming cobblestone streets and graceful arcades; it has been called one of the seven most beautiful cities in the world. The city is unusually well preserved, having been spared the brunt of Allied bombing during WWII. We were given a guided walk through its charming medieval alleyways en route to St. Stephan's Cathedral where we were treated to an organ concert played on the world's largest church organ, 18,000 pipes. That afternoon, several of us took bike rides along the banks of the rivers or shopped at the many stores.

The next morning found us docked at the small Bavarian town of Deggendorf. Here we were treated to a horse drawn wagon ride through the Black Forest region. We then visited a Bohemian glass factory, located on the historic Glass Route that runs between Passau and Prague, and watched how local artisans worked together like orchestra musicians to create original works of art. The tradition of glassblowing has remained

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basically unchanged since the glassmaker's pipe was invented 2,000 years ago. Of course the exit from the work shop was through the showroom where we were given the opportunity to off load some of our precious Euros.

The next day we arrived in Regensburg, the fourth largest city in Bavaria, one of the best-preserved and historic cities in Germany. Perhaps that's because it suffered no major damage in World War II, thanks to the extensive air defense system built around the city. Of course we had to visit the historic center of town with its massive cathedral but the architectural wonder of this visit was the Stone Bridge across the Danube. It was built in the 1200's and is one of the first stone bridges ever built across a major river. Due to our close proximity to the Black Forest, this was our first opportunity to purchase Cuckoo Clocks and several disappeared off store shelves, look for one under your tree this Christmas. This was also our first encounter with Germany's famous sausages. At the foot of the Stone Bridge, mentioned above, is perhaps the oldest and probably first hot dog stand in the world.

During breakfast the next morning, it started to snow. The snow and the beautiful fall foliage along the riverbank made for an enchanting scene. During the night we departed the Danube River and were now in the Danube-Main Canal. We had been climbing in elevation ever since we left Vienna going through one lock after another with an elevation change of about 30 feet in each lock. But in the Danube-Main Canal the lift was from 50 to 81 feet, truly massive locks. In the afternoon we arrived at Nuremberg where some of our party had to depart for home and others joined us. It had turned unusually cold for this time of year, but we were a hardy bunch, so we put on an additional sweater and proceeded with our tour of Nuremberg. Nuremberg dates back to about 1050 and is the second largest city in Bavaria, but it has a dark chapter in its 20<sup>th</sup>-century history, when Nuremberg was the regional headquarters of the Nazi Party. We visited the site of Hitler's most grandiose rallies where millions were in attendance. We could all recognize it from period news-real footage. Co-located at the Rally Grounds is an enormous center documenting the history of the Nazi Party. No other city save Dresden was as severely damaged during World War II with about 90% of the old town destroyed. From the highest point in town, looking over the old castle walls, we compared pictures taken from that very spot just after the war to what we were presently seeing. Needless to say, the differences were stark.

The next morning we departed Nuremberg and the Danube-Main Canal and were now sailing on the Main River to Bamberg. Bamberg is like Rome, a city built on seven hills, but with a church atop each hill. During the Middle Ages, the town was split in two, divided by the Regnitz River, one side controlled by one powerful family and the other side by another family. As a result of this division, the Town Hall was built on a tiny island in the middle of this very swift river, unique. Another distinction here, this small town has ten breweries and beer consumption per capita is higher here than in any other city.

The next morning we awoke in Würzburg and boarded buses for Rothenburg. Rothenburg is a city completely enclosed within Medieval castle walls. Not much has changed in the last 600 years. The original city walls still stand protecting the charming core of Gothic churches and one timbered framed house after another along the narrow streets. The big draw here is the Christmas Stores. One store occupies three former houses and has five floors. The big obstacle here is getting out of the store with out incurring something like the National Debt. The next day, while still in Würzburg, we took a tour of a spectacular palace built in the 18<sup>th</sup> century. It is very reminiscent of the Catherine Palace in St. Petersburg Russia. Once again the optical illusions used in Baroque interior design were much in evidence throughout the ceilings of the public rooms. After we exited the palace we walked through the downtown market district back to the boat. The weather had turned once again and it was now pleasant to stroll around in shirt sleeves.

Cruising to Miltenberg, many of us enjoyed the passing scenery and lock operation from the top deck of the boat or while inside in the lounge. Many of us marveled how the pilot house of the boat had to be lowered to pass under the many low bridges across the river while we on deck had to scoot down in our chairs so we wouldn't hit our heads. Somewhere along this portion of the river, we passed the largest vineyard in Europe, which stretched for miles along the hillsides. Miltenberg is a small town with crooked streets and leaning half-timbered houses straight out of some German fairytale. The day we arrived it was All Saints Day, a

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holiday. All the stores were closed, no traffic on the streets; we had the town to ourselves, a real treat.

The next day we arrived in Nierstein, a small village on the Rhine River where they make some of that great German white wine. When we got off the boat we were met by tractors pulling wagons which we boarded. Once on board, the tractors pulled us up to the top of the vineyards to a picnic spot overlooking the village and river. Off in the distance we could see Frankfurt, the only city in Germany with high-rise buildings. The view was spectacular. We met the vintner who was very generous with his wine, which was accompanied with sausage and bread. I liked the way Germans do wine tasting.

The next morning we awoke in Strasbourg, France. Since the main part of Strasbourg is totally ringed by canals, one way to first see Strasbourg is in a glass-enclosed water taxi. We boarded the water taxi quite close to our boat and were given a guided tour of the city. Built along the edge of a canal were modern buildings that housed the European Parliament, the Council of Europe, Place d'Etoile, Palais Rohan and the Museum of Modern Art. After circling the city, the water taxi dropped us off right downtown where our guided tour continued through the downtown area ending at the Cathedral Notre Dame. Strasbourg was the last city we visited on this cruise. After we were all back-on-board our boat, we continued to cruise the Rhine River for the remainder of the day and through the night. The next morning found us departing the boat in Basel for the airport.

When we went ashore for our walking tours we were in groups of about 20, each of us had a radio receiver which enabled us to hear our guide no matter how far we lagged behind. Four of the groups were for the more energetic walkers, though we never walked more than a block or two before we would stop at some point of interest, and the fifth group took things a little slower. We traversed 56 locks and passed under more than 70 very low bridges. Food on board was fantastic and the serving's just right. We had two Captains Welcome Aboard parties and two Captains Farewell parties as well as one put on by our travel agent Jerry Poulin. All the tours mentioned as well as all the beer and wine served at lunch and dinner was included in the cost of the cruise. A list of our hardy travelers: Lee and Shirley Francis, Gary and Nevis Stimmell, Betty Garrison, Gwen Siebken, Larry and Annette Fordham, Rich and Georgia Bouska, Duane and Elaine Lucca, Roger and Deana Delozier, Jerry and Sharon Poulin, Don and Barbara Madson, John and Jeanne Hill, Bob and Judy Bonfilio, Jim and Lula Staib, Oak and Lavera Porter, Mark and Sunee Jines, Tom and Sandy Race, John and Lucy Weborg, Al and Judy Dorsey, Bob and Terry Rinehart, Dan DeLeuw and Susan Steele, Woody and Gin Bouska, and Jake and Cheryl Nelson. All had a good time and would like to go on another cruise. Submitted by *Rich Bouska*

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## PASS TRAVEL CORRECTION

After consulting with the Tax Department, the ETC now says "taxable pass riders" **cannot** use prior-year vacation passes, even when accompanied by the retiree. This is different from what I published in the July 27th and October 5th RAFA Updates (which were approved by the ETC).

Retirees who are saving 2012 vacation passes to use with their "taxable pass riders" in 2013 should take note!

### **4) UPDATED: Vacation pass roll-overs and taxable pass riders**

#### **Correction on Vacation ePass Allotment Usage**

The information published in the previous RAFA postings (July 27 & October 5) was incorrect. Please note the following as it relates to taxable pass riders. This information, along with imputed income details, can be found in the Travel section on Flying Together in the Vacation Pass Travel Program document.

#### **Allotment Used for Pass Riders:**

When using a vacation ePass, travel for the following types of pass riders is taxed as imputed income to employees/retirees:

- Domestic partners
- Enrolled friends
- Non-dependent children age 18 until they attain age 26



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- Military dependent children age 21 until they attain age 26
  - Same gender parents

Due to Internal Revenue Service (IRS) federal regulations, vacation ePasses used by the pass riders listed above will be deducted from the current year vacation ePass allotment, regardless if they are accompanied or not. ePasses carried forward from a prior year cannot be used by pass riders whose travel is taxed. For details, see the *Service Charges, Fees and Taxes for Pass Travel* document in the Travel section on Flying Together.

**Bottom line:** retirees cannot use a 2012 vacation pass to bring any of the above riders on trips in 2013. If your “taxable pass riders” are traveling UNACCOMPANIED in 2013, they must either use a vacation ePass from your 2013 allotment or travel using a personal pass.

RAFA has updated our website to advise people of the correction:

[http://www.rafa-cwa.org/RAFA/TB\\_Update\\_October.html](http://www.rafa-cwa.org/RAFA/TB_Update_October.html)

From: Kirk Moore, Chairman, RAFA Travel Benefits Committee

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### **A NEW ENHANCEMENT TO THE BOARDING PROCEDURE FOR PASS RIDERS**

A SHARES enhancement will now assign seats to Pass Riders from the front section of the economy cabin, including Economy Plus, to the back of the aircraft.

**Why:** Current SHARES logic assigns Pass Rider seats outside of the Economy Plus area first. As a result, lower seniority Pass Riders are more likely to be seated in the Economy Plus seats. Based on co-worker feedback, the seating order has been reversed to ensure that the higher seniority pass riders will be assigned seats in the forward part of the economy cabin, when available. More enhancements are planned for the near future.

**Procedure:** This enhancement will automatically assign Pass Riders, row by row, from the front of the economy cabin to the back of the aircraft. The Pass Rider priority order will not change.

This will now be much more user friendly for NRSAs.

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### **STANDBY CLEARANCE PROCEDURES (NON-REVENUE AND REVENUE)**

**Applies to:** Effective November 19, 2012, Domestic and International United and United Express Flights.

**Policy:** Standby customers will be offered the same check-in and boarding requirements as confirmed revenue customers.

Standby customers are not required to be present when cleared and once cleared should not be skipped. Cleared standby customers should board the aircraft at least 15 minutes prior to departure for domestic flights and 30 minutes prior for international to avoid seat loss.

Those cleared standbys who do not board or claim their seats 15 minutes prior to departure may be unseated, and their seats then awarded to the next customer on the standby list present in the boarding area.

**Why:** With all of the self-service tools that we have, such as United.com and Mobile apps, we need to update our practices in clearing standby customers. By aligning our revenue and pass rider processes, we hope to create a more streamlined and understandable experience for both gate agents and pass riders.

**Procedure:** Agents will clear standby customers when the flight is restricted to the gate - 30 minutes prior to departure for domestic flights and 60 minutes prior on international flights.

When a flight is booked at less than 75% capacity, then the process of clearing standbys should occur earlier. (6:CK.Y to open up economy standby seating at check-in) Clearance to premium cabins should be processed as well if seats are open. Once cleared, agents will call standby customers to the podium to provide boarding pass. If a customer does not respond, agents will not unseat the customer but hold boarding passes until 15 minutes prior to departure on domestic flights and 30 minutes on international flights. At 15 minutes before departure on domestic flights (30 minutes internationally), agents will check the unreconciled list and begin to unseat any customers who have not boarded - this includes confirmed as well as standby customers who have not boarded.

Remember, standby customers could have received their cleared seat electronically and boarded the aircraft so only unseat customers who are on the unreconciled list.

Agents will continue to assign any available seats to the next eligible customers on the list.

## **About Updating Your Credit Card Information for Travel Pass Charges**

One of our members kept getting notices, via e-mail, to update his credit card expiration date for pass travel invoices. He was unable to find a way to comply to their request and sent an e-mail to the "Employee Pass Charge Department," [epc@united.com](mailto:epc@united.com) asking for instructions, and got the following email.

Thank you for contacting the Employee Travel Center. You do not need to update your credit card information. With the implementation of the new Pass Travel program there is no longer a need to store credit card information. If you book your travel using the EmployeeRes system you will always be asked to input credit card information for any flight that has a cost associated with it. Please disregard the notices.

All the best, <<mailto:ETC@united.com>> 713-324-5555

## **6 Medical Myths for the Holiday Season**

By Tara Parker-Pope

The British medical journal BMJ reported on a series of medical myths that even doctors believe. Among them: Turkey makes you drowsy. Dim light ruins your eyes. Drink at least eight glasses of water a day.

The same researchers, Dr. Aaron Carroll and Dr. Rachel Vreeman of the Indiana University School of Medicine, offer six new medical myths for the holiday season. The latest set of myths, published in BMJ, are commonly believed by the general public and many doctors, said the researchers. However, a search of the medical literature shows these myths aren't true or lack evidence to support them.

"Even widely held medical beliefs require examination or re-examination," the study authors wrote. "Both physicians and non-physicians sometimes believe things about our bodies that just are not true."

Here are the six new commonly believed medical myths they've identified.

### **1. Sugar makes kids hyperactive.**

The researchers cite 12 controlled studies that couldn't detect any differences in behavior between children who had sugar and those who did not. Even when kids had a diagnosis of hyperactivity problems or were said to be more sensitive to sugar, they did not behave differently whether they ate sugar-laden or sugar-free diets. In fact, the biggest effect of sugar may be on parents. Parents rate their children as being more hyperactive if they are told the child has consumed sugar — even when the child hasn't really had any sweets.

### **2. Suicide increases over the holidays.**

Suicides are more common during warm and sunny times of the year, studies show. There is no evidence of a holiday peak in suicides.

### **3. Poinsettias are toxic.**

Among 22,793 poinsettia exposures reported to the American Association of Poison Control Centers, there were no deaths or significant poisonings. A study of poinsettia ingestion found that when rats were given doses equal to a person consuming 500 to 600 poinsettia leaves, the plant wasn't toxic.

### **4. You lose most of your body heat through your head.**

This is the myth that Dr. Carroll and Dr. Vreeman believed to be true. They found out that the belief likely originated with an old military study where subjects wearing arctic survival suits lost most of their body heat through their heads. But that was because the head was the only bare part of their bodies. Typically, we don't lose more than 10 percent of body heat through our heads. The bottom line is that any uncovered part of the body will lose heat, which is why wearing a hat, even when you're bundled up everywhere else, is important.

### **5. Night eating makes you fat.**

Studies show an association between obesity and eating more meals late in the day, but that doesn't mean eating at night causes obesity, the doctors point out. Eating more at any time of day will cause weight gain if it results in ingesting more calories than you need.

### **6. Hangovers can be cured.**

The researchers found no scientific evidence supporting any type of cure for alcohol hangovers. Because hangovers are caused by drinking too much alcohol, the only way to avoid one is to drink very little or not at all.

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## AIRLINES FACE ACUTE SHORTAGE OF PILOTS

By Susan Carey, Jack Nicas And Andy Pasztor

U.S. airlines are facing what threatens to be their most serious pilot shortage since the 1960s, with higher experience requirements for new hires about to take hold just as the industry braces for a wave of retirements.

U.S. airlines are facing what threatens to be their most serious pilot shortage since the 1960s, with higher experience requirements for new hires about to take hold just as the industry braces for a wave of retirements.

Federal mandates taking effect next summer will require all newly hired pilots to have at least 1,500 hours of prior flight experience—six times the current minimum—raising the cost and time to train new fliers in an era when pay cuts and more-demanding schedules already have made the profession less attractive. Meanwhile, thousands of senior pilots at major airlines soon will start hitting the mandatory retirement age of 65.

Another federal safety rule, to take effect in early 2014, also will squeeze the supply, by giving pilots more daily rest time. This change is expected to force passenger airlines to increase their pilot ranks by at least 5%. Adding to the problem is a small but steady stream of U.S. pilots moving to overseas carriers, many of which already face an acute shortage of aviators and pay handsomely to land well-trained U.S. captains.

"This is going to come to a crisis," said Bob Reding, recently retired executive vice president of operations at American Airlines and now a consultant to FlightSafety International Inc., an aviation training provider. Added Kit Darby, a consultant on pilot-hiring trends: "We are about four years from a solution, but we are only about six months away from a problem."

Estimates differ on the problem's magnitude. Airlines for America, a trade group of the largest carriers that collectively employ 50,800 pilots now, cites a study by the University of North Dakota's aviation department that indicates major airlines will need to hire 60,000 pilots by 2025 to replace departures and cover expansion.

Mr. Darby's firm calculates that all U.S. airlines, including cargo, charter and regional carriers, together employ nearly 96,000 pilots, and will need to find more than 65,000 over the next eight years.

In the past eight years, not quite 36,000 pilots have passed the Federal Aviation Administration's highest test, the Air Transport Pilot exam, which all pilots would have to pass under the congressionally imposed rules.

For passengers, the biggest impact is expected to be at smaller, regional carriers. They have traditionally been a training ground feeding pilots to the bigger airlines, which are expected to step up their poaching. "Absent a game-changing shift in the supply of" pilots, small to midsize communities "are in jeopardy of losing some, if not all, their scheduled flights," Roger Cohen, president of the Regional Airline Association, said in a July speech.

More than half of U.S. airline pilots are over 50, said Mr. Darby, the consultant, reflecting a bulge in new hires in the 1980s and scant hiring over the past decade.

In 2007, to bring the U.S. into alignment with some other countries, regulators extended the mandatory retirement age to 65 from 60. By some estimates, 80% of 60-year-old U.S. pilots now are staying on longer. But in December, the first of those who extended their careers will start turning 65. Capt. John Silverman, a 64-year-old US Airways Group Inc. pilot, stuck around when the law changed but must retire in April. "I'm extremely healthy," he said. "I could do more time. But 65 is plenty."

The FAA's head of flight standards, John Allen, said at an industry conference this summer that the projected retirement numbers are "astounding and dramatic" and "we don't have a system to address this issue." A spokeswoman for the FAA said its official position is "to obtain data to determine long-term pilot staffing needs and solutions."

After a decade of consolidation and restructuring, some large carriers are planning to start hiring again. Delta Air Lines estimates it will need 3,500 new pilots over the next decade to maintain its ranks at 12,000, not including any growth. American Airlines recently said it plans to add 2,500 pilots over the next five years.



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United Continental Airlines has begun taking applications for a few positions in its Continental subsidiary. Dave Barger, chief executive of [JetBlue Airways](#) said in an October speech that the industry is "facing an exodus of talent in the next few years" and could "wake up one day and find we have no one to operate or maintain those planes."

There are limits to the ability of airlines, especially the regional carriers, to attract more pilots by raising wages. While the industry's health has improved in recent years, many carriers still operate on thin profit margins, with the airlines sandwiched between rising costs for fuel and unsteady demand from price-sensitive consumers.

Dan Garton, chief executive of AMR's regional American Eagle unit, said the issue "is going to become much more visible when regional's have to decrease their flying" for lack of pilots, and some smaller cities lose air service. Mr. Garton said he has beaten the drum about the problem on Capitol Hill and at the FAA without success. The FAA said it has been encouraging discussions among industry officials to come up with solutions.

Some regulators and industry experts worry about the safety implications of having a smaller pool of applicants at a time when demand for pilots is rising. They fret that some smaller airlines could be forced to lower internal criteria and hire applicants with questionable skills or spotty training records.

"It certainly will result in challenges to maintain quality," said John Marshall, an independent aviation-safety consultant who spent 26 years in the Air Force before overseeing Delta's safety. "Regional carriers will be creative and have to take shortcuts" to fill their cockpits, he said.

Ahead of the new 1,500-hour rule, the Regional Airline Association has been testing its first officers regularly in preparation for meeting the standards, said Scott Foose, the trade group's vice president of operations and safety. "Working collaboratively with the FAA, hundreds of first officers have already received their new certificates and the rest are on track to obtain theirs," Mr. Foose said.

The military hasn't been a major source of commercial pilots for years, and the supply of new pilots has been dwindling. Among the reasons is that would-be fliers face expensive training with no guarantee of being hired by an airline once they complete it.

Third Coast Aviation, a flight school in Kalamazoo, Mich., said business is down 30% to 40% over the past five years. At California Flight Academy in El Cajon, Calif., the rolls are full, but almost entirely with foreign students who will soon return to their home countries. "We don't have locals learning to fly anymore," said Ash Dakwar, the academy's operations chief.

While no one tracks overall attendance at the nation's 3,400 flight schools, FAA data show annual private and commercial pilot certificates—both required to become an airline pilot—are down 41% and 30%, respectively, in the past decade. The National Association of Flight Instructors, in a research paper published this year, said that "there is no feasible way...to continuously supply qualified pilots for the demand of air carriers."

Congress's 2010 vote to require 1,500 hours of experience in August, 2013 came in the wake of several regional-airline accidents, although none had been due to pilots having fewer than 1,500 hours.

Regional carriers now are racing to make sure their pilots have 1,500 hours by next summer, while also trying to bolster their ranks. But prospects with close to the required number of hours aren't numerous. "These people just don't exist," said Mr. Garton of American Eagle.

The FAA is trying to soften the blow. It has proposed a rule that would lower the requirement to 750 hours for military aviators and 1,000 hours for graduates of four-year aviation universities. But the exemption, if it goes through, may come too late, and it isn't expected to help most aviators in training anyway, because they come from other types of flight schools.

For them, the challenge of meeting the new requirements is uncharted and costly. "I'm stuck being a flight instructor for another year," said John Adkins, a 27-year-old pilot at California Flight Academy. He achieved the current minimum for being a co-pilot, but the new rule has delayed his dream to join an airline. "You don't make a lot of money as an instructor," he said.

The 1,500-hour mandate "has only discouraged a future generation of prospective pilots to pursue this career," said Mr. Cohen, from the regional airline group. Those who persevere "will try to get the 1,500 hours the fastest and cheapest way possible," he said. "Flying around in empty airspace or towing banners doesn't give you the training you need to fly a complex airplane."

The mandate applies to regularly scheduled passenger and cargo airlines flying jets and larger turboprops. Cargo airlines could also end up struggling to recruit sufficient pilots. Smaller planes, on-demand charters and business jets aren't covered by the new requirements.

The last big pilot shortage, in the 1960s, occurred because "everybody who was of a trainable age was in Vietnam," said Randy Babbitt, a former FAA administrator who was hired as a pilot in that era. Meanwhile, airlines were expanding as jets shortened trips and boosted traffic. Once the military pilots finished their tours, many joined airlines and the shortage problem receded.

### UNITED AIRLINES COMPLETES CERTIFICATION PROCESS FOR ITS 787 DREAMLINER

United Airlines successfully completed the (FAA) certification process for its 787 Dreamliner on Nov. 2. United can now begin flying the Dreamliner for passenger service, beginning with its inaugural 787 commercial flight departing Houston for Chicago Nov. 4 at 7:20 a.m. CST.

United's first Dreamliner arrived in Houston on Sept. 28 to begin a month-long certification program that included non-commercial flights to several of United's domestic and international stations, totaling more than 100 flight hours. During this time, the aircraft underwent a series of test scenarios, including diversions and simulated mechanical issues, in thorough preparation for service.

"I want to thank my co-workers who worked so carefully and professionally to get United certified to operate the Dreamliner," said United's President and Chief Executive Officer Jeff Smisek. "Many people from across the company put in a lot of work to help us induct and prepare to operate the 787, and I'm proud to share this important day with all of them."

United has received two of the 50 Dreamliners it has on order.

Configured with 36 seats in United BusinessFirst, 70 seats in United Economy Plus and 113 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 787 Virtual Tour

A virtual tour of United's Dreamliner is now available through the United Hub at [unitedhub.com](http://unitedhub.com) and on the media center at [unitedcontinentalholdings.com](http://unitedcontinentalholdings.com). The virtual tour provides a detailed look at the aircraft's unique characteristics through a variety of animated, interactive features. The tour enables viewers to sample the Dreamliner's United BusinessFirst seats, electrochromatic window shades, six styles of LED cabin lighting and more. The virtual tour also includes segments on the 787's state-of-the-art flight deck, crew rest areas and lavatories, as well as information about the Dreamliner's General Electric GENx engines, wing technology and cargo capabilities. A "facts & figures" section of the tour offers a series of graphics that illustrate the Dreamliner's capabilities and specifications.

#### Rhymes With Orange Hilary B. Price



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## UNITED SAID TO STUDY BIGGEST AIRBUS A350 TO REPLACE BOEING 747S



United Continental Holdings Inc. is in talks with Airbus SAS about buying A350-1000 jets, a step toward the first U.S. purchase for the planemaker's largest twin-engine model, people familiar with talks said.

The world's biggest airline is considering the 350-seat plane to replace older Boeing 747s, said the people, who asked not to be identified because the talks are private. United already has agreed to buy 25 of the mid-sized A350-900 variant under a 2009 deal that included 25 of Boeing's 787 Dreamliners.

A United order would help Toulouse, France-based Airbus in its effort to loosen Boeing's grip on the market for large twin-aisle aircraft. Airbus had suffered cancellations and a four-year A350-1000 order drought until July. United has said it's also looking at what Boeing will offer as a successor to its 777, the Chicago-based planemaker's biggest two-engine model.

Airbus is promising the A350-1000's first delivery by 2017 and promotes it as 25 percent more efficient than a 777-300ER, partly because it uses more lightweight composite materials. That timeline may give Airbus a head start of three years over a 777 replacement, because Boeing hasn't committed to a schedule beyond saying the new plane would be in service by decade's end.

A competition with Boeing would depend partly on how soon Airbus can free up delivery slots for the A350-1000 and how fast Boeing can develop the jet dubbed the 777-X, said two of the people. The A350-1000's list price is \$320.6 million, while a 777-X probably would command more than the 777-300ER's \$315 million. Jet buyers usually get discounts.

Airbus declined to comment, saying discussions with potential buyers are private. Christen David, a spokeswoman for Chicago-based United, said: "We continuously have discussions with our aircraft manufacturers."

Boeing is "engaging with our customers to define" the 777-X and when it might become available, Karen Crabtree, a spokeswoman, said by e-mail. "While we haven't set a firm timeline or launched the program, we've consistently talked about a potential market entry around the end of the decade," she said.

The A350-1000 went on sale in 2006 and was originally promised for 2015. Airbus delayed the airliner two years ago to add a more powerful Rolls-Royce Group PLC engine and work on the landing gear and wing. Airbus has won 88 orders for the plane, compared with 352 for the A350-900, which is undergoing final assembly and is due to enter service in late 2014.

United's main jet fleet totaled 701 planes at the end of 2011, according to a regulatory filing. Airbus's share was only 22 percent, and none of the aircraft in service were the wide-bodies that typically provide planemakers with their highest profit margins.

The carrier hasn't bought twin-aisle planes since its creation in the 2010 merger between former United parent UAL Corp. and Continental Airlines Inc. Chief Executive Officer Jeff Smisek was part of the leadership team at Continental in the 1990s when it transitioned to an all-Boeing lineup.

Boeing planes accounted for 55 percent of the 2,349 wide-body jets on order worldwide at the end of September, according to data compiled by Bloomberg. Airbus had 54 percent of the single-aisle backlog for the two companies, the data show.

Shrinking Boeing's lead at United would be a second U.S. coup for Airbus. In 2011, American Airlines ended its recent all-Boeing history by splitting a single-aisle jet order. Airbus won the deal thanks to a more fuel efficient version of its A320 aircraft, pressuring Boeing to follow suit and offer its own upgrade on the best-selling 737 model.

United's A350-900 order came before the merger, so a new deal would expand Airbus's foothold at the airline and may pave the way for an eventual purchase of A380 double-decker aircraft. Senior vice president for finance, Gerry Laderman, said in an August interview that the airline couldn't "dismiss the potential" of such a large jet, given the size of its network.



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## **United begins construction of new widebody hangar at Washington Dulles**

October 19, United Airlines broke ground on its first widebody aircraft maintenance hangar at Washington Dulles International Airport, a major United hub and the airline's principal gateway to the Middle East. United expects to complete construction of the hangar in fall 2013.

United is investing nearly \$45 million in the construction of the 125,000 square foot hangar, which will enable the airline to perform maintenance simultaneously on two widebody airplanes. United employs nearly 300 technical operations workers at Washington Dulles, with more than 6,000 employees throughout the Washington area.

United maintains maintenance hangars at its hubs in Chicago, Denver, Houston, San Francisco and Los Angeles and is currently constructing a new widebody hangar at Newark Liberty International Airport.

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## **United Airlines awarded perfect score in 2013 Corporate Equality Index**

United Airlines has earned a 100 percent rating for the fifth consecutive year in the 2013 Corporate Equality Index (CEI), an annual survey administered by the Human Rights Campaign Foundation. The CEI ranks top companies and law firms based on their policies regarding lesbian, gay, bisexual and transgender (LGBT) employees.

"As a global company, it is our mission to foster an inclusive and diverse culture in which every employee is accepted, valued, respected and treated fairly," says Mike Bonds, executive vice president of Human Resources and Labor Relations at United Airlines. "We are very proud to be recognized for our culture of working together and our commitment to making United a great place to work."

The CEI rates companies on specific policies and practices related to LGBT equality. To achieve a perfect score and the distinction of "Best Places to Work for LGBT Equality," companies are required to have fully inclusive equal employment opportunity policies, provide equal employment benefits, demonstrate organizational LGBT competency, evidence their commitment to equality publicly and exercise responsible citizenship.

United believes that the rich diversity of ideas, experiences, cultures and lifestyles that make up its workforce of more than 85,000 allows the airline to deliver great service and products to its customers around the globe. United is committed to creating a work environment where all employees feel included and empowered to make a measurable difference in its success. United offers policies, programs, benefits, privileges and recognition designed to reward and support the success of its diverse workforce. The airline is equally committed to its multicultural community sponsorships as well as supplier diversity initiatives.

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## **Boeing projects \$820 billion market for 7,290 new airplanes in North America**

TORONTO, Canada - Boeing forecasts that air carriers in North America will take delivery of 7,290 new airplanes over the next 20 years at a market value of \$820 billion. Taking retirements of airplanes into account, the North America fleet will grow from 6,650 airplanes today to about 8,830 airplanes by 2031.

"The North American commercial aviation market is about to record a third consecutive year of profit, with modest passenger traffic growth," said Randy Tinseth, vice president of Marketing, Boeing Commercial Airplanes, who released Boeing's 2012 North America market outlook in Toronto. "The long-term outlook for the North American airline industry is approximately 3 percent annual traffic growth through the forecast period. The market is shaped by aggressive growth of low-cost carriers and the need to replace aging airplanes in the fleets of the established network carriers."

The network carriers are expected to maintain strict capacity discipline. Low-cost carriers will continue to outpace network carrier growth to accommodate increased demand and fill some markets abandoned by network carriers. Financial stability will also be a key indicator of future growth. Several airlines have indicated growth planning to be executed when returns are sufficient to fund their strategic goals.

Boeing forecasts single-aisle airplanes will grow to 69 percent of the total North America fleet by 2031. High fuel prices are intensifying the need for new fuel-efficient airplanes, prompting several airlines in the

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United States to accelerate their fleet renewal programs. Alaska, American, Delta, Southwest and United have announced plans to replace some of their older, less efficient airplanes with Next-Generation 737s or the new 737 MAX.

Both the Next-Generation 737 and the 737 MAX offer significant advantages in improved capabilities, fuel efficiency and maintenance costs, as well as enhanced environmental performance.

Long-haul international traffic to and from North America is forecasted to grow at an annual rate of approximately 5 percent.

The international growth is primarily driven by anticipated passenger traffic to Southwest Asia, China, the Middle East, Africa and South America. Passenger traffic between North America and those regions is forecasted grow at or above 6 percent per year. This growth in the long-haul segment is expected to result in demand for an additional 1,320 new fuel-efficient, twin-aisle airplanes such as the Boeing 787 Dreamliner. Large airplanes (747-size and larger) will not see significant demand in North America, with only about 40 airplanes, or 1 percent of the total investment.

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### **BOEING STARTS BUILDING 777s AT INCREASED RATE**



EVERETT, Wash. - In October, Boeing began building the first 777 at the highest rate ever for a Boeing twin-aisle airplane. The rate of 8.3 airplanes per month is a nearly 20 percent increase over the previous seven per month rate.

"The preparation the team has done for this historic rate increase has been comprehensive from floor to ceiling," said Scott Fancher, 777 vice president and general manager. "We've hired and trained

hundreds of additional employees and the efforts of the team to get us to this point have been simply outstanding," he said.

New technologies have been implemented to achieve the highest production rate the Everett plant has seen. Flex-track drilling machines in the 777 body and wings area along with automated spray-painting equipment have enabled employees to increase productivity and improve quality and safety.

"This rate increase reflects the strong demand for the 777. It continues to be the clear leader in the 300-400 passenger seat market," Fancher said.

1,049 777s are currently in service. 1,380 have been ordered from 63 customers around the globe.

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### **FLYING WITHOUT A PHOTO ID**

The New York Times

While my family gulped down breakfast before leaving for the airport for a recent trip, I checked us in online and printed out boarding passes. To save time later, I also got a credit card out of my wallet to Pay the \$50 fee for two checked bags.

When we arrived at the airport, I opened my purse to find my wallet was missing. After using the credit card, I had left the wallet on my desk. With my driver's license in it.

There wasn't time to go home. So we approached an agent at the security checkpoint and explained the situation. After asking my husband and children to step aside, he summoned a colleague - some sort of "no photo identification" specialist - to deal with me.

The Transportation Security Administration's Web site says a federal- or state-issued photo identification is required to fly. But the site adds: "We understand passengers occasionally arrive at the airport without an ID because of lost items or inadvertently leaving them at home. Not having an ID does not necessarily mean a passenger won't be allowed to fly. If passengers are willing to provide additional information, we have other means of substantiating someone's identity, like using publicly available databases."

The T.S.A. agent had me sign a form, allowing the agency to verify my identity. He asked if I had other identification (I didn't), or if my husband had anything with my name on it (again, no). I did have a

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checkbook, so I handed that over. Then he called someone on his phone, and asked me questions - like my previous addresses and my date of birth. It reminded me of the online verification process you go through when opening a bank account or obtaining your credit report.

Finally the agent jotted a number on my boarding pass and waved me on. The process took about 15 to 20 minutes. I asked for documentation of the screening for my return flight, but he shook his head. He advised getting to the airport early, in case the process took longer on the trip home. (It didn't, although I had my hands swabbed before being sent on my way.)

**COMMENTS** *A few years ago I arrived with my family at DFW for a flight to La Guardia, only to realize that I had left my driver's license in a coat pocket at home. I was allowed to board with only my Costco card as ID, but did have to agree to a few extra questions, a pat-down and a bag search. To be on the safe side, I asked a neighbor to FedEx my passport to me for the return flight.*

*Here's a tip: Use your cellphone to take a picture of the photo ID page of your passport. Then e-mail the photo to yourself. If you are ever lost without an ID, if you can just access e-mail you will have an instant photo ID and passport wherever you are. Whenever we travel overseas, we also Xerox our passport picture page and keep that copy in our suitcase, in case our passports are lost. Being trapped in a foreign country without a passport is even worse than missing a flight for lack of a photo ID!*

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## **THE TOP 20 AIRPORTS FOR TSA THEFT**

*Between 2002 and 2011, Miami, JFK and Los Angeles airports led the nation in the number of TSA agents fired for alleged theft. Your suitcase has been tagged and whisked away for a TSA security check before being loaded onto a plane en route to your final destination. How safe are the belongings inside? The TSA has fired nearly 400 employees for allegedly stealing from travelers, and for the first time, the agency is revealing the airports where those fired employees worked.*

Newly released figures provided to ABC News by the TSA in response to a Freedom of Information Act request show that, unsurprisingly, many of the country's busiest airports also rank at the top for TSA employees fired for theft.

Sixteen of the top 20 airports for theft firings are also in the top 20 airports in terms of passengers passing through.

At the head of the list is Miami International Airport, which ranks twelfth in passengers but first in TSA theft firings, with 29 employees terminated for theft from 2002 through December 2011. JFK International Airport in New York is second with 27 firings, and Los Angeles International Airport is third with 24 firings. JFK ranks sixth in passenger traffic, while LAX is third. Chicago, while second in traffic, ranked 20th in theft firings.

The four airports listed in the TSA's top 20 list of employee firings for theft that aren't also among the FAA's top 20 for passenger activity are Salt Lake City International, Washington Dulles, Louis Armstrong New Orleans International, and San Diego International.

### **The top airports across the U.S. for TSA employees fired for theft are:**

1. Miami International Airport (29)
2. JFK International Airport (27)
3. Los Angeles International Airport (24)
4. Hartsfield-Jackson Atlanta International Airport (17)
5. Las Vegas-McCarren International Airport (15)
6. Dallas/Fort Worth International Airport and New York-Laguardia Airport (14 each)
8. Newark Liberty, Philadelphia International, and Seattle-Tacoma International airports (12 each)
11. Orlando International Airport (11)
12. Houston-George Bush Intercontinental Airport and Salt Lake City International Airport (10 each)
14. Washington Dulles International Airport (9)
15. Detroit Metro Airport and Louis Armstrong New Orleans International Airport (7)
17. Boston-Logan International, Denver International and San Diego International airports (6)
20. Chicago O'Hare International Airport (5)



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During a recent ABC News investigation, an iPad left behind at a security checkpoint at the Orlando airport was tracked as it moved 30 miles away to the home of the TSA officer last seen handling it. Confronted two weeks later by ABC News, the TSA officer, Andy Ramirez, at first denied having the missing iPad, but ultimately turned it over after blaming his wife for taking it from the airport. Ramirez was later fired by the TSA.

The iPad was one of ten purposely left behind at TSA checkpoints at major airports with a history of theft by government screeners, as part of an ABC News investigation into the TSA's ongoing problem with theft of passenger belongings. The other nine iPads were returned to ABC News after being left behind.

The agency disputes that theft is a widespread problem, however, saying the number of officers fired "represents less than one-half of one percent of officers that have been employed" by TSA.

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### **June 2012 statistics On Airport Screening From The Department Of Homeland Security**

<b>Terrorists Discovered</b>	<b>0</b>
<b>Transvestites</b>	<b>133</b>
<b>Hernias</b>	<b>1,485</b>
<b>Hemorrhoid Cases</b>	<b>3,172</b>
<b>Enlarged Prostates</b>	<b>8,249</b>
<b>Breast Implants</b>	<b>59,350</b>
<b>Natural Blondes</b>	<b>3</b>

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### **AIR TRAVEL SAFER THAN EVER WITH DEATH RATE AT RECORD LOW**

By Scott Mayerowitz & Joshua Freed/*The Associated Press*

Boarding an airplane has never been safer. The past 10 years have been the best in the country's aviation history, with 153 fatalities. That's two deaths for every 100 million passengers on commercial flights, according to an Associated Press analysis of government accident data.

The improvement is remarkable. Just a decade earlier, at the time the safest, passengers were 10 times as likely to die when flying on an American plane. The risk of death was even greater during the start of the jet age, with 1,696 people dying — 133 out of every 100 million passengers — from 1962 to 1971. The figures exclude acts of terrorism.

Sitting in a pressurized, aluminum tube 7 miles above the ground might never seem like the most natural thing. But consider this: You are more likely to die driving to the airport than flying across the country. There are more than 30,000 motor-vehicle deaths each year, a mortality rate eight times greater than that in planes.

"I wouldn't say air crashes of passenger airliners are a thing of the past. They're simply a whole lot more rare than they used to be," said Todd Curtis, a former safety engineer with Boeing and director of the [Airsafe.com](http://Airsafe.com) Foundation.

The improvements came even as the industry went through a miserable financial period, losing \$54.5 billion in the past decade. But safety remained a priority. No advertisement of tropical beaches can supplant the image of charred metal scattered across a field.

There are still some corners of the world where flying is risky. Russia, the Democratic Republic of the Congo and Somalia have particularly high rates of deadly crashes. Russia had several fatal crashes in the past year. Africa accounts for only 3 percent of world air traffic but had 14 percent of fatal crashes.

Still, 2011 was a good year to fly. It had the second-fewest number of fatalities worldwide, according to the Flight Safety Foundation, with 507 people dying in crashes.

All fatal crashes in the U.S. in the past decade occurred on regional airlines, which are separate companies flying smaller planes under brands such as United Express, American Eagle and Delta Connection. The most recent deadly crash involving a larger airline was American Airlines Flight 587 in 2001. It crashed after taking off from New York, killing 265.

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A poor economy might also have improved safety.

Bill Voss, president of the Flight Safety Foundation, says that in a boom period, airlines tend to quickly grow, which can weaken safety standards.

"We tend to see people being pushed forward perhaps a little too early, before they're ready," Voss says. "There's not as much time for captains to create new captains by tapping a guy on the shoulder and telling him when he's out of line."

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## TAXES ON AIRLINE TICKETS

When Michael Gulino needed to change a return flight to Dallas from New York in August, he found that the change fee to move his reservation would cost more than a new ticket.

He purchased a new flight and asked about recovering the taxes and fees on his unused airline ticket.

Spirit Airlines told him no. He would have to pay the passenger facility charge, even though he didn't use the airports. He was told he would have to pay the security screening fee, even though he didn't go through security. And he'd have to pay the federal excise tax, even though he wasn't using any of the air-traffic-control services funded with that money.

"If you're not on the flight, they shouldn't charge you. You shouldn't pay taxes if you're not using the ticket," said Gulino, a construction consultant who lives in Lavon and flies back to his native New York about once a month. "It's like going to the store to buy a pocketbook, deciding not to buy it, but still being charged the taxes."

A few weeks later, Gulino used a voucher from Spirit, awarded for being bumped from an overfull flight. Then he found that his "free ticket" also required payment of fees and taxes. That cost him \$84.48.

"This must happen across the United States probably a thousand times a day. It's a big rip-off. I want to see if you can do something about it," he told Problem Solver.

There are 17 different taxes assessed on airline tickets, up from five levied in 1972. They take up a considerable portion of what a consumer pays.

"Federal taxes comprise approximately \$60 on a typical \$300 ticket," emailed Victoria Day, spokeswoman for industry trade organization Airlines for America. "Airlines do not keep any taxes collected and remit all funds to the government per tax law."

Domestic tickets like Gulino's have fewer taxes assessed, but they still added up to about 15 percent of the price in 2011, said Joakim Karlsson, principal investigator of the Massachusetts Institute of Technology's Airline Ticket Tax Project.

The research project shows there are four different taxes that apply on tickets within the continental U.S.:

A federal excise tax of 7.5 percent. Collected by the Internal Revenue Service, the money is used to fund Federal Aviation Administration operations, such as air traffic controllers and radar systems. It also goes into the Airport Improvement Program, used for such expenses as building runways.

The Federal Segment Tax of \$3.80 per flight segment. This, too, is collected by the IRS and goes to the FAA and the improvement program.

The passenger facility charge. This is capped at a maximum of \$4.50 and is collected and used by airports. It is collected each time a passenger boards an airplane, with no more than two collections each way.

The Federal Security Service Fee at \$2.50. This is used for passenger and baggage screening. It also is collected each time a passenger boards, with no more than two charges each direction.

Karlsson believes the current tax setup is necessary for aviation.

"I think there is a valid argument for keeping the system the way it is. The services need to be in place whether or not the passengers show up," he said.

I'm the spouse of a commercial pilot and no apologist for the industry. But in this case, airlines have little

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recourse.

Because of the way federal regulations and laws are written, any federal excise taxes and federal segment taxes that are kept by the airlines must be sent along to the government — whether or not the customer flies. “You pay it no matter what and you don’t get a refund. When the federal government taxes it and you don’t use it, the real fraud is somewhere in the Beltway,” said Michael Boyd, chairman of Boyd Group International, an aviation consulting and research firm in Evergreen, Colo. “The government is real big about making sure airlines treat consumers well, but the government doesn’t apply that to themselves.”

The IRS said in 1989 that ticket taxes are assessed when the payment is made for the flight, not when the flight is taken. If the payment is returned on a refundable ticket, the taxes can be, too. “If we refund the fare, we refund the tax,” said Andrea Huguely, spokeswoman for Fort Worth-based American Airlines.

If a ticket is nonrefundable, airlines keep the fare, and the government agencies pocket the taxes and fees.

At American and Dallas-based Southwest Airlines, those nonrefundable tickets can be used for future travel, so the taxes and fees are paid to the government.

There is wiggle room for passengers who don’t take their flight to ask airlines for refunds on Department of Homeland Security fees, which were assessed after Sept. 11, 2001. That money can be returned, although airlines don’t line up to do it. They incur costs to hand back the money, so to get it, a customer has to ask.

Spirit Airlines reviewed Gulino’s account on my request. He was contacted by the airline and told he would receive a refund for fees totaling about \$25.

“They should just do that. If I didn’t talk to you, I wouldn’t have known to get it,” said Gulino, who booked another flight to New York to help with cleanup from Hurricane Sandy.

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### **AVIATOR MEMORIES.**

You see them at air base terminals around the world. You see them in the morning early, often at night.

They come in Nomex flight suits and hatted, wings over their left pocket; they show up looking ready to fly. There’s a brisk, young-old look of efficiency about them. They arrive fresh from home, from hotels, carrying hang-up bags, battered book bags; bulging with a wealth of technical information, data, and manuals filled with regulations and rules.

They know the new, harsh sheen of Charleston’s runway. They know the cluttered approaches to McGuire; they know the tricky shuttle that is Travis; they know but do not relish the intricate instrument approaches to various foreign airports; they know the volcanoes near Sigonella.

They respect foggy Travis. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the very narrow Berlin Corridor, New Orleans’ sparkling terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami’s perfect weather; they recognize the danger of an ice-slick runway at JFK.

They understand short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency. They marvel at the exquisite good taste of hot coffee in Anchorage and a cold beer in Guam. They vaguely remember the workhorse efficiency of the DC-3s, the reliability of the DC-4s and DC-6s, the trouble with the DC-7 and the propellers on Boeing 377s. They discuss the cramped beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707 on a clearway takeoff from Haneda, and a Convair. The remoteness of the 747 cockpit. The roominess of the DC-10 and the snug fit of a 737. They speak a language unknown to Webster.

They discuss ALPA, EPRs, fans, mach and bogie swivels. And, strangely, such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence; they know what it means to fight for self-control, to discipline



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sunrise over Iceland at the end of a polar crossing. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow capped Rockies.

They remember the vast unending mat of green Amazon jungle, the twisting Silver road that is the father of waters, an ice cream cone called Fujiyama; the hump of Africa. Who can forget Everest from 100 miles away, or the ice fog in Fairbanks in January?

They have watched a satellite streak across a starry sky, seen the clear, deep blue of the stratosphere, felt the incalculable force of the heavens. They have marveled at sun-streaked evenings, dappled earth, velvet night, spun silver clouds, sculptured cumulus: God's weather. They have seen the Northern Lights, a wilderness of sky, a pilot's halo, a bomber's moon, horizontal rain, Contrails and watched St Elmo's Fire dance on the windows.

Only an aviator experiences all these. It is their world. And once was mine. And remains in memory...

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## 9 THINGS THAT WILL DISAPPEAR IN OUR LIFETIMES

Whether these changes are good or bad depends in part on how we adapt to them. But, ready or not, here they come.

**1. The Post Office.** Get ready to imagine a world without the post office. They are so deeply in financial trouble that there is probably no way to sustain it long term. Email, Fastway, Fed Ex, and UPS have just about wiped out the minimum revenue needed to keep the post office alive. Most of your mail every day is junk mail and bills.

**2. The Check.** Britain is already laying the groundwork to do away with check by 2018. It costs the financial system billions of dollars a year to process checks. Plastic cards and online transactions will lead to the eventual demise of the check. This plays right into the death of the post office. If you never paid your bills by mail and never received them by mail, the post office would absolutely go out of business.

**3. The Newspaper.** The younger generation simply doesn't read the newspaper. They certainly don't subscribe to a daily delivered print edition. That may go the way of the milkman, butcher, baker and fruit and veg man. As for reading the paper online, get ready to pay for it. The rise in mobile Internet devices and e-readers has caused all the newspaper and magazine publishers to form an alliance. They have met with Apple, Amazon, and the major cell phone companies to develop a model for paid subscription services.

**4. The Book.** You say you will never give up the physical book that you hold in your hand and turn the literal pages. Many said the same thing about downloading music from iTunes because they wanted hard copy CD. When they discovered they get albums for half the price without ever leaving home to get the latest music they changed their minds. The same thing will happen with books. You can browse a bookstore online and even read a preview chapter before you buy. And the price is less than half that of a real book. Just think of the convenience! Once you start flicking your fingers on the screen instead of the book, you find that you are lost in the story, can't wait to see what happens next, and you forget that you're holding a gadget instead of a book.

**5. The Land Line Telephone.** Unless you have a large family and make a lot of local calls, you don't need it anymore. Most people keep it simply because they've always had it. But you are paying double charges for that extra service. All the cell phone companies will let you call customers using the same cell provider for no charge against your minutes

**6. Music.** This is one of the saddest parts of the change story. The music industry is dying a slow death. Not just because of illegal downloading. It's the lack of innovative new music being given a chance to get to the people who would like to hear it. Greed and corruption is the problem. The record labels and the radio conglomerates are simply self-destructing. Over 40% of the music purchased today is "catalogue items," meaning traditional music that the public is familiar with. Older established artists. This is also true on the live concert circuit. To explore this fascinating and disturbing topic further, check out the book, "Appetite for

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Self-Destruction" by Steve Knopper, and the video documentary, "Before the Music Dies."

**7. Television Revenues to the networks are down dramatically.** Not just because of the economy. Many people are watching TV and movies streamed from their computers. And they're playing games and doing lots of other things that take up the time that used to be spent watching TV. Prime time shows have degenerated down to lower than the lowest common denominator. Cable rates are skyrocketing and commercials run about every 4 minutes and 30 seconds. It's time for the cable companies to be put out of our misery. People will choose what they want to watch online and through Netflix.

**8. The "Things" That You Own.** Many of the very possessions that we used to own are still in our lives, but we may not actually own them in the future. They may simply reside in "the cloud." Today your computer has a hard drive and you store your pictures, music, movies, and documents. Your software is on a CD or DVD, and you can always re-install it if need be. But all of that is changing. Apple, Microsoft, and Google are all finishing up their latest "cloud services." That means that when you turn on a computer, the Internet will be built into the operating system. So, Windows, Google, and the Mac OS will be tied straight into the Internet. If you click an icon, it will open something in the Internet cloud. If you save something, it will be saved to the cloud. And you may pay a monthly subscription fee to the cloud provider. In this virtual world, you can access your music or your books, or your whatever from any laptop or handheld device. That's the good news. But, will you actually own any of this "stuff" or will it all be able to disappear at any moment in a big "Poof?" Will most of the things in our lives be disposable and whimsical? It makes you want to run to the cupboard and pull out that photo album, grab a book from the shelf, or open up a CD case and pull out the insert.

**9. Privacy.** If there ever was a concept that we can look back on nostalgically, it would be privacy. That's gone. It's been gone for a long time anyway. There are cameras on the street, in most of the buildings, and even built into your computer and cell phone. But you can be sure that 24/7, "They" know who you are and where you are, right down to the GPS coordinates, and the Google Street View. If you buy something, your habit is put into a zillion profiles, and your ads will change to reflect those habits. "They" will try to get you to buy something else. Again and again.

All we will have left that can't be changed are "Memories." And then probably Alzheimer's will take that away from you too! Life is not the way it's supposed to be. It's the way it is. The way we cope with it, is what makes the difference.

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## **BREAKFAST: HOW DOES IT HELP WEIGHT CONTROL?**

Mayo Clinic Expert Answers: *from Katherine Zeraisky, R.D., L.D.*

Why does eating a healthy breakfast help control weight? **Answer:**

Here are some of the ways that regularly eating a healthy breakfast may help you lose excess weight and maintain your weight loss:

**Reduced hunger.** Eating breakfast may reduce your hunger later in the day, which may make it easier to avoid overeating. When you skip breakfast, you may feel ravenous later and be tempted to reach for a quick fix - such as vending machine candy or doughnuts at the office. In addition, the prolonged fasting that occurs when you skip breakfast can increase your body's insulin response, which in turn increases fat storage and weight gain. In fact, skipping breakfast actually increases your risk of obesity.

**Healthy choices.** Eating breakfast may get you on track to make healthy choices all day. When you eat breakfast, you tend to eat a healthier overall diet, one that is more nutritious and lower in fat. When you skip breakfast, you're more likely to skip fruits and vegetables the rest of the day, too.

**More energy.** Eating breakfast may give you energy, increasing your physical activity during the day. A healthy breakfast refuels your body and replenishes the glycogen stores that supply your muscles with immediate energy. Skipping breakfast is associated with decreased physical activity.

So, if you skip breakfast - whether you're trying to save time or cut calories - you may want to reconsider, especially if you're trying to control your weight.

# LETTERS

**STEVE BENSON**--Keenesburg, CO

Cleve, please accept my tanks for all you do, also my check and a bit more for the "kitty."

My 1st wife, Jeanie, 43 years, and I are really having a good time with this retirement program. (6 years. There are so many fun and interesting things to do.

Clear skies and tailwinds to all.

*Steve & Jeanie*

**TOM CONLEY**--Huntley, IL

During the interview process when I/we hired on, it was necessary to talk to a flight manager. It was about noon the day Human Resources sent me to ORD Flight Ops for my interview. The secretary introduced me to Tom Morgan. Tom looked everywhere to find another flight manager to interview me but they were all at lunch. Reluctantly, he said "Come in and have a seat." He didn't ask me anything about my background. Instead he wanted to tell airplane stories. And this is the one story that stuck with me all these years.

Tom said, "U.S. Steel leased one of our DC3's and

we (Capital – in Pittsburg) provided the crews." Tom said he was getting the plane ready for departure when one of the U.S. Steel big shots walked up to him and wanted to know, "Where is my newspaper?" Tom said, "You walked by the same newsstands that I did." I wasn't on the property very long before I realized the significance of that story.

With the passing of Rod Gilstrap, another story comes to mind. Rod was active in the union and then went in the office about the time the WOE program began. One evening, after the flight office closed, one of our fellow pilots went in with the cleaning crew and covered Rod's desk with WOE stickers. And, as I recall, the adhesive on those stickers was the best money could buy. I'll bet someone reading this can provide the rest of the story.

*Tom & Barb*

**ED DE CHANT**--Ft. Lauderdale, FL

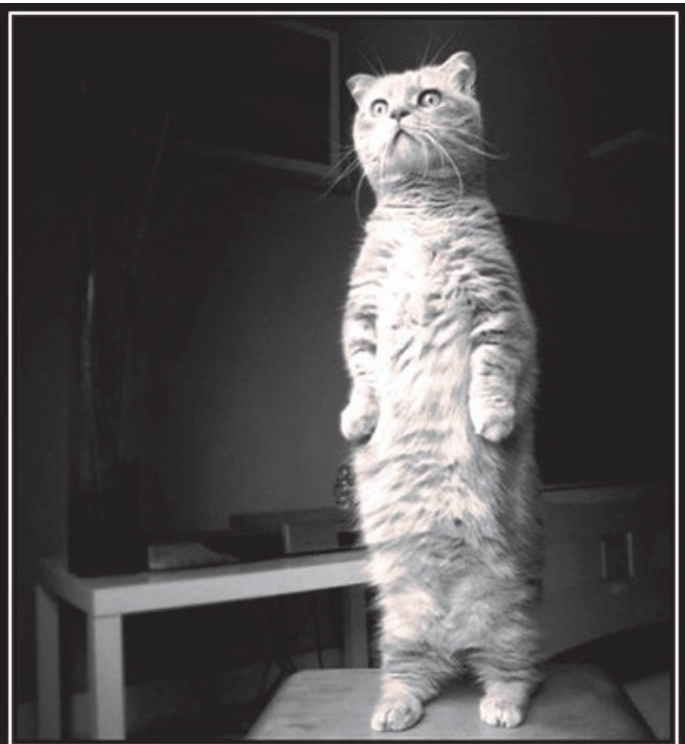
Hi fellow retirees, Well I have hit 3 score and 10 years. I am still working full time with the French Barge and the vacation rentals in Florida, Paris and London. It keeps me out of trouble. Thank God I made those investments 30 years ago as they have replaced the A Fund a bit.

Ona and I are living in Fort Lauderdale, and running our resort there. We have turned much of the day to day things over to my step son who is doing a fine job. Last winter, we used our RV to visit other RUPA members in Florida. It sure would be handy if your computer could break down our membership state by state. Then RVers, like us, could search the state for members we know before we travel in that direction. To go through the directory entry by entry is very difficult.

We did little travel this year as we both had a few medical issues to take care of. We do go back and forth from FLL to EWR. Have been for years. Continental people really treat us well.

It is interesting to hear there will be a worldwide pilot shortage soon. My grandson, age 14, is beginning flying lessons. Who knows.

I always give left over inventory on the French Canal Barge Cruises to United Retirees on a zero profit basis. If you want to be on my email list please request it as RUPA forbids any used of its mailing list. I depend on direct request and some retired friends who send me their retired lists. My list is



**WHAT DO YOU MEAN**

You've bought a dog?



quite small.

We are active in FLL RUPA and of course Pete Sofman's Skyscraper group. But they seem to be the same faces year after year. I hope new retirees do not forget RUPA. We have even joined the Continental Retired Pilots who have given us a very nice welcome. So far this merger seems OK.

All the best to you, my friends. Stay in Touch!

**Ed DeChant** JFKFO

[eddechant@earthlink.net](mailto:eddechant@earthlink.net) 201-401-0780

### **CORT FV de PEYSTER--Reno, NV**

Phyllis, Jon, Leon, Cleve, thank you as always for keeping this great organization and publication alive. Nancy and I so enjoy reading cover to cover the great articles and experiences of old friends.

45 years have passed since new hire school on the DC-6 and living at the Dallas Arms in Aurora, CO. Taking the school bus to the old DENTK building and hangar, learning the 28 memory items in the combustion heater fire procedure seems like just last year. Where does time go?

Still flying the Citation 10, for XOJET, a part 135 charter company, and am the "old man" there now, not by seniority, but by age. As long as the FAA

examiners can be fooled into thinking I can still fly a single engine circling approach, and the fun meter remains in the green arc, real retirement will stay on the horizon.

Nancy and I took a nice vacation cruise to Norway this spring, experiencing the magnificent vistas of its fjords. S/A travel using SAV01 worked well with F/C to Amsterdam and back.

The kids, Brooks and Alexandra, are on their final laps of higher education. Alie, a senior at University of Oklahoma's, College of Education, and Brooks finishing up his JD at Golden Gate University law school in San Francisco.

Nan and I continue to shuttle between Reno and the San Juan Islands, WA in the SF-260 on days off and try to make local RUPA meetings, when schedule permits.

Missed the Guppy Gathering again this year due to the work schedule of two weeks on/off, but really enjoyed reading about it and the old gang.

Best to all friends and colleagues for a great 2013. Till next year. Regards, **Cort** DCA, ORD, SFO

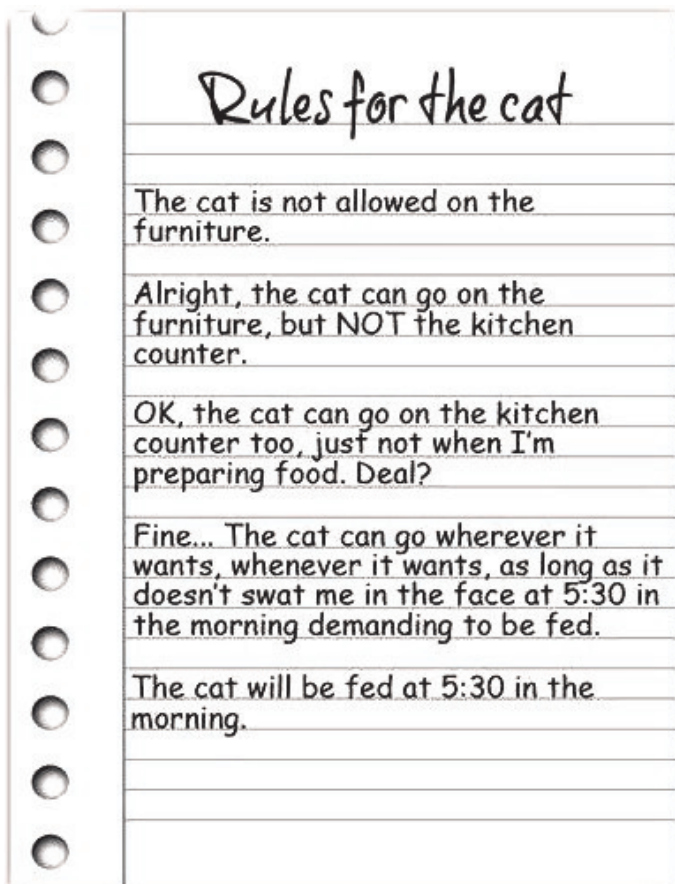
### **BARRY EDWARD--Sedalia, CO**

Hi fellow Rupars:- I can't believe it's been 18 years since the ground came up and smote me for the last time in LAX. Must be something wrong with my mathematics. Anyway, management met me (they told me they were management, even though one was carrying a mop) shook my hand and told me never to come back. Now we have a new airline run by Frank Lorenzo---maybe he'd take me back!

Seriously though folks, I can't understand---we bought Continental for 3.17 billion dollars--how come they ended up in the driver's seat? Is there something wrong with my mathematics again?

We live just southwest of Denver under one of the approach paths to DIA and, as someone said, rarely do I look up at approaching airplanes, unless it's a powerful sounding piston job.

Health--well what can one expect at this age? I'm using a cane now and the young girls no longer look at me, unless they themselves have a cane --a white one. Had a seizure last year which resulted in the removal of a small brain tumor and a couple of months in hospital and rehab. Still though, I'm looking down at the grass. Traveling is mainly be-



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tween doctors.

Did manage to get out to my daughter's birthday party in CA where I ended up talking to this lady and after a few minutes, I finally said, "Oh by the way my name is Barry." To which she replied "I know, we lived together for 35 years." She was my ex, I didn't recognize her. Bit of a sticky situation, until I told her that she was looking so good. Mike Williams wanted to know if I hit on her. Well that's it for this year, it's cocktail time.

**Barry**

**BOB ENGL--Queenstown, MD**

Where in the world did this year go, to say nothing of the past 14 since arriving in ORD for the last time.

Sad, but it wasn't the end of flying. Continued for 11 more years flying Falcons and Hawkets for two families. Great years to say the least, but could not be compared with line flying at UAL.

The time of departure from the cockpit must have been right as I haven't looked back and do not miss it in the least. Family, friends, golf and travel-who could ask for a more perfect retirement. One thing is for sure, if you have your health, thank the good LORD, as that is what allows one to have fun in retirement.

I did say that I didn't miss flying, but I do miss all the great people that I met along the way. It is with the greatest appreciation that I applaud the staff for the effort in putting together the *RUPANEWS*.

**Bob**, EWR, DCA, ORD

**MIKE GALLAGHER--Sparta, NJ**

Just to let you know that United uses two different terminals at London (LHR). I found out the hard way as our cab dropped us off at the wrong one. It takes about 20 minutes to take the train to terminal 4.

Besides that the boarding at EWR and LHR went as it should. We were called up in the correct order and given business seats. I spoke to both agents and they told me that if business seats were not open they would have offered the extra leg room economy seats and then coach seats. We were very pleased in the way we were treated at EWR and LHR.

Take care, *Mike & Clare*

**DICK GOUDEY--Port Orange, FL**

On the 15th of November the old Goud turns 75.....can't quite believe it but it's on my driver's license so it must be true, right? Good to be able to write this note as all is well health wise.

Our highlight of the year came in September when youngest son, Ryan, was married to a lovely girl on a ranch outside Red Lodge, Montana. Our Alaska son, Britt, and his family were able to attend as did my wife's relations from California. It was a real family reunion and for a destination wedding provided a chance to use 20% discounted tickets to get there from Florida. The idea of having positive space was a bit hard to get used to, but with help from the travelers on the forum it came off very well. Isle seats, exit row (a bit of an upcharge for economy plus, but worth it!) A wonderful setting outdoors with the Beartooth Mountains as a background for the ceremony. The trip was an opportunity to see Yellowstone NP which was awesome. We have been to most of the National Parks over the years, but it was special touring with family from East and West Coasts.

I was able to purchase a "real" airplane last spring, a Champ, and get checked out in light plane flying, which has been very enjoyable. Haven't flown a tail-wheel airplane since the 1960's when I owned a Stearman for a while.

With the help of a great instructor am feeling pretty comfortable in this beautiful, completely restored Champ. Quite a change from the 777 days of long ago. Hope to fly it to Pennsylvania next spring to spend the summer sightseeing over the endless mountains of Susquehanna County.

As to Pennsylvania, contracts are being finalized for a natural gas drill pad with 8 horizontal wells planned and over 8,500' of pipeline at our Lake near Montrose. There is a lot of controversy over drilling and fracturing ("fracking"), but after studying the process we are convinced of the safety record of thousands of like wells in all parts of the U.S. The technology they use is amazing and it's going to cause a new industrial revolution in America. The first new steel mill in years is being built in Ohio to provide drill pipe and plastic manufacturers are building billion dollar plants to process ethane, or "wet" gas from southern PA. The dry gas has a waiting market nearby in NJ and New England as well as the switch-over to gas for heavy trucks and

changing coal fired power plants to natural gas. Last month two gas fueled electric plants were announced in central PA and this is really catching on nationwide. Sell your coal stocks!

Like to thank all on the RUPA forum for answering travel questions and must say it's a pleasure to read what is going on with guys that I flew with in the DC-6, Caravelle, DC-8, 727, 737, 757, and 777. Those were great times and wonderful people!!

**Dick**, EWR, JFK, LAX, LGA, ORD, IAD, SFO

**DAVE HANST**--Huntington Beach, CA  
September made it 34 years since I retired. I'm still up every day at 8AM, my health in general pretty good, except for a few aches and pains. Still walking my dog, and driving.

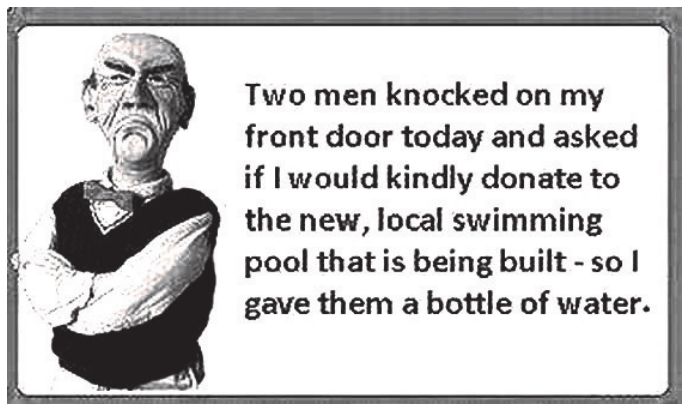
I very seldom see any names I recognize in the *RUPANEWS*.

Check is in the mail. *Dave*

**BOB HELFFERICH**--Bristol, WI  
Hi All, Well, 13 years and still counting the blades on the right side of the grass. Not much excitement, just the same things, remarkably uneventful.

Gail is still running her business, so I keep myself busy flying her to some of her "non-local" appointments, doing some flying for Angel Flight Central and quite a bit of personal flying. We actually got on the airline for a trip to Sacramento in July. Traveling SA is still a crap shoot and I'd rather take multiples of time and do the trips in the Cardinal at 120K.

I made my "first ever" trip to Sun-N-Fun with Carl Eberle this past spring and had a great time---some cycling, lots of airplanes, plenty of beer and sunshine. Several other trips to Florida and Pennsylvania plus a trip to San Diego for my niece's wedding. Ya, all in the Cardinal. The San Diego trip



was on the bucket list. After years of pointing out the "Ship Rock Peak" I finally got to see it up close and personal. It was worth the whole trip just for those few minutes. Carl flew out on the airline a few days later and flew back with me. It's good to have friends who don't mind seeing the country at a rather pedantic pace.

With a little luck I'll be back to flying the Challenger in the next few months. It'll be like starting all over, again, since I haven't flown it for over 1 1/2 years. I'm still amazed that some pilots thought of our career as a JOB. I've never had to go to work. I just wish everyone could be as happy in their lives.

The other things that fill the days are caring for the 5 cats with which we share our home; the woods and creek that the deer, opossum, coyote, fox, squirrel, raccoon, and myriad other animals share with us out the back door, as well as cutting and splitting wood, turning wood bowls and trying to keep from falling completely apart so that I can continue to enjoy the beauty and privilege of life in southern Wisconsin.

Thanks to all who have kept the "*RUPANEWS*" in PRINT, not online. I read it cover to cover every month.

There's always beer and cheese in the fridge, wine in the cellar and a roof under which you can hang your hat if you're in the neighborhood. The phone number is still in the book and "We'll leave the light on for you."

Regards, **Bob**

**CLYDE LUTHER**--Burke, VA  
Dear Cleve: Another year gone by and still plenty busy. For starters my letter is a month over due as I hit the 83 mark. Hard to believe.

Still enjoying the game of golf as a Rules Official. As this year is winding down I have now worked over 140 national Championships. Really enjoyed the US Senior Amateur and the US State Team Championships. In addition to a couple of college events and state events, I have taken on a number of American Junior Golf events as their Senior Rules Official, and have seen a number of juniors that are on their way to the big show. Speaking of the big show, I was disappointed in the results of the Ryder Cup. Had four friends playing on the team and know they were not happy at all.

Family all doing well, Daughter Lisa and husband



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David Leighty (777 retired) in Orlando doing well. Daughter Sandy and husband doing well and moving to Arkansas since he took a big job with Wall-Mart, son Mark (Ass't AD and just retired baseball coach and Virginia Coach of the year in 2011) and family well and then son Mike (Air Bus Capt) and wife Kim (former F/A) doing very well, and above all wife Claudette doing very well.

Once again thanks immensely for all the hard work and time you and all the RUPA volunteers do for the rest of us. *Clyde L*

**DON MADSON**--Windsor, CA

On October 21<sup>st</sup> 38 RUPA pilots, family and friends, boarded the River Countess in Vienna, Austria for a 14 day river cruise. Rich Bouska, along with Jerry's Travel, arranged the cruise. The itinerary was 12 stops along the Danube, Main and the Rhine Rivers. We saw some wonderful examples of how the German people have rebuilt the cities that were not only damaged, but almost obliterated during the war. One of the highlights was the town of Nuremberg, where we visited the Nazi rally sites and the courthouse where the war criminal trials were held.

The river boats are very interesting in that they have to be relatively narrow and build low to accommodate the many bridges. Our boat was a remarkable 360 feet long, held 128 people, provided really first class service and meals.

Barbara and I flew over SFO/FRA, there was no first class or business class, and got a zed fare with Lufthansa FRA/VIE. At the end of the cruise in Basil, Switzerland, we trained up to Frankfort and got coach again home to SFO.

I'm sure all you veteran Europe travelers know this, but late October and early November are a little late to tour Germany. We had some nice weather, but also had snow in Nuremberg. Rich did a nice job arranging the tour.

Regards, *Don* EWR, SFO

**DAVE MANZEL**--Southport, NC

I'm not getting forgetful (or argumentative either), it just took me a while to remember that I knew I was supposed to send in my check this year.

Things here in Southport, NC haven't changed very much. I still play golf, flight instruct part

time, and volunteer with Civil Air Patrol.

Pat and I travel a little, The Outer Banks and Florida, and go up to DC to visit our grandkids. We did spend a couple weeks in the Chicago area this summer for the Ryder Cup at Medinah and stayed to cheer on our son running the Chicago Marathon. He did quite well.

I guess, when I think about it, I kind of miss the trips to London, Beijing, and Singapore, but life continues on and The Outer Banks aren't bad.

Hi to all from *Dave & Pat*

**CHUCK MELBOURN**--Bridgewater, NJ

Hi guys, My have times changed and it is fun to remember, this is one of my stories.

I was co-pilot on a 727. We had flown into ORD and were scheduled, for our first time, out of MDW. We went downtown to the Palmer House for our layover. When we arrived early the next morning at MDW we realized we had left our flight bags at ORD. We quietly scrambled around MDW looking to borrow some flight bags or maps for our departure to DCA. United only had a couple flights out of MDW, so there were none, we were out of luck.

Our old time "89er" said he knew the way and all the VOR freqs and headings so we decided to go empty handed. Our Flight Eng. was brand new and kinda figured this could be the end of his career with United. We decided that if the FAA came aboard I would suddenly get very sick and the trip would cancel.

The only hitch came when I was told to go to tower, I didn't know the freq. After I fumbled with ground control they gave me the freq and we were off and running. We arrived at DCA without a hitch, made the "river approach" and didn't tell a sole...until now. *Chuck*

**PETER MOYER**--Gilbert AZ

Hello to all RUPA Fans. Another year has passed even more quickly than the previous year. I have not done much traveling to share with you, and found when I did I spent overnites in places like Chicago, Houston, or Buffalo. Had to buy a ticket on Southwest from Buffalo to Phoenix just to get home.

I am still in Gilbert, AZ, a suburb of Phoenix and I am still trying to adjust to the summer heat. So far without a great deal of success, but the winter is as

pleasant as anywhere in the country.

My new bride, Ellen, is taking wonderful care of me so I am in good health, and still have a good attitude in spite of what has happened to what we all remember as the friendly skies.

I enjoy the monthly magazine, and am grateful to those of you who make it all possible. *Peter*

**JOHN J. O'CONNELL**--Geneva, IL

First things first, for those who keep the *RUPANEWS* coming to the mailbox. THANK YOU very much for your dedication and an excellent publication.

A big THANK YOU also to those who keep RUPA alive and well. It is an organization that cannot be duplicated in our lives. Words of appreciation seem inadequate but know your efforts do not go unnoticed. Thanks.

Big changes for us this year. Left the farm behind and moved to a retirement community in Geneva, IL *Greenfields of Geneva*. Great place just new this year and it has 16 floor plans in 147 independent living apartments, and a care wing with 100 individual apartments and rooms. We like it and when asked quietly do you really like it? We can honestly say we like it and are where we need to be at this time in our lives. Moved in April so have had time to get acquainted.

I'm still going to the Science and Industry to host the 727 hanging there. Good memories. It's fun talking to the people that come by from all over the world, but the best is the wide eyed children. For those retiring now, there is a need for more volunteers and annual opportunity to have lunch with some real airline pilots. Contact Dick Murdock or myself, we are in the directory.

I would be remiss if I did not challenge some of the long overdue RUPA MEMBERS to step up to the plate or the computer, and let us hear what is going on in your life. This is an unsolicited Commercial. Thank You for listening. Take care. GOD BLESS, *John J. O'Connell*, SFO -ORD 65-90

**JON ROWBOTTOM**--Salinas, CA

My son, Andy, visited us for my 66th birthday. My 4 year old grandson, Cole, is fascinated by all the pilot stuff in my office. Over the two day visit I metered out gifts. First I gave him my DC-10 model followed by my small wings, which I put on

his shirt. Later, I gave him my hat followed by my tie, 25 year ALPA pin and epaulets. His mom put it all together for his Halloween costume. His 2 year old sister Harper, was Snow White.

I haven't touched any of that stuff since I took my uniform off for the final time.

It was such a pleasure to see it bring such joy to a wonderful little boy. They are joining us for Thanksgiving and I am going through my things looking for more gifts to bring a smile to his face. *Jon*



**BILL SALISBURY**--Bumpass, VA

Almost forget to get this message out before my birth month runs out. Will get the check in the mail right away.

Not many changes this year. My wife and I continue to enjoy good health even if there are a few more aches and pains that go along with our age. We will celebrate our 53 wedding anniversary next month.

We continue to enjoy our home on beautiful Lake Anna in Virginia, and still enjoy being out on our high speed pontoon boat, though the high speed runs are happening less frequently as the gas consumption is too costly. I still use my little 14' aluminum boat to explore the coves and to check now and then to make sure that the lake is still where it was yesterday.

We still have and enjoy the Cessna 195 and take it to some \$200 hamburger lunches now and then. Getting increasingly more expensive to keep it and know that someday I will have to give it up. Next week I go for my 3rd class medical renewal and hope that I get through it OK.

I continue to work in my little machine shop, attempting the impossible and sometimes succeeding--it just takes a little bit longer. I continue to learn every day and wonder where that knowledge will take me. Have always thought that if I could put this experience on a CD and then be able to instill it into someone's younger brain, then not all would be lost when I eventually croak!

I always enjoy going to the RUPA luncheons and visiting with old friends there. The occasional

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email or phone call also reminds me of how good it was to get to know everyone whom I worked with over the years. I look forward to hearing or seeing anyone who wants to call or come by. We always have cold beer and waiting boats to ride in or on.

**Bill Salisbury**, ORD, JFK, IAD  
[salisburyw@comcast.net](mailto:salisburyw@comcast.net)

**JACK SCHAUF**--Ocala, FL

Dear Cleve and fellow pilots who helped keep me out of trouble. I have fond memories of the great crews I had the privilege of working with. What a blessing it was to "get to go flying" and not seem like work.

I'm starting my 27th year in retirement and about to turn 87, still keeping busy with some civic and church work, plus the honey-do stuff at home, etc.

Due to Mae's health issues, it is harder to travel and have flown very little lately. Our son Gary is still in remission from Lymphoma cancer, has a new job in West Palm Beach, about 5 hours south of us. We recently visited them and plan to be with them at Christmas time. Grandson and family from their area will also be there. Gary's job is helping men and women, who are in a drug and alcohol recovery program, apply for part time and/or full time jobs. Sadly, only about 25% are serious about wanting to work. Fifteen years ago this month I reported Gary's two teenage daughters were killed by a DUI retiree who was sentenced to 20 years, and just recently died in prison. What a way to spend retirement due to a few beers.

I have been blessed with surprisingly good health except for a self induced injury in May. On rough ground at a horse show I sprained my right ankle and later, while hurriedly crossing the street, I stubbed my toe and tore a tendon and hobbled back home. Mae keeps telling me to slow down and act your age, hard for me to do. After surgery, I wore a boot for 3 months. The first two months on crutches outside and a rented knee scooter in the house. I strongly recommend the scooter if anyone has a similar problem. However, there is a problem with the CG getting out of balance. A couple spills onto the carpet reminded me of Mae's advice to slow down and act your age. The scooter made it much easier than crutches to help in the kitchen and move about. I'm almost back to normal and getting therapy to strengthen my ankle.

Son, Ken, is still in MSP flying the 757/767 for Delta, formerly Northwest prior to the merger.

We thank everyone for the great magazine and keeping us informed on many issues including medical items, fillers, cartoons, and pictures. You are doing a fantastic job.

Check is in the mail.

Merry Christmas and best to all in the coming year.

**Jack & Mae**, MDW & ORD, '56 - '85.

**BERNARD SCHWARTZMAN**--Winchester, VA  
I had an up and down year. I've had some urological problems and been treated twice, and now another treatment is in order at the end of November that should fix things. So much for the Green Light laser treatment and my last urologist. This one sounds like he knows what needs to be done. We'll see! This has kept me from hunting the last two years, but has not interfered badly with my golf game.

As usual, I spent a week in Alaska stocking up on salmon and communing with bears, one in particular. That bear went to "Bear Heaven." I can trade some salmon for venison. Life is good.

Bonnie and I did some traveling to Los Angeles, Connecticut and Maryland for family celebrations. We only got bumped once on the return flight from LAX. So much for seniority. We will go back to paying full fare or using miles. It's less of a hassle. Our grandson, Zach, had his 2nd birthday on November 8th and qualifies as a genuine 'terrible two.' He is all boy, very bright and alert and eager to learn everything. He loves planes, trains, trucks, dirt, books and music, anything new. I should add that Bonnie and I love him. He is a great grandson! A sibling is due this November, any day now. Sex unknown. We are ready, so are Steve and Melody. Andy is still flying right seat for United on the 757/767. All the advancement seems to be on that other airline with our name - what is it?

Oh well, we are both looking forward to a much better year. So is everybody that's why we had an election. If you didn't vote, don't complain.

**BILL SILVESTER**--Crystal Lake, IL

My first letter as I waited to ensure that I had something to say.

I Chased submarines on 20 hour patrols in the North



Atlantic. I did not want any more long haul flying. Stayed on the 727 and enjoyed the seniority. I Spent 9 months in a 3 year period doing the London T.D.X. It changed my life because of all the great people that I met. I had a growth period. My mother asked me what I wanted to do when I grew up. I told her I wanted to be a pilot. She replied that I couldn't do both.

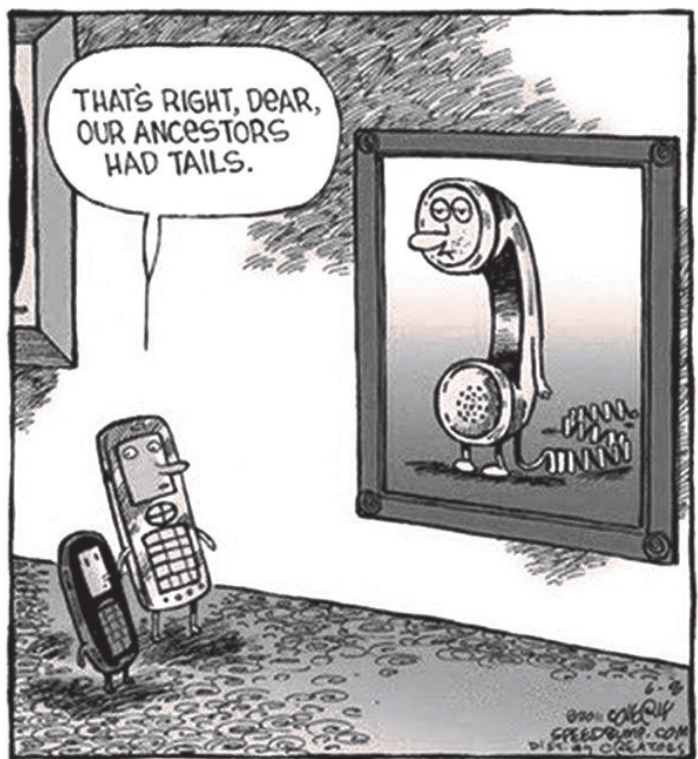
I declared myself sick with sleep apnea in my last year. It took 5 months to get back flying. Used a lot of sick leave but I had enough to cover being sick on my last trip. The reserve skipper was Ralph Bietta, a Basque American. I had him for my plumber for his first month on the line.

I needed 3 bounces in the simulator to get back. The first t/o was an engine in reverse at rotate, I asked what was up? He said I was! The next hour I had to jump through many hoops much to his delight. Did I mention that I was the picket chairman in Chicago in 1985?

With 747-400 bypass pay - senior vacations - senior schedule - sick leave etc... I calculated that my pay was 26 cents per second for every hard hour worked.

Now to the important part. I was diagnosed with moderate prostate cancer and will soon start 28 sessions of protein beam therapy.

A friend told me to contact Capt. Carl Hankwitz. I



called Carl. We have had several phone conversations and many emails and he warned me of the choices that urologists will offer you. He suggested a book and emailed his "book." I would have been under the knife without knowledge and hand holding. I am his 25th pilot he has guided!!

Carl had prostate cancer in 2003 and wrote about it in 2006. Recently Randy Grant had help from Herb Delker and Joe Odovch. Carl told me that he is going to do an update.

A nurse at the ProCure center told me that most men keep it a secret because they don't like to discuss anything between the naval and the knees.

I have an independent insurance agent. He recently moved me into a new, cheaper, better secondary policy. He told me of a new policy about coverage for any cancer except skin cancer. \$30 each month for my bride and I under separate policies. At 73 years old -----A NO BRAINER!!! I will soon receive a check for 10 grand after spending \$210.00 policy payments. Call me.....I will give my agent your contact information.

Like uncle Milt Jenson used to say ..... "Keep your nose up in the turns and your stick on the ice.....you will be OK" *Bill & Yonina*

**STAN SMILAN**--Lake Worth, FL

Wow. From T-6's to 747's. What an educational experience. We got a bird's eye view of geography, history and nature. We helped forge a transportation system that tied the country together -- along with the rivers, the railroads and highways.

When asked, "What line of work were you in...?" I've heard some pilots say they were heavy equipment operators. Occasionally, I've said, "I was a mail-carrier." Or, "I was in the risk management business." Another thing that pilots can legitimately claim as a job description was that they were in the life support business. Incidentally, when we cut the throttles to descend we were all glider pilots like Capt. Sully.

A couple days ago, the thought occurred to me that it would be a fair statement for airline pilots to say they were power plant operators -- converting kerosene into heat, electricity and air-conditioning. When you think about it, airliners are decentralized, co-generation power-plants. Without realizing it, airline pilots have been sitting on top of a technology that can lead the transition to energy independ-

---

ence for America.

World-wide, gas turbines are being used for tri-generation -- producing on-site (de-centralized) electricity; and distributing the energy in the exhaust gasses for onsite (district) heating, and cooling (CHPC). Tri-generation extracts eighty percent of the useful energy from the fuel. By comparison, conventional, power plants extract only forty percent of the useful energy from the fuel -- sixty percent goes up the smokestack as waste.

The 640 acre M.D. Anderson medical-complex in Houston uses this (CHPC) cogeneration, on-site power technology. MIT and the University of Florida are also examples.

Now that you're clued in to the secret that the electric utility industry is trying to suppress -- spread the word about on-site decentralized cogeneration and tri-generation of heat, power and cooling. For more info you can get a free online subscription at: <http://www.cospp.com/index.html>

Best Wishes for a Happy and Healthy New Year...Stan

**DONALD TRUNICK**--Escondido, CA

This year has not been very good for me and my wife. Around June, I had a heart attack and was in a hospital for eleven days. During those days I was in bed with no exercise. I was fortunate to survive. However, my legs did not function due to the lack exercising them. It took some physical therapy at our retirement complex's health center. After 31 days I was released to our cottage. After that, I discovered that I had swelling of my feet going upward. This caused some distress. Went to the hospital for pre-op and was on the bed ready for surgery. Two hours later the doctor said he could not operate due to some pill I was taking. We were not told to stop taking this pill days before. After two weeks, we went back for the operation on my left leg. Six days later I still have a lot of patches on the area.

My wife, Lois, only has a hearing problem. She uses various hearing aids. We hope that year 2013 will be better.

For the first time I have been late with my notes. I just had my 88th birthday in October.

Many thanks to Cleve and others who work so hard to get the *RUPANEWS* out.

I did get the money out on time.

**Don**, MID LAX

**LARRY D. WRIGHT** --Sonora, CA

I know I should have written this in August when my birthday was, but as usual most of us are just too busy. I did get my check in on time.

This year was a milestone for me as I turned the big 80. This means it has been 20 years since I parked the "little" 737 at San Fran. Marillyn had a great party for me with nearly all the family coming plus a good group of friends. It was most enjoyable.

I started late with United and only had enough time to put in 26 years but I enjoyed them very much because flying was still fun back then. I started my flying career in 1952 when I went into the Air Force aviation cadet program. I had always wanted to learn to fly but never got the chance. There was three months of learning what the Air Force was all about. Flying the Piper Cub was fun. I still remember my first solo after 8 hours. What a thrill. The T-6 was next. I choose to go into the multi-engine program so the T-28 was next. The B-25 was a very comfortable airplane to fly. We had to demonstrate getting off the ground within the distance of an aircraft carrier which seemed a little remote but was one of the requirements.

After graduation I chose to go to Mather AFB, CA to fly Convair T-29's and helped train navigators. It was there in Sacramento that one Sunday morning I decided to go to a small Nazarene church. As I was going between the rows I accidentally stepped on this pretty girl's foot. I apologized, of course, and then after the service was over I got to talking to her. Well, two weeks later we were engaged, two months later we had a nice church wedding and was off on my next assignment which was to Hickam AFB, Hawaii. That was over 58 years ago. God had surely picked out the right mate for me. We now have had 3 sons and a daughter, all married, 10 grandchildren, three great grandchildren on the ramp and two more great grandchildren in the hanger.

Flying the old Douglas C-124 (12 million rivets flying in formation) was a lot of fun. I flew all over the Pacific into some of the "smallest" islands as well as flying to the Far East. Some of the island runways were only about 5,500 feet long and it took close to 4,500 feet to get off (depending on the temperature). I even got to watch the detonation of the first "H" bomb on Enewetok Island.

After my discharge I got into a reserve wing flying

C-46's and then C-119's. I had about one year working with the FAA as an inspector and came with United in 1966. Flying the DC-6, DC-7, DC-8, DC-10, B-737 and B-727 was fun, but United had the program that in your last year you could fly which ever airplane you wanted and get paid for what your seniority would buy. I naturally choose the DC-10 for pay but flew the B-737 for fun up and down the west coast. All in all I had 40 years of great flying.

Not a lot is said about the wife's many lonely hours while we were out having a "ball" flying, say nothing of raising a family all by herself. She had the role of wife when you were home and had to switch to the "head" of the home when you were off flying. I think I got the best when Marillyn came into my life. In 1968 I lifted a "too big" chunk of cement and damaged my mitral valve. I never realized it but my Medicare Part B had got canceled due to a "fluke" and we had to use nearly all of my "B" plan to fund my heart surgery. But we made it. Marillyn took really good care of me and there has never been any complaints about her never being able to retire. Today I take my share of pills and I just got my pacemaker replaced due to the battery being low. I still am able to be active, work 8 hours a day, if necessary, helping others. I am one grateful retired ol' pilot.

I am deeply appreciative of all the effort that goes into the RUPA publication. Thanks, Cleve.

God Bless. *Larry & Marillyn*

## IN MEMORIAM

### JOSEPH C. ANDREWS

Joseph Andrews died August 17, 2012 in Kearney, NE from injuries and trauma sustained from an on-the-ground collision with another aircraft. He was 77 years old.

Joseph was born in Dunn, North Carolina and recalled being introduced to aviation by his father at a farm where barnstormers gathered in the late 1930's. His first flying lesson came at 13, private license at 17. He attended NC State long enough to qualify for the USAF Aviation Cadet program, from which he was commissioned at 21.



He flew B-47's and C-46's in the Air Force and was hired by United in 1965, retiring 30 years later as a DC-10 Captain based in SEA. Joseph was a talented and respected pilot and the company recognized his abilities by naming him Flight Officer of the Year in 1992.

Additionally, he served as co-chairman of ALPA Safety Council and the UAL Flight Ops job sharing program. Joseph was most proud of and took great delight in his career. He claimed to have never worked a day in his life.

He met Elaine, a United flight attendant, early in his career and they were married for 47 years. Their son is named for the man who taught Joseph to fly and their daughter is married to a United pilot.

True to his North Carolina roots, he loved Bluegrass music and was an accomplished banjo picker. After his retirement he spent most of his time pursuing his passion of general aviation, and over the years he became an excellent mechanic. He built an RV-4, co-built an RV-10 and restored an Aeronca Champ.

Joseph was a devoted husband, father and grandfather. He was a gentle, unassuming man who delighted in his family, lived life well and was a credit to his profession.

### ROBERT A. KRAMER

Bob Kramer, 76, passed away October 3, 2012, after a courageous year and a half battle with Pulmonary Artery Angiosarcoma, from which he had many complications. The operation itself involved a total removal of his left lung and resection of the pulmonary artery.



Bob was born on November 5, 1936, in Baltimore, MD. He was a graduate of the University of Tennessee, Knoxville, where he earned a B.S. in Industrial Engineering. Bob also earned a B.A. in Modern Language and Linguistics, majored in German Language and Literature and graduated with honors.

Bob loved flying and served as a Commissioned Officer in both the United States Air Force, Washington DC and the Maryland Air National Guard, MD. He joined United Airlines in 1967 and flew for 32 years. He continued his love of flying as a member of the U.S. Coast Guard Auxiliary Air Fly,



Fly Search and Rescue (SAR), Coast Watch, and Logistics Mission support of the U.S. Coast Guard and Homeland Security. He was also an FAA certified SEL/MEL flight instructor.

After moving to Beaufort, NC in 2000, he continued to pursue his love of learning. He became a State of NC Certified Emergency Technician (EMT) volunteer for the local Rescue Squad, taught math classes at the local community college, where he also attended four years of photography classes.

Music played a big part in Bob's life. He was proficient in playing several instruments and had a beautiful voice. He was a member of his Church Choir and the Carteret Chorale. Bob and Munde shared a love for opera, travel and good food.

He is survived by his beloved wife Munde, two daughters, a stepdaughter, a stepson and four grandchildren. He is also terribly missed by his good friends.

Services were held in Arlington Cemetery.

### **HOMER F. PETERSON**

Dear Phyllis, The Peterson Family would like to thank you for the wonderful write-up you published in the *RUPANEWS* on behalf of dad.

We would like to let you know, however, that dad passed away October 25. We also want to let you know that he did, in fact, celebrate his 101st birthday with family surrounding him on Oct 14. He participated whole-heartedly, had great conversations with his family and friends, and thoroughly enjoyed the weekend's events.

Dad was with family as he exhaled his last breath. His life had been a blessing to so many and his legacy will live on in our hearts.

Once again, thank you for your recognition of our dear father.

The Peterson Clan

### **JOHN ALDEN PRESTEGAARD**

John Prestegaard, passed away peacefully on July 5, 2012 in Denver, Colorado surrounded by loving family members. John was 87 and had courageously battled several health problems in the past two years, including cancer.

He was born on November 23,



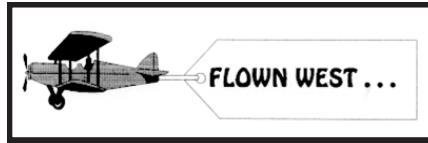
1925 in Lee, Illinois. He was raised there on a small farm during the depression. After graduating from High School in 1943 he signed up for active duty in the Navy, where he was able to fulfill his life long dream of learning to fly. He was stationed on the USS T. Roosevelt Aircraft Carrier and flew the new (at that time) Douglas AD Skyraider. During this same time, in 1947, John married Shirley Villwock. After his service in the Navy, John graduated from Purdue University with a Mechanical Engineering degree. In 1955, while working for Illinois Public Service, he answered an ad in the paper for United Airlines and the rest was history.

In 1961, John and his family moved to Denver where he was an airline instructor for six years. He made many good friends and had lots of good times in Colorado. He became an accomplished skier and enjoyed skiing with co-workers, friends and family. In 1967 the family moved back to Chicago to be close to family and John could "fly the line" again. He retired in 1985 as a DC-10 Captain.

During retirement, John and Shirley enjoyed many travels together as well as with their many friends and relatives. One momentous trip was for their 50<sup>th</sup> wedding anniversary. They hosted all of their children and grandchildren for a stay in Disney World to help them celebrate. Such was their love for family and travel. John also had a passion for playing golf. He would bring his golf clubs with him on some of his trips so that he could play with friends in different cities, Portland being a favorite. He maintained a membership in the golf club located only a few miles from where he grew up, and also lived in Sun City West, AZ in the winter so that he could play golf year round. During the 30 winters that John and Shirley spent in Arizona, they developed close and endearing friendships, off and on the course.

After Shirley's passing in 2008, John moved to Denver to be close to two of his daughters and their families. He was a person who lived and enjoyed life to its fullest up until the very end as he had just returned from a family reunion in Illinois a few days before his passing.

He is survived by three daughters, Kathleen, Joanne, Patty and their husbands, Art, Frank and Mike, ten grandchildren, and eight great-grandchildren. And he always remembered everyone's birthdays!



*Richard H Stansbury	Nov. 04, 2007
Frederick 'Ed' Titus	Apr. 06, 2012
Kenneth R. Richards	May 24, 2012
John A. Prestegaard	Jul. 05, 2012
John W. Bieger, III	Jul. 23, 2012
Joseph C. Andrews	Aug. 17, 2012
Robert A. Kramer	Oct. 03, 2012
Homer F. Peterson	Oct. 25, 2012
Thomas W. "Bill" Tinkler	Oct. 27, 2012
Robert H. Kohler	Nov. 01, 2012

*\*denotes non-member*



### HIGH FLIGHT

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

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

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

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



**From:**

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

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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. 22, 2013)—*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 (2<sup>nd</sup> Tuesday)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590

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

#### Colorado

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

#### Florida

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

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

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

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

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

#### Hawaii

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

#### Illinois

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

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

#### Nevada

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

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

#### New York

New York Skyscrapers (June)—*Rock Spring Golf Club, West Orange, NJ* - psofman@gmail.com

New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - psofman@gmail.com

#### 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