
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message
Local Reports
Articles

Page 3
Page 4-14
Page 14-33

Letters
In Memoriam
Calendar

Page 34-40
Page 40-42
Page 44

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PRESIDENT'S LETTER



Top of the day to you! March madness is already here and spring is just around the corner! Spring training starts and hopefully the snow shovels get stored away until next fall! (Did someone say spring cleaning?)

Welcome to new RUPA members Captains V. Grant Sullivan (Thousand Oaks, CA), Gerry E. Baldwin (Gig Harbor, WA), Bob Fobes (Silverthorne, CO), Robert M. Zeluff (Tucson, AZ), Rod Alexander (Denton, TX), Paul H. Andrews (Englewood, CO), Kenneth G. W. Kwock (Capistrano Beach, CA), Mark V. Mayer (San Diego, CA), Joseph R. Noval (Mission Viejo, CA), David D. Losaw (Littleton, CO), Reinhold Fussle (Warsaw, IN), and Michael A. Kozumplik (Orangevale, CA)!

I'm very pleased to announce two significant and important advancements that will benefit our membership and our operation.

1. After months of work and coordination I'm pleased to advise that the ALPA UALMEC has agreed to add our RUPA link to their website and will include our information and involvement with the UALMEC R&I Committee and Family Awareness functions and events. This direct access to active and soon to be retired pilots will be a great boost in exposure for RUPA and will enhance the services we can offer our membership. This is a first and I'm thrilled that the UALMEC and the R&I and Family Awareness Committees have agreed to coordinate with us, the pilot retirees and their families! With the help of UALMEC Chairman Captain Jay Heppner we have been able to make this opportunity happen! Thank you Jay! Look for this logo on the UALMEC website and communiqués.



2. As mentioned in my President's Letter in the February *RUPANEWS* by mid month RUPA will be capable of sending "eblasts" to our membership concerning very important and timely information. Primarily this would be for information concerning our travel issues and other benefits (like the notice below from the company concerning tax Form 1099). Looking back at our past history, we would probably be sending 7 to 12 eblasts per year. This is not a forum! This is a one way mass emailing to our members. The first eblast was a "permission" eblast where the membership could "opt in". Members can also subscribe (opt in) or unsubscribe (opt out) at any time after that. There is no advertising or irritating pop-ups. There is no cost to the member. With this eblast system we can notify all of our membership (who has opted in) at one time about important information. Information distributed with eblasts will still be posted on our website under the "Bulletin Board" tab for reference and archival purposes. (For those members who do not have email or computer access, important information will still be published in *RUPANEWS*.)

Received from UCON HR: *"Because retirees have not had the ability to view pass travel reports online, the Employee Travel Center will be sending out letters and pass travel usage reports the end of this week to retirees who have had taxable pass rider travel in 2012. This information is being compiled and sent out in support of the forthcoming tax Form 1099. We hope these reports will be helpful to have prior to receiving the 1099s.*

Please know that while we don't currently have a timeline, the ability for retirees to see travel reports in All About Me is on the IT list of enhancements.

For clarification purposes, these letters and reports are only going out to the retirees whose "taxable pass rider" travel exceeded \$600.00. If it did not, a Form 1099 will not be sent; therefore, they will not be getting the letter and report from the ETC."

(We understand that these letters and reports will be going out to a very small group of retirees. The above information was also posted on our website www.RUPA.org under the "Bulletin Board" tab.)

A follow-up FYI from Kirk Moore for retirees who recently received pass travel usage reports from UCON, the ETC says: *"The travel reports don't show travel for November and December because the fiscal year ends*

October 31. Because travel was harmonized on PSS Day 1, which was March 3, 2012, the reports will show 2012 travel from March 3, 2012 through October 31, 2012. Next year the full fiscal year, November 1, 2012 through October 31, 2013, will be reported."

Rumor Control: An email has been circulating that originated from the Employee Travel Center concerning the pilot retiree IDs. Currently "retiree letters" are still the correct method of ID until UCON finalizes the ID process. Direct from the VP of HR to me concerning this issue on 2/11/13: **"We are still working on the technology for a retiree to request and pay the processing fee for a retiree badge online. Once we have an online solution we will [be in] communication."**

For all Area Representatives - I've listed the location of new members above so you can be on the lookout for or invite and welcome new attendees at your meetings. We're experiencing a surge of new members with the "Age 65" group that started retiring in December. Please let them know they are welcomed and part of an active retiree group of fellow pilots!

I must also mention how much I enjoy the photographs that are submitted by our members - that really enhances our **RUPANEWS!** I usually don't forget a face, even one I haven't seen in years, but names are another story. The photos help make the magazine personal, interesting, and they do keep us all in touch in a more tangible way. Please keep those photos coming - they're fun to see!



Happy St. Patrick's Day!



Phyllis Cleveland



OHIO CLEVELAND CRAZIES LUNCHEON

The crazies resumed their deliberations on a cold but otherwise nice January afternoon at TJ's. Eleven colleagues and wives filled the room with cheer, collegiality, friendship and just plain fun. Most traveled in by car, all save Bob Olsen who flew his preheated RV in to the Wooster Airport. He says the airport where he keeps his airplane (Ortner - I64) is undergoing a renaissance of sorts with repaved runway and new facility. Dick Orr provided transport to the restaurant. Lots of storytelling (and retelling) - Jim Burrill's relating of his and Monica's recent river cruise in Europe (terrific) and George Bleyle getting us up to speed on his new boat. Fabulous story from Phil Jach regarding a forced landing in his DeHavilland Caribou in Vietnam after taking enemy fire. All aboard survived but the story goes on from there. Just recently, some 45 years after the fact, one of his passengers looked him up (somehow) and called to thank him for saving his life. Those great stories keep coming up at our get-togethers.

Other than that, we flew everything from Spits to Beavers and landed on Sandbars in Cubs and Maules in Alaska. We visited numerous airplane museums around the world. Three of note were the Air Force Museum in Dayton, Udvar Hazy at Dulles and the Virginia Military Aviation Museum in Virginia Beach, VA.

Our resident joke teller, Kenny Wheeler, was in rare form and Pat Morris provided chocolates as our group broke ranks at about 3:30. Another wonderful day.

Those attending: Monica and Jim Burrill, Pat and Harvey Morris, Ken Wheeler, Dick Orr, Phil Jach, Joe Getz, George Bleyle, Bob Olsen and Dick Sanders, secretary, pro tem.

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 — or — E-mail: rupa.sectr@yahoo.com

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

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

THE NEW THOUSAND OAKS RUPA (February) LUNCHEON

Our VERY FIRST luncheon was convened on a bright, warm, sunny day, by Doug Bielanski at the Dish restaurant in Janns Mall (165 N. Moorpark Rd, Thousand Oaks, CA, the site of the old TGI Friday, phone 805-371-8418).

It was decided that we would meet on the 2nd Thursday of even numbered months. The next meeting is April 11th at 11:30, all in the area are invited to attend.

Doug mentioned that legal action was taken by the UA pilots against the company due to establishing B-737 domiciles at SFO and IAD for CO pilots only. Doug also provided the website www.AvHerald.com for info on aviation incidents and accidents. The difficulties with the B-787 were also discussed and it's removal from schedule.

Lively discussions ensued around the table as we discussed UA travel, medical benefits and a myriad of other topics. Then the war stories began. Claude Giddings, who by the way is undergoing extensive medical treatment, related the story of not being able to get refueling in a B-47 and having to land in Bermuda during a hurricane. Fortunately the 125k winds were down the runway, the landing roll was short! Get well Claude.



Pictured from the front and going clockwise were Kent O'Brien, Dave Park, Jack Norris (guest), Dale Myers, Bill Cornick, Nate Hall, Pete Petersen, Doug Bielanski, Claude Giddings, Denny Fendelander, Bob Mosher, and Ivan Cox. Regards, *Denny Fendelander*

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



THE JOE CARNES N.W. ILLINOIS (January) RUPA LUNCHEON

We gathered at 31 North Banquets & Conference center at 1100 for pre lunch festivities and sat down for lunch at noon. 50 folks showed up to enjoy each other's company and the fine food prepared for us.

Wes Lundsberg noted that we had never provided pictures of our group before, and since he brought his camera volunteered to take some. I believe we have matched up the names with the faces, but if not someone will correct us. Please note that Tom Wedel and Bob Moncur are not twins they just got in two different shots. Dave Schultz (son of Richard) was in attendance and gave us some insight as to conditions on the line. Bernie Sterner informed us that he still had not found a place to hold the March luncheon yet, but was working on it. Joan Thompson asked if there were any knowledgeable folks in attendance who knew anything about the new listing procedures and several responded with helpful hints. George Mathes pointed out that there were very instructive Webinars on the website that are very intuitive.

In attendance but not in picture: Jacquie Mathes, Rachel Sterner, Joan Anderson, Eva Bair, Shirley Moncur, Gail Wood, Joan Thompson and Howard Nelson.



Top left to right: Steen Munter, Leroy Bair, Larry Cabeen, Tom Helm, Jack Mumaw, Tom Loffas, Glen Peterson, Rob McCutcheon, Milt Gray
Bottom left to right: Dick Kuhn, Bernie Sterner, Don Anderson, Jim McCusker, Bob Hefferich, Terry True



Top Left to Right: Jim Boyer, Bob Moncur, Tom Wedel, Bob Kelly, Lyman Walters, Walt Fink, Dick Schultz
Bottom left to right: Frank Zachary, Carl Eberle, Paul Wember, Jim Nobel, Dave Schultz, Claude Nickell, Dave Runyan.



Top Left to Right: Wes Lundsberg, Wendell Jelms, Marjorie Nelson, Jim Rosater, Tom Cordel, Bob Moncur, Tom Wedel
Bottom Left to Right: Jim Gesler, George Pylawka, George Mathes, Mike Hepperlen, Jim Richardson.

TUCSON TOROS ANNUAL RUPA LUNCHEON

Flu season reduced the ranks but we met on a slightly rainy day in Tucson. (It's a desert, we like rain!) No guest speaker this time so we were reduced to having conversations at the tables.

What a great bunch and what great stories were told. Some about the old days of flying, some about the old days of quirky pilots and flight attendants, some about how and where we met our husbands or wives, and some about unlikely golf course injuries! (Don't ask!)

Tucson Country club provided the food and beverages that had been ordered in advance as well as their special Bloody Marys at a reduced price.

Enjoying the get together were: John Anderson, Jim Biestek, Chuck and Sharon Cole, Bob Falco, Carl and Liz Hankwitz, Ed Parsons, Pam and Randy Ryan, Jim Walker, and Tom and Bev Workinger. Due to ill health, forgetfulness, or other obligations, Mike Allum, Hal Biestek, Charlie and Judy Choat, and Meridith Parsons, were unable to attend and were missed by all

If you would like to be notified about next year you can send an enote to randyryan40@msn.com and we will keep you posted. *Randy*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

In September 1943, at the request of the Mexican Government, United Air Lines invested \$250,000 in Lineas Aereas Mineras, S. A. (LAMSA). The struggling airline had been founded by Gordon S. Berry, a venturesome American pilot, primarily to fly valuable minerals from remote interior mines and to supply the mines. The investment was to assure the continued flow of these minerals for the war effort.

By 1944 United had purchased additional stock and then owned 99% of LAMSA with a total investment of \$5,000,000. Money from the stock purchase allowed the newly-renamed Lineas Aereas Mexicanas, S. A. to acquire five Boeing 247-D 10-passenger planes from the U. S. Defense Supplies Corporation. The 247-Ds were converted for airline service at United's Cheyenne shops and all five were in service by the summer of 1945.



Based at Torreon (above), LAMSA served fifteen airfields along a 1,700 mile route system that included Mexico City, San Luis Potosi, Tayoltita, Mazatlan, Durango, Torreon, Nuevo Laredo, Hidalgo del Parral, Chihuahua, Ciudad Juarez and Nogales.

To help the airline survive, "Pat" Patterson had sent United executives to Mexico City under the leadership of Allen Bonnlie. Innovations proposed were pilot & stewardess training, improved maintenance facilities, additional terminals & runway lighting and improvements in radio communications & passenger service. In 1945 Patterson filed an application with the U. S. Civil Aeronautics Board (CAB) for an extension of LAMSA's mid-central route from Nogales, Sonora, Mexico to Los Angeles via Phoenix. Patterson had plans for joint United/LAMSA flights from Vancouver, Canada to Mexico City. These route extensions were never granted and the Mexican government never assumed ownership of the airline. Finally, Patterson sold LAMSA United's "South-of-the-Border Subsidiary" to a group of Mexican financiers.

Marvin Berryman DENTK Ret. - From 1944 & 1945 Annual Reports, "High Horizons" and "Pat Patterson"
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

HAWAIIAN ONO NENE'S RUPA LUNCHEON

Our January Ono Nene lunch meeting was held on Thursday, January 24, 2013. We gathered at the Mid Pacific Country Club located in Lanikai, Oahu.

Various discussions were held about recent trips, events and what had transpired during the holiday season. We had several guests join us for lunch that day. Leon Scarbrough (Rupa secretary-treasurer) and his wife Vicky, Carol Schmus (retired flight attendant,) and Janet and Yukio Ishikawa (active UAL pilots) and their son.



Those in the picture: Carol Schmus (ret F/A, Leon Scarbrough (RUPA Sec/Treas) and wife Vicky, Yukio Ishikawa (active UAL), Richard & Clarita Kaapuni, David Crooks, Diane & Larry Becker, Yasuko & Yuz Morita, and Janet Ishikawa (active UAL.)

Our next meeting is planned for April 11, 2013 at MidPac Country Club in Lanikai at 11:30 AM.

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

A Sunny and relatively warm winter day drew another large group of RUPA members and spouses for our monthly luncheon at the Petaluma Sheraton. It is nice to see that the attendance has increased over the last few months. Thirty one people for this meeting. We meet the first Wednesday of each month so come and join us if you are in the area. We sit down for lunch at 12:30.

After the usual greetings and socializing we made our way to the dining room where Bob called the meeting to order with a new clicker donated by Rick. Sounded just like his old clicker. Health and Welfare guru George reported on some new uses for Vodka. I think I shall stick to the old traditional use. He also had some info on the side effects of too much caffeine.

There were many lively conversations carried on during lunch on a wide variety of subjects including pass travel problems, UAL in general, and one on some of the, shall we say, rather unusual crew members, both cockpit and cabin. Always good for a few laughs. As the group began to leave everyone seems to have enjoyed themselves.

Attending: Sam and Mickie Orchard, Dan Barger, Rick Saber, Galen Wagner, George Hise, Barney Hagen, Jules Lepkowsky, Kenneth and Ellen Thompson, Deke and Merle Holman, Donald Booker, Bones Bride, Larry Whyman, Jim Mansfield, Al Milotich, Norm DeBack, Leon Scarbrough, John Baczynski, Clyde Wilson, Dan Porter, Bruce Milan, Wayne Heyerly, Robert Grammer, Bill McGuire, Dwight Daley, JR Hastings, Bob and Doris Donegan and me, *Bill Greene*

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our January 17, 2013 luncheon was held at the Marco Polo Restaurant located in Vienna Virginia. This meeting was limited to members only. Officially starting at 11:15, we had 45 minutes to talk to old friends and acquaintances.

We did not have a guest speaker, but we did have a very nice question and answer session. We discussed various aspects of the latest merger (or take-over?).

The 30 attendees were: Pat Austin, Jon Beckett, Chet Cassel, Hal Cockerill, Gary Cook, Gil Coshland, Gene Couvillion, Doug Diedrick, Kevin Dillon, Jim Foster, Jerry Goebel, Bill Golemon, Earl Jackson, Fred Kiester, Roger Lemieux, Joyce Lopez, Clyde Luther, Jim Meadows, Lew Meyer, Ed Miller, Pierre Ney, Bill Nolan, Ralph Pasley, Herb Petitt, Bud Ruddy, Bernie Schwartzman, Fred Streb, Skip Strickler, Frank Tetreault, E.K. Williams

A special thanks to: E.K. Williams for all that he does for the group. Gary Cook and Hal Cockerill for handling the check-in and Jerry Goebel for handling the prize drawings.

Our next scheduled luncheon will also be at the Marco Polo Restaurant on Thursday, April 18, 2013. Members may bring guests. *Jon P. Beckett*

SEATTLE GOONEY BIRDS

The Seattle Gooney Birds welcomed back Verle Roth, and his guest, Capt. Terry Mason of Alaska Airlines, who gave Verle a ride for the occasion. Thanks, Terry, your're welcome anytime.

We even prevailed on Capt. Mason for a couple of Jokes. Dave Carver read a couple of E Mail jokes and the host told one to conclude the busines

The conversations went on for some time and we finally broke up the meeting until next month. In attendance: Jack Brown, Howard Holder, Fred Sindlinger, Jim Chilton, Dick Anderson, Bill Stoneman, Bob Reid, Dave Carver, Bill Shumway, Jim Barber, Gere Pryde, Chuck Westfphal, Terry Mason, Verle Roth, and Bill Brett.

SAN DIEGO COUNTY RUPA LUNCHEON

On Tuesday February 12, the San Diego area members met as usual at the Lake San Marcos Country Club restaurant. There were four of us, Bill and Evelyn Pauling, and our newest member Mark Meyer, a recently retired Captain. Our regular attendee, Bob Bowman, had a doctor's appointment and couldn't make it.

It was a pleasure to welcome our new man. Mark had an interesting career with United. He went from a mail carrier to a flying school and wound up with United, retiring from the 747-400. I must thank Leon for sending Mark's name and email address. Another new member is, Joe Noval, but he lives quite a distance away and might be closer to the Dana Point crowd.

The conversation was lively and we are all looking forward to subsequent meetings.

Fraternally yours, *Bob Harrell*



SOUTHWEST FLORIDA RUPA LUNCHEON

The Olive Garden restaurant in sunny Fort Myers, FL once again hosted our luncheon on February 11, 2013. An impressive 19 attendees signed in. The room was mostly full and with a different table arrangement this time of one long table with a round table at one end. Not sure that we've got it right yet but it still is better for conversation than multiple tables for four. Once again, there was no formal program but there was a lot of conversation.

We're gearing up for the RUPA Day at the Sun-n-Fun Fly-In at Lakeland, FL on Thursday 11 April 2013 at the OX-5 Club House. The Fly-In and Expo dates are April 9-14, 2013. Flyers were provided for everyone interested.

Attending members and guests were: Rip Curtiss, Gene Chapman, Paul McConnell, Mamie Thompson, Faith Osborn, Wallis Alves, Twila White, Gary Crittenden, Janice Crittenden, Georgie Chamberlain, Ray White, Bill Bates, Wayne White, Linda White, Jack Sodergren, Norb Cudnowski, Neil Bretthauer, Dot Prose, Dick Travas.



Two special guests were brought by Ray and Twila White: Linda and Wayne White. Wayne is their son and they try to get to our luncheons about once per year. Our two very capable servers were Jennifer and Amanda.

Judging from the turnout, the next luncheon on 11 March, 2013 should be another full house. Everyone is welcome! Regards, *Gary Crittenden and Dot Prose* (proseada@yahoo.com)

S.E. FLORIDA GOLDCOAST LUNCHEON

We had a good turnout of 23 retirees for our February Luncheon, including 3 guests at Galluppi's Restaurant and Patio Bar at POP Airpark. It was a pleasant day with threatening clouds, but the rain held off and we had sunshine to brighten our Luncheon.

Present for today's luncheon were; Lyn Wordell, Denny Keast, Dave Dryer, Ralph Rodriguez, Ed Wheeler, Hambone Wilson (senior Member), Bob McMichael, Jerry Bradley, Ham Oldham, Terry Lewis, Bob Engleman, Joe Jenkins, Murray Warren, Bill Garrett, Les Eaton, Bob Seits, Art Jackson, Bob Beavis, Deoun Petreiti, guests Stan Brumwald (NWA), Joe Rahll (USAIR), Fred De Jagma(AA) and your scribe, Ned Rankin.

As an aside; Ham Wilson asked for as many of our members that can to show up at the Sun 'n Fun Airshow in Kissimmee, FL on the 11th of April, which is the same date as our Gold Coast meeting. Plan Ahead! *Ned*

PHOENIX ROADRUNNERS LUNCHEON

We had our regular luncheon on Tuesday February 12, 2013 at our usual place the Bobby Q Restaurant. We had a good group which included; Peter & Ellen Moyer, Werner & Cindy Schmid who we were glad to see back in better health, and Dennis & Darlene Leahy, Ken & P J Killmon, Leif & Jan Jonassen, who Leif finally let us meet, Frenchy & Joan Bourgeois, Dave Specht, Mike Clements, who we welcomed back after a long absence from our luncheons, Gary Dyer, Mike Carlin, Charlie Schwob and Frank Soare, who also has been sick and good to see him in much better health.

Several of the guys were discussing their trips together and reminiscing old times when they were having some fun. After the lunch was over some of the souls stopped by the bar to continue their conversations while bending their elbows a bit. Everyone seemed to enjoy our time spent together.

Our next planned luncheon will be on March 12th, 2013. *Ken*

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

As the Ole saying goes, "There is no place like HOME!!!" Thanks to our long time Member and former Leader, Jim Dowd, we were able to RETURN to Mariner Sands Country Club for our February Luncheon and Celebration with our wives and/or Lady Friends....and what a FANTASTICK return it was. Thanks to Joanne, the Dining Room Mgr., our Private Dining Room was beautifully decorated in a Valentine's Day Theme that was absolutely PERFECT....Bright Reds and Whites....and ideal for our needs. You just walked into the room and felt Happy. It really was GR8, could NOT have been any better. The Buffet, served in our Private Room was scrumptious with lots of choices, and we had tables of six (6) that were beautifully decorated and were ideal for conversation and war stories (BOTH Male and Female type). Thank you for making it all possible Jim, without you it wouldn't have happened and a Fabulous time was had by all.

I was at the head table, but if the other tables were 'anything' like ours, I'm sure that (due to the combination of genders involved) that a number of different subjects were discussed. I know for sure that at our table, THAT WAS THE CASE!!! For 'some reason' (???), the 'nature' of our conversations are 'somewhat' different when our wives or lady friends are with us. I haven't quite been able to figure that one out yet.....but after almost 69 years, I'm still working on it. Not going to quit though.....

Those who attended were: Pete & Anne Granata, Del Gartner and Step-Son/American Pilot Mike Forte (Del's wife, Pat was a last minute cancellation due to Bronchitus); Dick Baese and friend, Linda; Bill & Louise Cole; Paul & Lineke Andes; John & JoAnn Pinter; our host, Jim and Connie Dowd; Don & Jane Jefferson; Jack & Glenda Boisseau; Frank & Carol Guglielmino (CLEFO Crew Desk); Dick Starita & friend Zsuzsa; Stan & and Ida Smilan; Paul & Bev Bailey; and finally, Bob & Kimberly Langevin.

That's about it from SE Florida's Treasure Coast right now. However, if any of our RUPA Members are passing thru the Stuart area during your FL vacation (Baseball Spring Training Games, PGA Golf Tour Tournaments, etc.), this winter, we'd love to have you join us. Our next Luncheon will be on Tuesday, March 12th (at 11:30 AM) at Shrimper's Restaurant (near the SE corner of Salerno Rd. and A1A which is Dixie Hwy.) in Stuart, FL. For additional information, contact Bob Langevin at BobL34997@aol.com or call me at 561-756-4829.

Meanwhile, I'd like to wish all of you a Safe Winter season along with hopes that it will be a MILD Winter from this point on for our Northern neighbors and friends. As always, Be SAFE, stay HEALTHY and travel safely (whether it be by car or airplane). Until next month.....Best Regards, *Bob Langevin*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

February 13th dawned clear, cold, and frosty, but by mid-day the temperature reached a welcomed 65. Those attending our February luncheon were; Jon and Jane Rowbottom, Milt and Sunee Jines, Dave and Linda Mackie, Diane Emerson, Will and Fran Blomgren, Pete and Donna Walmsley (our hosts), Carlos Quintana, Diane Ellis, Brett Morris, Lee and Nancy Casey, Phil McClain, and yours truly. RUPA visitor from Tucson was Diana Raymond and her guest Whit Weeks.

I brought the group up-to-date on our growing membership, the new relationship with the UAL MEC R&I and Family Awareness Committees, RUPA's new "eblast" service for members, the "taxable pass rider" Form 1099 info, and the pilot retiree ID process that is still pending.

Carlos shared his recent auto accident experience of another vehicle running a red light and totaling Carlos' El Dorado! Bruised, thank goodness for air bags and seat belts, Carlos was OK – just very sore! Pete brought us up-to-date about their son's second week of training at the Continental facility in Houston. Pete's son has been furloughed from UAL for years and has been flying for ANA since, but is very glad to be back with a U.S. carrier. Pete actually shared a very good joke! Brett shared his skiing experience of three falls, all in the parking lot!

The next luncheon is Wednesday March 13th joining up at Edgar's at Quail Lodge in Carmel Valley at 11:30. Please RSVP by the Tuesday before. *Cheers, Phyllis Cleveland*

THE COLUMBIA RIVER GEEZER'S LUNCHEON

Greetings Cleve, Five of The Geezers rendezvoused today at the Claim Jumpers restaurant in Clackamas OR for lunch. We arrived at 1100 hours and pushed back around 1325 hours.



Gathered around the table today, a crew of five, from left to right, Tony Passannante, Rich Warden, Doug Howden, Ron Blash and Ron Lyall. All of us from a new hire class dating somewhere in the sixties.

Lots of talk of the good old days, yesterday and before. We know that some of our members were out of town and others are helping others. We all had a great time as we do every get-together and we are all looking forward to the next 2nd Wednesday of the month. Hope to see you there. *Ron Blash & Tony too.*

DANA POINT RUPA LUNCHEON

Once again we gathered under the green umbrellas on the Deck at the Wind and Sea restaurant. Tuesday turned into a warm pleasant day after several cold days for us in southern, CA. The management seems to open just for us. The deck was ours and we were able have the choice of seats in the sun or shade.

On Deck were: Rusty Aimer, Park Ames, Bob Brockmeier, Bob Fuhrmann, John Grant, Ruddy Haluza, Bob McGowan, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovch.

I was informed by Bill Dunkle that Jack Healy's wife Margaret said Jack would not be able to come to our meetings because of health issues. He is still available for phone calls (949 707 5760). Bill was in LAS for a meeting with the retired UAL employees and could not come to our meeting. He did say he will be at the next one, and bring his camera so that he could get some updated pictures of our group.

Surprisingly, the conversation got into talking about the great deals that we used to get, (mid 60 era). One in particular was the great deal that Vail ski area gave to all Airline employees. This was party time at Vail including Lodging, Meals at the 'Lodge at Vail', Skiing and an Airline Party sponsored by different airlines!! Vail was expanding and wanted to get the attention. They got the employees attention...the price \$60 for the whole deal!! Personally, I never saw a better Deal in skiing, save maybe the deal up in Alaska when, if you got on the airline Ski Team, Alaska had free lodging and lifts. That was the start of much talk about how great it was to fly standby and really get on. All before the use of computers!

Once again the 787 came up for discussion. There is an impressive video from Farnborough which show the 787 going through T/O, LDG, and Go-arounds all with a 20K tailwinds. Fly's like a Fighter! Merger of AMR and US air was kicked around and what is going to happen with their Crews. US Air merged with America West 2005 and they have yet to get that straightened out.

A bit of news on a Navy Seal being interviewed on TV. They were discussing all the countries he had been sent to. In the interview the question was asked, "Did you have to learn several languages?" "No ma'am we don't go there to talk." Cheers, *Ted*

PHOENIX ROADRUNNER RUPA LUNCHEON

We had our first luncheon in 2013 on Tuesday January 08 at our usual place the Bobby Q Restaurant. We had a good group which included; Peter & Ellen Moyer, Dennis & Darlene Leahy, Jim & Mary Jeanne Trosky, Ken Killmon, Russell Marsh, and Charlie Schwob. Several of our regular group called in sick, so we hope that by now they are feeling much better.

All present were in on the discussion of the new Continental Takeover of our once great airline. Everyone seemed to enjoy our time spent together though.

Our next planned luncheon will be on February 12th. *Ken*

RENO'S BIGGEST LITTLE GROUP LUNCHEON

Reno's "Biggest Little Group" of 11, assembled promptly at 1300 hours Wed. 23 at Sparky's sports bar on Mc Carran Blvd.

Normal BS session of the old days ensued, with tall tales of flying past and other lies. Two of our group, Gary Dyer and Jim Whitley, were absent due to the Flu. Len Bochicchio was in Florida at a golf tournament, and Bill Charney was enjoying summer in New Zealand

Roll call: Tom Diehl (RNOCS), Gene Lamski, Charlie Kettering, Bill Shepherd (FOPAA), Dave Regan, Cort de Peyster, Dean Shuff, Rick Schwarze, Lyle U'Ren (our fearless leader), Ken Miller, Tom Taber.

If you happen to be in the vicinity of the Biggest Little City on our meeting day we would love to see you. Respectfully submitted. Alt. scribe, *Cort*

THE INTREPID AVIATORS OF SOUTHERN OREGON

A Wintery greeting to all RUPA from Southern Oregon. Bright, very white and very chilly greeted all of us as we worked our way to Jacksonville for lunch. Except for those laggards who've run for Florida and parts South for the sun and warmth, we had a good group with tall stories and good cheer gather at The Pony Espresso.



We again gathered several tables to accommodate the group which included, starting at the front, George Elliott with his daughter Catherine Dimino next to him, behind Steve and Leeann Fusco, Marty and Bob Niccolls, Cheryl and Jim Jaeger, Scot Lee in the back, Banjo Bob Keasbey and in the right front Art and Pam Lumley. Scot once again got the 'farthest distance' award coming from Northern California and braving the dreaded I-5 Siskiyou summit.

How nice it is to have these monthly lunches, a time to once again share our common bond and share our time in the cockpit together....and made even better by having our ladies with us. Cheers, *Bob*

THE SAN FRANCISCO BAY-SIDERS' LUNCHEON

We were fortunate to have the second Tuesday in February fall on the 12th, which was Mardi Gras, so our SFO Bay-Siders' luncheon had a Mardi Gras/Valentine theme.

We had a very good turnout, and a surprise attendee was Diana Raymond, who was visiting from Arizona, and planned to attend the Monterey luncheon the next day.

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Ned Broyles, Bob Callaghan, Bob & Roz Clinton, Sam Cramb, Gerry Delisle, Rich & Cyndi Erhardt, Carol Gillett, Barry & Ginny Hamley, Jeri Johnson, Norm & Karen Justesen, Bob Kallestad, George Mendonca, Bob & Dee Norris, Jay Plank, Jerry Quitney, Diana Raymond, Norm Rupp, Cleve & Rose Spring, Gene & Carol Walter, Larry & Pat Wright.

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

RUPA DAY at 2013 SUN-'n-FUN FLY-IN

Web: www.sun-n-fun.org

This year the Sun-'n-Fun Fly In at Lakeland, FL will be held somewhat later than normal due to some conflicts with other aviation expos overseas. The dates are 9-14 April 2013. We have our traditional RUPA DAY get together on Thursday 11 April at the OX5 Club House (next to the QB's Club House). The airshow for that day will be from 2:30-5:00.

The USAF Thunderbirds are scheduled to perform on Saturday and Sunday 13-14 April 2013.

The OX5 club has once again extended their hospitality for use of their facility (coffee, restrooms, snacks, lunch). Everyone welcome, including Continental retirees and their families.

A group photo will again be taken in front of the club house at 1:00 pm.

See you there! Gary Crittenden SWFL RUPA and Dot Prose (prosesta@yahoo.com)

AIRBUS SUPPORTS NEW NOISE STANDARD



The International Civil Aviation Organization (ICAO) Committee on Aviation Environmental Protection (CAEP) has adopted a new noise stringency level for commercial airplanes. The milestone achieved at the CAEP meeting in February lowers the current standard by seven decibels. Having now been agreed by the ICAO CAEP, the new stringent noise standard will be presented for final review and approval by the ICAO Council later in 2013. This new standard will come into force on the 31st December 2017.

“Over the past 40 years, Airbus has put a lot of effort into reducing noise at source and to bringing the quietest aircraft to the market. This new standard is another major step in how the global commercial aviation industry is pro-actively addressing environmental protection,” said Fabrice Brégier, Airbus President and CEO.

At Airbus, innovation and technology are key to provide aircraft that generate fewer emissions and less noise while carrying a maximum payload over the mission range. All Airbus development aircraft (NEO and A350 XWB) are designed to be compliant with the new noise standard.

In addition, Airbus continues developing new solutions to further reduce the operational noise. Several functionalities are available such as the Automatic Noise Abatement Departure Procedure (NADP) that optimizes the thrust and flight path to reduce noise over populated areas.

In the UK, which has the strictest noise regulations in the world, the A380 was given an award for its quiet operations by the UK Noise Abatement Society in 2012.

The A380 carries 42 percent more passengers than its nearest competitor but produces half the noise energy when taking off, and three to four times less noise energy when landing. The A350 XWB, the aircraft with the leading environmental performance in the long-range market is up to 16 decibels below the current standard requirement.

RETIREE PASS TRAVEL UPDATE

1) ETC sending some retirees pass travel usage reports

If you do not receive a usage report or a 1099 it means you do not owe any taxes as imputed income for pass travel. Retirees have not had the ability to view pass travel reports online so the Employee Travel Center has sent letters and pass travel usage reports to retirees who have “taxable pass rider” travel in 2012 that exceeds \$600. This information is being compiled and sent out in support of the forthcoming tax Form 1099.

As mentioned in the RAFA Pass Travel Update on October 5, 2012, retirees’ “taxable pass riders” (enrolled friends, domestic partners, same sex parents, and non-dependent children) accrue imputed income taxes when traveling on United using personal and vacation ePasses as well as myUADiscount tickets. If the tax total for all taxable pass riders exceeds \$600 in one year, the retiree will be sent a Form 1099 to be used when filing taxes with the IRS.

The ability for retirees to see travel reports in “All About Me” is on the IT list of future enhancements. In the meantime, retirees can get an estimate of imputed income taxes per segment by using the Pass Calculator in employeeRES > Quick Links.

Under the old sUA pass policy, companion pass fares were greater than the imputed value, so no taxes were due. Under the new harmonized United pass travel policy, the fares for taxable pass riders are less and even free in some cases, so imputed taxes accrue. An explanation of how these taxes are calculated and an estimate of imputed income taxes per flight segment can be found by using the Pass Calculator in employeeRES > Quick Links.

2) Must use current (2013) family vacation passes with taxable pass riders

Unused 2012 family vacation ePasses are valid through Dec 31, 2016. On January 1, 2013, eight new family vacation ePasses were added to your ePass Account, which are valid through Dec 31, 2017. When family vacation ePasses are used, the system will deduct the older passes first, except when traveling with taxable pass riders or when taxable pass riders are traveling unaccompanied. In those cases, the system will deduct a family vacation ePass from the current year allotment, in accordance with IRS regulations. View your family vacation ePass Account in employeeRES > My ePass Balances. Click on “View detail” to see how many ePasses you have and their expiration dates. You can then click on “View Details” to see a list of used ePasses and flight information.

3) employeeRES link for smartphones, iPads and tablets

Use <https://flyingtogether.ual.com> on your smartphone, iPad, tablet, etc. while traveling on United to check on seat availability, pass rider lists, flight status and to change listings. Save the link as a “bookmark” on your mobile device for quick access. NOTE: clicking on the “Travel” link will take you to mobileRES, which is an easy way to book fee waived travel. When you use mobileRES for service charge pass travel, scroll to the bottom of the screen and click on “Full Site.” This will allow you to navigate to employeeRES where you can book using a credit card as payment.

4) Other airline travel: 15 new carriers added to ID90T website

Now there are over 35 carriers that participate, making it easier for retirees to obtain e-tickets! See the announcement on FlyingTogether>Travel>News&Bulletins.

For discount space available travel on Other Airlines visit:

FlyingTogether>Travel>Travel Programs> OtherAirline/InterlineTravel.

Select a carrier by using the drop down menu to access the Interline Agreement. Read who is eligible to travel, how to obtain tickets, how to list for flights, and other rules about that particular airline.

Obtain tickets (either via ID90T for eTickets or the ZED ticket request form for paper tickets) by using links on the Other Airline/Interline Travel page. Instructions for using ID90T are there, including a WebEx tutorial and an informative PDF. NOTE: ID90T eTickets are almost instantaneous; ZED ticket requests take longer and involve a trip to a United ticket counter to secure the paper ticket. Remember to plan ahead.

List for the flight (not required for certain ID90T carriers). Seventeen carriers now let you list on the MyIDTravel website, for others you must call an 800 number. On some ID90T carriers you can check-in online 24 hours before departure and print a boarding pass at home!

The ticket refund processes for ZED tickets and ID90T are listed at the bottom of the Other Airline/ Interline Travel page.

5) Retiree Badges

The necessary IT work for retiree badges is currently being finalized and while we don't have an exact completion date as yet; it appears they may be available the 2nd quarter this year. In the meantime, remember that verification letters can be printed online through employeeRES > Quick Links > Employee Profile. Watch for future communications on Flying Together. Some retirees have reported badges were available in SFO from the MOC (Maintenance Operations Center). These badges are ONLY for retirees who previously worked at the MOC and are still in the MOC database.

6) International SOS

United has partnered with International SOS to help employees and retirees with free advice and assistance while traveling abroad. Actual medical services rendered would be paid by the retiree. For details go to Flying Together > Travel > Additional Information > International SOS. Read the information and print out a free membership card that contains access phone numbers.

7) WebEx video tutorials and pdfs for pass travel are online now

Comprehensive, step-by-step guides to access and use employeeRES have been enhanced. To access these guides go to Travel section on Flying Together and click on "WebEx Sessions & Reference Guides" on the left panel or under Reference Guides on the Travel page. There are several tutorials to watch; most helpful are "How to create a space available leisure travel plan" and "How to buy an interline eTicket through ID90T". A network recording player is downloaded to play the tutorials; just click to download it if you're looking at them for the first time. If you prefer to read a pdf of each tutorial, they are available on the WebEx sessions page. Retirees are not eligible for business travel and do not have buddy passes, so there's no need to view those sessions.

To become more familiar and adept at checking seat availability, pass rider lists and creating a booking, the WebEx tutorial sessions are valuable tools and worth watching.

8) What happens when your enrolled friend has a baby?

Children of retiree's enrolled friends are not eligible pass riders. However; an enrolled friend (at least 18 years or older) may pass ride with a child 8 days to 24 months of age as a lap child. If the pass rider wants a separate seat for the baby, a revenue ticket would need to be purchased. For infant travel details go to Flying Together > Travel > Travel Policies > View More Policies > Infant Pass Travel Policy.

9) Getting United pass travel refunds you paid for with a credit card

Instructions are here: employeeRES> Quick Links> Request Refunds

10) Follow the rules for pass travel listing!

From page 2 of FlyingTogether>Travel>Travel Policies> Pass Travel Guidelines: "Pass riders may not hold more than one positive- space or space-available booking per day for the same origin and destination." If you are not boarded on a flight, ask the gate agent to roll you over to the next flight.

11) \$80 credit on MileagePlus Explorer Cards from Chase

If retirees participated in the 2012 MileagePlus Visa rebate program and are the primary card member of the Explorer Card as of March 1, 2013, a credit of \$80.00 will be added to your April statement. Annual fees must still be paid to Chase as this is a program offer based on the partnership between United and Chase. For more information see the FAQ's (Frequently Asked Questions) on Flying Together > Corporate > Employee Discounts > Credit Cards > MileagePlus Explorer Card Employee Offer > Frequently Asked Questions.

For a summary of the pass travel program, links, various articles, and archived UPDATES:

View "Travel Benefits" on your RAFA website: <http://www.rafa-cwa.org>

Compiled by Kirk Moore, RAFA Travel Benefits Committee

02/06/2013

FEBRUARY MEC PASS TRAVEL UPDATE

By Captain Pat Palazzolo



It's been almost one year since the new pass travel policies and procedures were implemented. Needless to say from the employees' point of view, the teething problems the company encountered with employee pass travel made the 787 battery issue seem like a mosquito bite.

I would estimate that 95 percent of the systemic issues with pass travel have been successfully resolved. And as we move forward, the program's enhancements and ease of use are being improved regularly.

The evolution of EmployeeRes, while a massive improvement over United's former listing tool, is even better than the old Continental EmployeeRes, and continues to be enhanced to make it more user friendly.

e-ticketing: United continues to expand the number of e-ticketing ZED agreements with other carriers. The Travel section of SkyNet has a link for the ID90T web site as well as a tutorial for using the web site. ID90T allows employees and their eligibles to purchase offline e-tickets on 38 airlines (and the list continues to grow). Refunds can also be made using the same website. Purchases and refunds are subject to a very reasonable service charge (usually \$3-4 per ticket).

This is clearly one of the best enhancements to employee travel in a long time. A link to a second web site called MyID Travel is also on the Travel page of Skynet. MyID Travel is a listing web site that allows us to list for travel on certain other airlines after your tickets have been purchased either electronically through ID90T or through the traditional paper ticket process on SkyNet.

Air France: The lack of an interline agreement with Air France is probably the biggest complaint I hear regarding interline travel. UA would like nothing better than to have agreement with AF. But Air France's budgets have been drastically pinched due to a negative financial situation at the airline. They have advised other airlines that they don't anticipate having resources in 2013 to institute interline agreements, and if their budget situation does improve, they have indicated they will most likely use those resources to reach interline agreements with their Sky Team partners first.

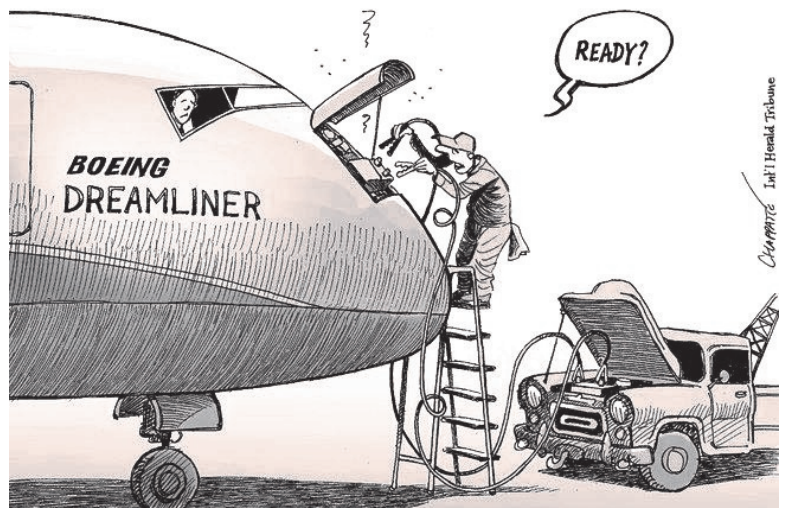
SAS: In a nutshell, they don't seem eager to have an agreement with us.

FedEx For Retirees: For some good news, we are on the verge of seeing FedEx agree to extend interline benefits to retirees for the first time. This has been something long sought by ALPA.

But FedEx requires an ID card in order for a retiree to obtain the discount. So UA is currently developing an ID card for UA retirees and this should become available sometime in the second quarter of this year. When that happens there should be fewer ID cards mysteriously lost right before retirement, and the retiree ID card can hopefully be used for other discounts as well. Stand by.

UNITED HAS BEST COMBINED JANUARY PERFORMANCE IN 10 YEARS

United Airlines announced that it exceeded its 80 percent on-time arrival domestic and international performance goals for the month of January, and is rewarding its eligible employees with a \$100 on-time bonus to recognize this performance. Despite challenging weather conditions across the system, the airline ended the month with an 82.8 percent domestic on-time arrival rate, and an 80.5 percent international on-time rate, resulting in the best combined domestic and international performance for the month in 10 years. The on-time arrival rates are based on flights arriving within 14 minutes of scheduled arrival time.



AIRLINE INDUSTRY AT ITS SAFEST SINCE THE DAWN OF THE JET AGE

Flying on a commercial jetliner has never been safer. It was four years on February 12, 2013 since the last fatal crash in the United States, a record unmatched since propeller planes gave way to the jet age more than half a century ago. Globally, last year was the safest since 1945, with 23 deadly accidents and 475 fatalities, according to the Aviation Safety Network, an accident researcher. That was less than half the 1,147 deaths, in 42 crashes, in 2000.

In the last five years, the death risk for passengers in the United States has been one in 45 million flights, according to Arnold Barnett, a professor of statistics at M.I.T. In other words, flying has become so reliable that a traveler could fly every day for an average of 123,000 years before being in a fatal crash, he said.

There are many reasons for this remarkable development. Planes and engines have become more reliable. Advanced navigation and warning technology has sharply reduced once-common accidents like midair collisions or crashes into mountains in poor visibility.

Regulators, pilots and airlines now share much more extensive information about flying hazards, with the goal of preventing accidents rather than just reacting to them. And when crashes do occur, passengers are now more likely to survive.

"The lessons of accidents used to be written in blood, where you had to have an accident, and you had to kill people to change procedures, or policy, or training," said Deborah Hersman, the chairwoman of the National Transportation Safety Board. "That's not the case anymore. We have a much more proactive approach to safety."

The grounding of the Boeing 787 fleet last month illustrates this new era of caution. The last time a fleet was grounded was 1979, after a McDonnell Douglas DC-10 crashed shortly after takeoff at O'Hare Airport in Chicago, killing 273 people. The 787s, by contrast, were grounded after two episodes involving smoke from batteries in which no one was hurt and no planes were lost.

The last fatal accident involving a commercial flight in the United States was Colgan Air Flight 3407, which crashed near Buffalo, killing 50 people, on Feb. 12, 2009. The pilot's maneuver was the opposite of what he should have done when ice formed on the wings.

Perhaps even more noteworthy, there has not been an accident involving a major domestic carrier since an American Airlines flight to the Dominican Republic crashed after takeoff in Queens in November 2001, killing all 260 people on board.

But while flying is safer, it is still not risk-free. Air traffic is set to grow in the next decade, and airports are more congested. Near-misses on runways and taxiways have risen. And with two million passengers in the United States boarding more than 30,000 flights every day, maintaining that safety record will be a challenge.

The Colgan accident also cast a troubling light on regional airlines, which hire young pilots, some with little experience, at a fraction of the salaries at bigger carriers. Since the crash, the Federal Aviation Administration has mandated longer resting periods for pilots. But in the face of opposition from airlines, it is still working on new rules for more extensive co-pilot training.

"It's important not to define safety as the absence of accidents," said Chesley B. Sullenberger III, the US Airways pilot who became a hero when he landed an Airbus A320 in the Hudson River in January 2009 after both engines lost power. All 155 aboard escaped.

"When we've been through a very safe period, it is easy to think it's because we are doing everything right," he said. "But it may be that we are doing some things right, but not everything. We can't relax."

Not long ago, the industry's safety record was far bleaker. In 1985, more than 2,000 people died in dozens of crashes, including 520 when a Boeing 747 crashed in Japan. A crash of a Delta Air Lines Lockheed TriStar killed 134 in Dallas that year.

After another series of accidents in 1996, federal officials set a goal of cutting accident rates by 80 percent over 10 years. That year, 340 people died in just two crashes in the United States - ValuJet Flight 592, a DC-

9 that crashed in Florida, and TWA Flight 800, a Boeing 747 that blew up after its fuel tank exploded off Long Island.

Since then, the F.A.A., airlines and pilot groups have stepped up efforts to share safety concerns through a series of voluntary programs. Airlines agreed to participate after obtaining assurances that the information would not be used to discipline them.

An F.A.A. Web-based system, created in 2007, now includes information from 44 carriers. The result is widely viewed as successful, spawning an attitude that allows hazards to be identified before accidents occur.

The F.A.A. and airlines now systematically study data from flight recorders to analyze common problems, like finding the best angle of approach and speed to land at airports with tricky wind conditions.

Besides advances in navigation technology, today's airplanes are equipped with systems that can detect severe turbulence or wind shear, allowing pilots to avoid them altogether. Engines are also better built - when one fails, pilots can still land safely.

"We have engineered out the common causes of accidents," said Patrick Smith, a commercial pilot who writes a blog called Ask the Pilot.

And because planes have better hull and seat design, said Kevin Hiatt, the president of the Flight Safety Foundation, "crashes are more survivable today than decades ago."

In August 2005, for instance, an Air France flight to Toronto overshot the runway and burst into flames, yet all 309 passengers and crew managed to escape.

Aviation safety officials will also go to considerable lengths to learn what caused a crash. Uncertainty is rarely tolerated, said Peter Goelz, a former managing director at the National Transportation Safety Board.

After an Air France jet crashed in the Atlantic in 2009 on its way from Brazil to Paris, investigators spent nearly two years - and millions of dollars - looking for the flight data recorder. "Aviation, in particular, abhors a vacuum," Mr. Goelz said.

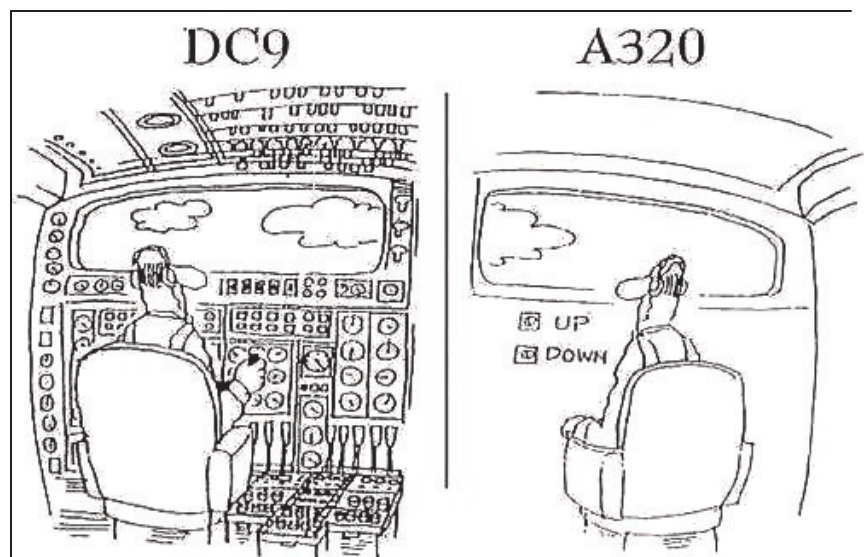
Mr. Smith said there was another reason for the safety record: "Luck is always going to be a part of it."

The biggest battle still being fought is over co-pilot training. The F.A.A. missed a Congressional deadline for new rules requiring first officers to have at least 1,500 hours of flying, the same as captains, before being hired, instead of 250 hours today. The agency has proposed a compromise of 750 hours for former military pilots and 1,000 hours for pilots with an aviation college degree.

But the F.A.A.'s work has been slowed by lobbying by the airlines, according to a recent report by the Transportation Department's inspector general. Roger Cohen, president of the Regional Airline Association, said the F.A.A. should not set arbitrary numbers. "It's about quality training, not quantity," he said.

But Mr. Sullenberger said: "Some in industry still are fighting so hard to weaken, to delay or to kill an important safety initiative. The lessons of Colgan have not been learned."

Ray LaHood, the transportation secretary, said that the Colgan crash was his worst day in four years on the job, and that he had worked closely with family members of victims to strengthen the pilot training rules. Even though he plans to step down soon, he said, the F.A.A. is "going to continue to work to get that over the finish line."



AUTOPILOTS MAKING AIRLINE PILOTS RUSTY

By: Bruce Champion-Smith Ottawa Bureau Chief

Autopilots making airline pilots rusty, Transport Canada and U.S. agency warn. Investigators in part blamed poor airmanship for the crash of a Bombardier Dash 8-400 during its approach to Buffalo airport on Feb. 12, 2009, killing 50 people.

OTTAWA-Airline pilots are being urged to switch off the autopilot and occasionally fly their jets by hand to avoid getting rusty.

In an era of cockpit automation, the U.S. Federal Aviation Administration is worried that some pilots are losing their flying skills and might be unprepared to take over in an emergency. The agency has issued a warning to airlines urging pilots to occasionally turn off the automation and practice flying their aircraft by hand. Frequent use of autoflight systems could lead to "degradation of the pilots' ability to quickly recover the aircraft from an undesired state," the agency said in its bulletin. Transport Canada has echoed that warning, distributing the FAA's bulletin to its own network of inspectors and operators to alert them to the issue and the suggested remedies. The American agency says an analysis of flight operations has revealed an increase in "manual handling errors" and says that maintaining flying skills is essential for safe operations.

Today, most modern jets are flown using sophisticated autopilots and autothrottles that can be engaged just minutes after takeoff to guide a plane along its route and then down to a safe landing without the pilots ever touching the controls. Indeed, airlines encourage the use of the automated systems to help ensure smooth and safe flights, especially during times when pilot workload is high, such as flying into busy airports.

The problem is exacerbated for pilots flying long-haul routes. Because of their length, they may fly only three or four round-trip flights a month, reducing their time at the controls. But now the U.S. regulatory agency is warning that those sophisticated systems have a downside - that pilots aren't getting enough stick time to stay sharp. "Unfortunately, continuous use of those systems does not reinforce a pilot's knowledge and skills in manual flight operations," the bulletin says. It urges airlines to develop policies to ensure pilots get the chance during day-to-day flying to practice their manual flying skills.

The concerns have been driven home by several prominent accidents in recent years. Investigators in part blamed poor airmanship for the crash of a Bombardier Dash 8-400 during its approach to Buffalo airport on Feb. 12, 2009. The crash killed all 49 people on board and one person on the ground. The captain put the aircraft into an aerodynamic stall - meaning it lost lift -and was too low to recover. Later than year, Air France flight 447 - an Airbus A330-200 - vanished over the Atlantic Ocean while en route to Paris from Rio de Janeiro. An exhaustive report revealed that when the jet's autopilot abruptly switched off the flight crew made "inappropriate" inputs on the controls, failed to recognize their jet was in a stall and never recovered from the resulting rapid descent into the ocean. All 228 passengers and crew were killed. "Manual airplane handling cannot be improvised and requires precision and measured inputs on the flight controls," said the report from French investigators, citing "weaknesses" by the two co-pilots who were at the controls at the time.

Daniel Slunder, national chair of the Canadian Federal Pilots Association, which represents pilots employed by the federal government, said the autopilots are often engaged soon after takeoff. "You hold on to the airplane, lift the nose up and at barely 400 feet, you press the autopilot and watch the magic occur," he said in an interview. Pilots for Canada's two major airlines get frequent opportunities to keep their skills sharp, both in the air and in sophisticated simulators where they train for every conceivable emergency. Air Canada spokesperson Peter Fitzpatrick said technology combined with well-trained pilots is one reason air travel is safer now than ever before. "Air Canada pilots regularly receive recurrent training and testing on all aspects of flying to maintain their manual flying skills and their qualifications for their pilot license," Fitzpatrick said. "In the course of simulator training, any type of scenario can be replicated to ensure pilots will respond correctly to any given situation." "You could see our pilots doing up to six legs in a day and that gives them the hands-on flying that allows them to hone their skills on a regular basis," said Richard Bartrem, the airline's vice-president of communications and community relations. "It's certainly in their DNA to want to fly and hone their skills," he said.

THE REAL HAZARDS OF E-DEVICES ON PLANES

By Nick Bilton/The New York Times

Over the last year, flying with phones and other devices has become increasingly dangerous. In September, a passenger was arrested in El Paso after refusing to turn off his cell-phone as the plane was landing. In October, a man in Chicago was arrested because he used his iPad during takeoff. In November, half a dozen police cars raced across the tarmac at La Guardia Airport in New York, surrounding a plane as if there were a terrorist on board. They arrested a 30-year old man who had also refused to turn off his phone while on the runway.

Who is to blame in these episodes? You can't solely pin it on the passengers. Some of the responsibility falls on the Federal Aviation Administration, for continuing to uphold a rule that is based on the unproven idea that a phone or tablet can interfere with the operation of a plane.

These conflicts have been going on for several years. In 2010, a 68-year-old man punched a teenager because he didn't turn off his phone. Lt. Kent Lippel of the Boise Police Department in Idaho, who arrested the puncher, said the man "felt he was protecting the entire plane and its occupants." And let's not forget Alec Baldwin, who was kicked off an American Airlines plane in 2011 for playing Words With Friends online while parked at the gate.

Dealing with the F.A.A. on this topic is like arguing with a stubborn teenager. The agency has no proof that electronic devices can harm a plane's avionics, but it still perpetuates such claims, spreading irrational fear among millions of fliers.

A year ago, when I first asked Les Dorr, a spokesman for the F.A.A., why the rule existed, he said the agency was being cautious because there was no proof that device use was completely safe. He also said it was because passengers needed to pay attention during takeoff. When I asked why I could read a printed book but not a digital one, the agency changed its reasoning. I was told by another F.A.A. representative that it was because an iPad or Kindle could put out enough electromagnetic emissions to disrupt the flight. Yet a few weeks later, the F.A.A. proudly announced that pilots could now use iPads in the cockpit instead of paper flight manuals.

The F.A.A. then told me that "two iPads are very different than 200." But experts at EMT Labs, an independent testing facility in Mountain View, Calif., say there is no difference in radio output between two iPads and 200. "Electromagnetic energy doesn't add up like that," said Kevin Bothmann, the EMT Labs testing manager.

It is not a matter of a flying device hitting another passenger, either. Kindles weigh less than six ounces; Walter Isaacson's biography of Steve Jobs weighs 2.1 pounds in hardcover. I'd rather be hit in the head by an iPad Mini than a 650-page book.

In October, 2012 after months of pressure from the public and the news media, the F.A.A. finally said it would begin a review of its policies on electronic devices in all phases of flight, including takeoff and landing. But the agency does not have a set time period for announcing its findings.

An F.A.A. spokeswoman told me last week that the agency was preparing to move to the next phase of its work in this area, and would appoint members to a rule-making committee scheduled to begin meeting in January.

The F.A.A. should check out an annual report issued by NASA that compiles cases involving electronic devices on planes. None of those episodes have produced scientific evidence that a device can harm a plane's operation. Reports of such interference have been purely speculation by pilots about the cause of a problem. Other government agencies and elected officials are finally getting involved.

Julius Genachowski, chairman of the Federal Communications Commission, sent a letter to the F.A.A. in December telling the agency that it had a responsibility to "enable greater use of tablets, e-readers and other portable devices" during flights, as they empowered people and allowed "both large and small businesses to be more productive and efficient, helping drive economic growth and boost U.S. competitiveness."

A week later, Senator Claire McCaskill, Democrat of Missouri, also sent a letter to the F.A.A. noting that the public was "growing increasingly skeptical of prohibitions" on devices on airplanes. She warned that she was "prepared to pursue legislative solutions should progress be made too slowly."

If progress is slow, there will eventually be an episode on a plane in which someone is seriously harmed as a result of a device being on during takeoff. But it won't be because the device is interfering with the plane's systems. Instead, it will be because one passenger harms another, believing they are protecting the plane from a Kindle, which produces fewer electromagnetic emissions than a calculator.

AIRLINE DEALMAKER FRANK LORENZO SAYS DOUG PARKER GOT IT RIGHT

By Ted Reed

Let's just say upfront that Frank Lorenzo was not the most popular person in the history of the airline industry. He was perhaps the most unpopular.

But in hindsight, Lorenzo shaped the industry as very few people have done. He was the first to use bankruptcy to restructure an airline; now bankruptcies represent a common industry strategy. Combining assets from Eastern and Continental, he started the buildup of the Newark, N.J., hub that became the most profitable hub in the U.S. airline industry. He also redesigned airline fares, introducing both low "peanuts" fares and restrictive, non-refundable fares.

Lorenzo was also a leader in growing through mergers. In 1972, he took over Texas Air International, a small, insignificant, cash-squeezed western airline. In 14 years, he built the world's largest airline holding company. Similarly, in 2001, Doug Parker took over as CEO of America West, a small, insignificant, cash-squeezed western airline. On Thursday, when US Airways(LCC_) is expected to merge with American Airlines, (AAMRQ.PK), Parker would become CEO of the world's largest airline.

"Those guys have put together a wonderful story of growth," Lorenzo said. "Assuming they can get the deal put together, it's a heck of a story. You have at US Airways a very entrepreneurial team, which is nice to see, because often at the bigger companies you don't find as much of an entrepreneurial spirit." Others have done deals, of course, but few have been so focused for so long on deal-making, and none have started with so little and then built airline companies so large as the ones Lorenzo and Parker built.

Lorenzo thinks the US Airways/American merger will work, but not immediately. "Merger is a tough game," he said. "You have to take a long-term perspective. Over the short term, as United (UAL_) has found out, it's not a party. It's very tough. There's so much technology that has to be brought together, in addition to labor groups. But looking down the road, it's going to be a healthier industry."

Lorenzo, 72, formed Jet Capital Corporation, which advised airlines, in 1969. In 1972, Jet Capital acquired Texas International, which "was threatened with extinction because Southwest (LUV) was breathing down its throat," flying the same routes out of Love Field, Lorenzo said. "(Southwest president) Lamar Muse said he was going to put Texas International out of business." The threat devalued TIA enough that Lorenzo could afford it. "I have often said that we wouldn't have had an opportunity if it wasn't for Southwest," he said.

Soon thereafter, the Civil Aeronautics Board awarded new routes, including Dallas to Los Angeles via Albuquerque, to TIA, and the airline had a chance to become profitable. "In 1977, we came up with peanut fares, the first unrestricted fares to be filed," Lorenzo said.

Subsequently, Lorenzo initiated efforts to acquire larger airlines National and TWA, accumulating shares in the stock market. When the efforts failed, he sold the shares at a profit. In the case of National, he sold out to Pan Am, which then took over National in one of the worst airline acquisitions ever.

"You didn't have to go to UT (University of Texas) to realize that it didn't make business sense to buy a company with a lower cost structure and then raise all the employees to your standard," Lorenzo said. When the National bid started, TIA's net worth was \$12 million; the stock sale produced \$45 million of profit.

Besides merging TIA with Continental and Continental with People Express and with Frontier, Lorenzo started New York Air from scratch and acquired Eastern, which was operated separately by his holding

company, Texas Air Corp., in 1986.

Throughout his career, Lorenzo battled labor, using bankruptcy to force concessions at Continental. But in 1989, when he tried to force concessions on the International Association of Machinists at Eastern, the union struck and was followed out by flight attendants and pilots, forcing the carrier into bankruptcy court. There, a judge took control from Lorenzo and awarded it to a trustee, who ran Eastern until it failed in 1991.

It should be said that other models exist for building an airline. Ed Colodny, who led US Airways from 1975 to 1991, and presided over four mergers. He was generally liked by employees, who called him "Uncle Ed," and labor problems were rare. But even after the four mergers were completed, US Airways was not big enough to break through to becoming a global carrier. Essentially, starting out in 1939 as a regional carrier, when American, Delta and United were already major trunk carriers, meant that US Airways would never acquire the heft to enable its name -- which changed three times -- to survive.

Lorenzo loves to talk about the airline industry, but said he has no regrets about leaving it in 1990. "I was CEO of Continental and its predecessor for 18 years," he said. "I put in my time. Afterwards, we set up a private investment business, Savoy Capital, in Houston and New York, and I love what we do now

DOT FINES UNITED AIRLINES FOR VIOLATING TARMAC DELAY RULE

By James Shillinglaw

The U.S. Department of Transportation (DOT) said it fined United Airlines for violating federal rules last May by not informing passengers on an aircraft delayed at Chicago's O'Hare International Airport that they had an opportunity to leave the plane as it sat at the gate with the door open. DOT fined United \$130,000 and ordered the airline to cease and desist from further violations.

United violated a provision of the DOT's airline consumer protection rule, which took effect in August 2011, requiring that if passengers on a delayed flight have the opportunity to leave the aircraft, the carrier must inform them that they can deplane. Announcements that passengers can leave the plane must be made 30 minutes after the scheduled departure time and every 30 minutes afterward.

"It's very simple -- if a plane is delayed at the gate and it's possible for passengers to leave, the airline must tell them of their rights," said Ray LaHood, the outgoing U.S. Transportation Secretary. "We adopted our tarmac delay rules to protect passengers' rights and will continue to take enforcement action when necessary."

United Flight 881 was scheduled to fly from O'Hare to Tokyo's Narita International Airport on May 7, 2012. The aircraft was pushed back at 12:38 p.m. but returned to a gate at 2:25 for maintenance, at which time the doors were opened. But United failed to make an announcement notifying passengers of that opportunity to leave the plane as required by DOT's rules. The aircraft doors were closed again at 3:10, but because of another mechanical problem the flight was canceled and passengers deplaned at 5:22 p.m. Three passengers on board the flight filed complaints with the Department's Aviation Consumer Protection Division regarding this delay.

THE FLYING McCOYS

BY GARY & GLENN McCOY



FAA AIRLINE PILOT FATIGUE ANALYSIS FLAWED COST NOMINAL TO CREATE ONE LEVEL OF SAFETY FOR PASSENGER AND CARGO FLIGHTS

In a Federal Aviation Administration (FAA) analysis of its new airline pilot fatigue rules, the administration has seriously overestimated the cost, and undervalued the benefits, of applying the flight- and duty-time restrictions and minimum rest requirements to all-cargo pilots, according to the Air Line Pilots Association, Int'l (ALPA).

"When realistic costing is applied and the benefits to pilots' health are considered, an investment far less than what the FAA estimates would be required to bring all airline pilots under one set of fatigue regulations, regardless of whether they fly passengers or cargo in their aircraft," said Capt. Lee Moak, ALPA's president.

In comments to the Initial Supplemental Regulatory Analysis of the FAA's final pilot fatigue rule, ALPA, the world's largest independent aviation safety organization, makes clear that the FAA's benefit costing is arbitrary and incomplete. For example: The FAA's selection of the Boeing 727 aircraft is an invalid basis for the analysis. The B-727 is being phased out by U.S. cargo carriers, with less than 3 percent of the U.S. cargo fleet analyzed by ALPA currently consisting of B-727s. As a result, any future cargo accident would likely involve a larger, heavier aircraft that can carry much larger cargo loads and fly much greater distances, and the FAA's analysis vastly undervalues the monetary effects of not covering all-cargo pilots.

The FAA fails to take health benefits to pilots into account. The FAA's own analysis concludes that the final rule would reduce fatigue-related flight crew payroll costs by 0.25 percent, resulting in \$4.4 million in annual cost savings for cargo-only operations through reduced fatigue-related sick calls. In the longer view, a growing body of research across industries indicates that long hours of work and night work are linked to sleep loss, which in turn leads to a variety of negative health effects and has been found to be a predictor of both short- and long-term illness.

A 10-year accident look-back is insufficient. The air cargo industry has a relatively safe record, but accidents have occurred. The FAA initially included a 20-year look-back in its analysis. Within those 20 years, four fatigue-related air cargo hull loss accidents occurred. By reducing the look-back to 10 years, the FAA reduced the overall fatigue-related cargo accidents to one, even though three had occurred in the previous 10-year span.

ALPA estimates that, given the FAA's total cost of applying Part 117 to cargo air carriers, the net annual cost of applying the pilot fatigue regulations to all-cargo pilots would range from \$1.1 million to \$9.0 million, which for the industry as a whole is nominal. The cost of this safety investment will be more than made up by scheduling changes allowed by Part 117, and if two accidents are assumed, the benefit would outweigh the costs.

"Cargo pilots fly the same aircraft, over the same routes, operate in the same airspace and use the same airports," said Capt. Moak. "When you consider the health benefits and do cost analysis using realistic aircraft, the cost of protecting all airline pilots from fatigue becomes nominal and is something the U.S. airline industry simply must do."

"While ALPA's all-cargo members are on the front lines of this issue, every member of the Air Line Pilots Association is dedicated to advancing one level of safety for all who depend on air transportation in this country," Capt. Moak concluded. "We urge Congress in the strongest possible terms to pass the Safe Skies Act of 2013 and bring all airline pilots under the FAA's fatigue rules."

Founded in 1931, ALPA is the world's largest pilot union, representing nearly 51,000 pilots at 35 airlines in the United States and Canada. Visit the ALPA website at www.alpa.org.

I NEVER NEW THAT!

Q: Why are many coin banks shaped like pigs?

A: Long ago, dishes and cookware in Europe were made of a dense orange clay called 'pygg'. When people saved coins in jars made of this clay, the jars became known as 'pygg banks'. When an English potter misunderstood the word, he made a container that resembled a pig. And it caught on.

MORE POWER, MORE SPACE FOR BAGS COMING TO GATE ROOMS



What are some of the things that bother customers the most about waiting in gate rooms at the airport? Lack of power outlets to charge personal electronic devices? Seats blocked off by bags and other possessions? Our Airport Strategy and Corporate Real Estate teams are on the case.

"In December, we chose three seating configurations at three distinct seating areas at gates in Terminal 2 at ORD to test alternatives to our rows and rows of linear seats," said Airport Strategy Manager Chris Perry. "We installed a minimum of linear seats, more tables for customers and cluster seating in pods. We also tested a long, barstool-like configuration with access to power at the tables."

To the delight of customers, we went from an average of six power outlets in those areas to 45 outlets and 43 USB ports.

"Our Airport Strategy and Industrial Engineering teams observed the percentage of seats used by customers and the percentage blocked by bags," Chris said. "The new seating configuration cut the number of seats blocked by bags in half. Not surprisingly, customers also enjoyed having easier access to power."

"We'll use the results we gathered as a guideline when we have the opportunity to upgrade gate rooms in the future," said Corporate Real Estate Senior Project Manager Brandon Shimer. "First up is the immediate need at IAH as we outfit Terminal B, and we are finalizing the details there."

"Customers and customer service representatives at ORD appreciated us making a visible effort to enhance gate areas and provide more amenities and more comfortable seating," said Airport Strategy Managing Director Ken Bostock. "We continue to focus on how we can best keep customers comfortable and connected when they travel with us."

United announces nonstop service to Latin destinations from Chicago and Washington

United Airlines began daily nonstop service between its hub at Chicago's O'Hare International Airport and Monterrey, Mexico, on Dec. 19, 2012. The same day, United began daily service between its Washington/Dulles International Airport hub and San Salvador International Airport in El Salvador.

"These new routes connect major business and cultural destinations in the U.S. and Latin America," said Milagros Uriarte, United's Director, Latin America Onshore & Caribbean Sales. "They strengthen United's Latin American route network and provide our customers from the U.S. and Latin America increased travel options whether they're traveling to conduct business or visit friends and family."

Chicago O'Hare to Monterrey: Flight UA6276 departs Chicago at 8:50 a.m., arriving in Monterrey at 12:20 p.m. The return flight, UA6277, departs Monterrey at 12:55 p.m., arriving in Chicago at 4:25 p.m. (all times local).

The new Chicago-Monterrey United Express flight will operate using Canadair CRJ700 regional jet aircraft with 66 seats – six in first class, 28 in Economy Plus and 32 in economy.

United offers service to 28 Mexican destinations -- more than any other airline from the U.S. The airline also serves Monterrey seven times daily from its Houston hub. From Chicago, United offers nonstop daily service to Mexico City.

Washington, D.C. (Dulles) to San Salvador: Flight UA1660 departs Washington at 8:59 a.m., arriving in San Salvador at 12:45 p.m. The return flight, UA1716, departs San Salvador at 1:35 p.m., arriving in Washington at 6:54 p.m. (all times local).

The flight operates with Boeing 737-800 aircraft with 154 seats – 16 in first class, 48 in Economy Plus and 90 in economy.

United also operates twice-daily flights to San Salvador from its Houston hub.

Watch on Flying Together: New applications make SHARES easier, faster to use.

Learn more about how the new CheckIT and Departure Manager 2.0 applications help customer service representatives deliver great service to our customers. View the video on the home page of Flying Together under Media Gallery.

WORLD'S FIRST COMPREHENSIVE EXHIBITION ON UFOS ALIEN ABDUCTIONS AND ENCOUNTERS



The world's first exhibition exploring the history of UFOs will debut at Broadway at the Beach in Myrtle Beach, S.C. in Spring 2013. The exhibition, entitled "Encounters: UFO Experience," presented by Intergalactic Brands, will feature more than 200 original artifacts, conceptual models, and documented film clips and recordings that support claims of ancient encounters through modern day sightings.

The exhibition will feature seven galleries that will showcase ancient alien encounters, the military's role in modern sightings, and pop culture's fascination with extraterrestrial life.

Interactive aspects of the exhibition will enable visitors to personally experience an alien abduction that is based on observations and reports from alien abductees.

Encounters will allow visitors to learn more about the evidence surrounding famous UFO events in places like Area 51 and Roswell, and to reach their own conclusions about the many conspiracy theories swirling around such events. In addition, the exhibition's abduction experience will provide site, sound and sensory involvement in an interactive experience based on thousands of eye witness accounts of alien abductions.

The space travel gallery provides an impressive tour of past and present propulsion systems and how they have contributed to modern day space programs. Science Fiction will also get its time in the spotlight as the Pop Culture gallery brings visitors face to face with replicas of props from Hollywood productions like ET, Close Encounters Of The Third Kind, and Men In Black.

"For the first time ever, people will experience the first comprehensive look at alien encounters all in one place," said Brian Bouquet of The Event Agency, the company responsible for developing the exhibition. "The unique and extraordinary content in our galleries have been provided by UFOlogists from around the world. Without the resources of these private collectors, this exhibition would not be possible. We plan to keep Encounters dynamic and fresh, so we'll always be looking for more contributions to the story it tells."

The Myrtle Beach, S.C. area was selected as the site to premier Encounters because of its convenient location along the East Coast and its popularity among vacationers -- 14 million of which visit the seaside town each year. But the major reason for choosing Myrtle Beach for the world premier is the area's connection to alien encounters. Sightings over the Myrtle Beach region have been reported for nearly 50 years. One of the largest sightings of UFOs occurred in August, 2012 when hundreds of people witnessed what appeared to be a large mother ship rendezvousing with a smaller flying craft over North Myrtle Beach.

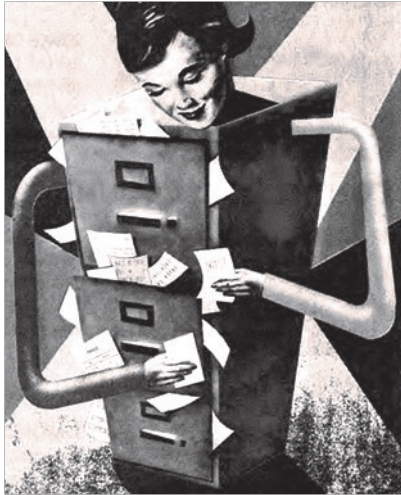
"The coastal area around Myrtle Beach has a well-documented history of multiple UFO sightings," said Bouquet. "In 2012 alone, 59 sightings were reported. Our company has staged successful exhibitions at Broadway at the Beach for the last two years. And, given Myrtle Beach's interest in UFOs, it seemed like the ideal place to launch what we expect will be an exhibition that will eventually travel around the world."

The family-friendly exhibition will be located on the northeastern side of Broadway at the Beach in a building distinguished by a flying saucer bursting from its side. Days of operation in April and May will be limited to Thursday through Sunday. Summer hours will be announced at a later date.

"We expect Encounters to be a very popular attraction at Broadway at the Beach," said Patrick Walsh, senior vice president of asset management with the Burroughs & Chapin Company, Inc., which owns Broadway at the Beach. "Whether you're a science fact or a science fiction fan or just curious about intergalactic travel and its implications for the people of earth, you'll find this exhibition to be immersive, entertaining and very, very memorable."

IT'S TIME TO GET ORGANIZED AND PURGE THOSE PAPERS

By Claudia Buck/The Sacramento Bee



Experts offer tips to get you started decluttering life: Now's a great time of year to tackle that dreaded exercise: paper purging. With the new year well under way and the 2013 tax season officially here, your home office - even if it's a corner of the kitchen counter - could likely use a little reorganizing, especially the paper.

To help you get started, the Sacramento Bee talked with several professional organizers, the folks who love to help whip other people's messy homes, offices and garages into shape.

"Clutter is just unfinished business," said Claudia Smith, owner of Clear Your Clutter Consulting in Davis, CA. "Name any piece of clutter - the dirty clothes on the floor or the piece of paper on our desk ... often it's because we never made a good decision about where it should go."

Here are additional tips: Be decisive: Every paper on your desk needs a decision: Do I need it? Do I love it? Even if you think you need it, ask yourself if you could easily find it online - say, a medical directory or bank statements. "Is there some other way I could retrieve this? If it's simple to find on the Internet or somewhere else, you can let it go," Smith said.

File, Me, file: The typical problem: People stack paper horizontally, or in piles, instead of vertically, in files. And that means we lose stuff or spend too much time hunting for pieces of paper.

There are many routes to going "vertical" but essentially, it's about sorting papers into three basic categories: action, pending, file. "Action" are things that require immediate attention, like bills. "Pending" is something that requires a signature or a call back to finish a project. "File" is for things you need to put away into labeled file folders.

Choose a filing system that works for you. Those who are visual often like tiered, "step up" files on a desktop where those basic three files are right in front of them. Others prefer a stacked, labeled document tray or basket. Others prefer to keep those three files tucked away in the nearest easily accessible ifie drawer. Create files that will streamline your life, said Dawn Cannon, owner of Finely Organized in Roseville, CA.

Ditto for receipts: "Receipts are a big one. Everyone keeps too many," said Cannon, a 10-year organizing veteran. Regular receipts, like grocery purchases or monthly bills can go in a general bills/receipts file or by category (utilities, phone, clothes, accessories, etc.). Once the purchase has cleared your credit card or bank statement, you can weed it out of the file. Longer-term receipts for things such as electronics or home-improvement expenses can stay in files, in case you need them later for warranties or tax deductions.

Paper be gone: It's just like cleaning out the refrigerator: Make it a regular habit. Set a timer and make it fun. Turn on the music. Bring some good snacks. Add a glass of wine. Enlist help from a friend, spouse or professional.

Ditto for emails: The same rules apply to emails as to paper. With every email, make a quick decision: Reply, forward, delegate or delete, said Keffi Wilson, a clutter-control author and owner of A Simple Plan Consulting in Orangevale, northeast of Sacramento. Too many people, she said, "end up reading the same emails over and over without taking action."

Public Notice:

Due to recent budget cuts, the rising cost of electricity, gas, and oil, plus the current state of the economy, the light at the end of the tunnel has been turned off.

Have a nice day.

CRUISE INDUSTRY FORMS GLOBAL TRADE ASSOCIATION



Nine cruise industry associations announced in December they have agreed to operate under a common organization with a unified structure to serve as the voice and advocacy leader of the global cruise industry. The associations are Cruise Lines International Association (CLIA), European Cruise Council (ECC), Asia Cruise Association (ACA), Passenger Shipping Association (PSA/ACE), France's AFCC, Brazil's ABREMAR, Northwest and Canada Cruise Association (NWCCA), Alaska Cruise Association (ACA), and

International Cruise Council Australasia (ICCA). Association members agreed to utilize the name Cruise Lines International Association (CLIA) with the appropriate geographic designation, and the existing association offices will remain in place.

The new association was created to provide increased benefits and a globally unified voice for cruise lines, travel agents and business partners – all of whom contribute to an industry that creates nearly \$100 billion in economic impact and more than 753,000 jobs worldwide. For cruise lines, the new association offers a one-stop global resource on technical and regulatory issues and unified global communication and event coordination, all of which better leverage cruise lines' investment in association membership. For travel agents, the new association offers more robust partnership programs and networking on a broader scale. For executive partners, it provides greater opportunities for customer and business partner development.

CLIA will be governed by a Global Executive Committee, chaired by Howard Frank, Vice Chairman, Chief Operating Officer and Member of the Executive Committee of Carnival Corporation & plc. Christine Duffy, President and CEO of Cruise Lines International Association, will serve as the President and CEO of the new association, leading a team with responsibilities for international technical and regulatory issues, research, communications, industry relations and public affairs.

"We are now truly one industry with one voice," said Howard Frank. "Given the tremendous growth and continuing globalization of the cruise industry, this evolution addresses the need to speak and act globally with a unified voice while recognizing the importance of local relationships. The new association will play a vital role in proactively shaping the policy and regulatory environments on a global level and promoting cruising with various constituencies through more effective coordination, communication and stakeholder engagement."

"There are immediate and longer term benefits from the new association that are extensive and wide ranging," said Christine Duffy. "It enables us to better leverage our members' and partners' investment in association membership while strengthening the industry's leadership globally on issues such as safety, security, the environment, sustainability and health. It also allows us to consolidate industry research and to leverage promotional events and marketing communication to facilitate greater consumer interest in cruising."

The CLIA global organization will represent the cruise industry at the International Maritime Organization based in London, the International Labour Organization in Geneva and with other international maritime and shipping organizations around the world. They will focus on global strategy, international industry issues and strategic communications. Local and regional matters will continue to be managed by the regional national associations in North America, Europe, and Australasia. The new association's employees will be located across the globe. Regional and country offices along with new staff appointments will be the subject of a future announcement.

New sign at Wal-Mart



Our society is doomed.....

AGING IN BRAIN FOUND TO HURT SLEEP NEEDED FOR MEMORY

By Benedict Carey

Scientists have known for decades that the ability to remember newly learned information declines with age, but it was not clear why. A new study may provide part of the answer.

The report by the journal *Nature Neuroscience*, suggests that structural brain changes occurring naturally over time interfere with sleep quality, which in turn blunts the ability to store memories for the long term.

Previous research had found that the prefrontal cortex, the brain region behind the forehead, tends to lose volume with age, and that part of this region helps sustain quality sleep, which is critical to consolidating new memories. But the new experiment, led by researchers at the University of California, Berkeley, is the first to directly link structural changes with sleep-related memory problems.

The findings suggest that one way to slow memory decline in aging adults is to improve sleep, specifically the so-called slow-wave phase, which constitutes about a quarter of a normal night's slumber.

Doctors cannot reverse structural changes that occur with age any more than they can turn back time. But at least two groups are experimenting with electrical stimulation as a way to improve deep sleep in older people. By placing electrodes on the scalp, scientists can run a low current across the prefrontal area, essentially mimicking the shape of clean, high-quality slow waves.

The result: improved memory, at least in some studies. "There are also a number of other ways you can improve sleep, including exercise," said Ken Paller, a professor of psychology and the director of the cognitive neuroscience program at Northwestern University, who was not involved in the research.

Dr. Paller said that a whole array of changes occurred across the brain during aging and that sleep was only one factor affecting memory function. But he said the study told "a convincing story, I think: that atrophy is related to slow-wave sleep, which we know is related to memory performance. So it's a contributing factor."

In the study, the research team took brain images from 19 people of retirement age and from 18 people in their early 20s. It found that a brain area called the medial prefrontal cortex, roughly behind the middle of the forehead, was about one-third smaller on average in the older group than in the younger one - a difference due to natural atrophy over time, previous research suggests. Before bedtime, the team had the two groups study a long list of words paired with nonsense syllables, like "action-siblis" and "arm-reconver." The team used the nonwords because one type of memory that declines with age is for new, previously unseen information. After training on the pairs for half an hour or so, the participants took a test on some of them. The young group outscored the older group by about 25 percent. Then everyone went to bed - and bigger differences emerged. For one, the older group got only about a quarter of the amount of high-quality slow-wave sleep that the younger group did, as measured by the shape and consistency of electrical waves on an electroencephalogram machine, or EEG. It is thought that the brain moves memories from temporary to longer-term storage during this deep sleep.

On a second test, given in the morning, the younger group outscored the older group by about 55 percent. The estimated amount of atrophy in each person roughly predicted the difference between his or her evening and morning scores, the study found. Even seniors who were very sharp at night showed declines after sleeping.

"The analysis showed that the differences were due not to changes in capacity for memories, but to differences in sleep quality," said Bryce A. Mander, a postdoctoral fellow at Berkeley and the lead author of the study. His co-authors included researchers from the California Pacific Medical Center in San Francisco; the University of California, San Diego; and the Lawrence Berkeley National Laboratory.

The findings do not imply that medial prefrontal atrophy is the only age-related change causing memory problems, said Matthew P. Walker, a professor of psychology and neuroscience at Berkeley and a co-author of the study.

"Essentially, with age, you lose tissue in this prefrontal area," Dr. Walker said. "You get less quality deep sleep, and have less opportunity to consolidate new memories."

BE A BETTER PATIENT BY PLANNING FOR YOUR NEXT VISIT

Make a list of questions you want to ask the doctor

By Dr. Toni Brayer- San Francisco Chronicle

Health care has become a complex enterprise, and for many patients it can be expensive, confusing and scary. But there are some simple things health care consumers can do to get the most out of the services they receive and buy. A little bit of planning can go a long way toward ensuring safety and making sure you get your money's worth.

Be a prepared patient: Making a list of your health problems before your visit to the doctor helps, but too many items on the list can be too much to cover in one visit and you may leave unsatisfied. It's best to highlight your top three concerns and spend time on them. After they have been addressed, you can discuss others if there is still time. Doctors need help prioritizing too, and you are the one with the information.

Medications are a huge cause of medical errors and adverse reactions for patients. Take a list of your medication - all of them. That includes over-the-counter, supplements and meds prescribed by another doctor. If you don't have an accurate list, dump them all in a paper bag and take the bottles. One of the most savvy things you can do is help your doctor get your medications right.

Take an advocate along. If you have a serious problem or aren't sure you will understand the doctor's instructions, having a health care buddy can be a huge help. That person can take notes and also help you remember details that are important.

Ask bold questions: Any time you are prescribed a new medicine, you should know the answers to these five questions:

- *What is the name of the medication and the generic name?
- * What is the medication for?
- * How do I take it and how long will I take it?
- * Are there any side effects or drug interactions I should watch for?
- *Does it come in generic form?

If your medication is available in generic form, ask for that prescription. The price of commonly used drugs grew 25 percent between 2005 and 2009, according to AARP, and your out-of-pocket cost will be higher with brand-name drugs.

Be smart and safe: Unfortunately medical errors can occur anywhere - in hospitals, clinics, surgery centers, doctor's offices and even patients' homes. The best way to prevent errors is to be an active and involved member of your health care team. Here are some tips for making sure you stay safe and healthy:

- * If you are having surgery, make sure you and the surgeon agree on exactly what will be done. I am often surprised when I see patients for a pre-op exam and they do not know what the surgery will entail or how long they will be in the hospital. Don't be afraid to ask questions, and if you don't understand - ask again. This is a good time for the health buddy to be there taking notes.
- * If you have a choice, choose a hospital that has experience with the surgery you're having and even publishes their outcomes like infection, readmission and mortality rates. This is public information that your surgeon should be able to supply.
- * Make sure that your primary-care doctor is coordinating your care and knows where and when the surgery will take place.
- * Watch that health care workers wash their hands before touching you. It's OK to say, "Oops, please wash so I don't get an infection."
- * If you are discharged from the hospital, it is important to know what new medicines you will be taking and whether you should resume the ones you have at home. Don't forget to ask the questions about medication listed above. More mistakes are made around medicine than any other cause.
- * Understand that more is not always better. Ask if a test or procedure could improve things for you. If the answer is no, you may be better off without it.

* Always make sure you get test results. Never assume that "no news is good news."

Never be afraid to ask a question if you are unclear on something or if the instructions are confusing. Remember that you are the center of the health care team and your understanding is most important.

Dr. Toni Brayer has practiced internal medicine at California Pacific Medical Center in San Francisco for 25 years. She is the chief medical officer for Sutter Health West Bay Region. E-mail: health@sfchronicle.com

PLAGUE, HANTAVIRUS, WEST NILE: HOW TO AVOID THEM

By Marilyn Marchione The Associated Press



(This article may be a little late, but keep it around for next season!!!)

The "bugs" of late summer are biting. The nation is having its worst West Nile virus season in a decade, and up to 10,000 people who stayed in California cabins are at risk of Hantavirus. A second case of bubonic plague in the West has been confirmed—in a girl in Colorado—and scientists fear that a bumper crop of ticks could spread Lyme disease, the nation's most common bug-borne malady.

Yet the risk of getting these scary-sounding diseases is small. With the right precautions, you can still enjoy spending time outdoors. And that helps fight much

more common threats to your health—obesity and too little exercise.

HANTAVIRUS

How it's spread: Touching or breathing air particles of urine or droppings from certain types of mice or rats, especially deer mice.

Symptoms: Develop one to six weeks later and can include flulike symptoms that progress into a dry cough, headache, nausea and vomiting, then shortness of breath.

Where it occurs: Anywhere in the U.S.; recent cases were in Yosemite National Park in California.

Prevention: Keep rodents out of your home; carefully clean any nests with disinfectant or bleach and water.

WEST NILE

How it's spread: Mosquitoes

Symptoms: Most people have none; some develop flulike symptoms; a very small percentage get neurological symptoms.

Where it occurs: Nearly all states; this year, Texas has been hardest-hit.

Prevention: Eliminate standing water that can breed mosquitoes; use insect repellents containing DEET, picaridin, IR3535 or oil of lemon eucalyptus.

BUBONIC PLAGUE

How it's spread: Contact with an infected flea, rodent or cat; prairie dogs in Colorado can carry it.

Symptoms: Sudden fever, headache, chills, weakness and swollen lymph nodes.

Where it occurs: Only about half a dozen cases occur each year across the country, contact mostly in the Southwest.

Prevention: Avoid contact with rodents; limit brush, rock and wood piles and rodent breeding areas near the home.

LYME DISEASE

How it's spread: Ticks.

Symptoms: Fever, headache, fatigue and a bulls-eye rash.

Untreated, it can cause joint, heart and nervous system problems.

Where it occurs: Northeast and mid-Atlantic coastal states; North central states, mostly Wisconsin and Minnesota; the West Coast, especially northern California.

Prevention: Use bug repellents with 20 percent or more DEET; when in the woods, walk in the center of trails, avoiding brush; shower soon after coming inside and check your body, hair and clothes for ticks. (Also helps prevent other tick-borne diseases such as ehrlichiosis, Rocky Mountain spotted fever, tularemia and babesiosis).

LIVING WITH A SOUND YOU CAN'T TURN OFF

By Jane E. Brody-The New York Times

Shortly after my 70th birthday, a high-pitched hum began in my left ear. I noticed it only during quiet times but soon realized that it never went away.

An ear, nose and throat specialist (otolaryngologist) examined my ears and took a thorough medical history that included questions about noise exposure and drugs I take. An audiologist checked my hearing.

Diagnosis: tinnitus, with a mild hearing loss in the upper range that closely matched the pitch of the hum.

Although the hum was not particularly disturbing, I asked what might be done if it should get loud enough to interfere with my life and ability to hear speech clearly (about 85 percent of tinnitus cases are accompanied by hearing loss). The answer was that I could be fitted with a hearing aid. But since my tinnitus is still mild, no mention was made of anything that might relieve the constant noise in my head.

Tinnitus is a chronic noise of varying intensity, loudness and pitch that has no external source. Rather, it seems to come from within a person's head. It is most apparent to the sufferer when all is quiet and may not be noticed when the person is otherwise distracted - while participating in physical activity, for example, or listening to music. There is currently no cure for tinnitus, a potentially life-disrupting condition that affects about 10 to 20 percent of people, mostly those over age 65, but also many veterans of the wars in Iraq and Afghanistan. Among possible causes are head and neck injuries, drugs that damage the ear, blood vessel disease, autoimmune disorders, ear conditions and disorders of the temporomandibular joint.

Until recently, no treatment had been shown to have lasting effectiveness in controlled clinical trials, despite a host of remedies variously endorsed by hearing specialists and commercial interests.

In addition to a hearing aid, the most commonly prescribed remedy is a so-called masking device, a white-noise machine that induces natural or artificial sound into the sufferer's ears in an attempt to suppress the perceived ringing. But eventually the noise of the masker can become as disruptive as the tinnitus.

"When patients respond poorly to the tasking device, they are often told they haven't used it long or consistently enough," said Rilana F. F. Cima, a psychologist and researcher in the Netherlands.

Fear and Anxiety: Dr. Cima said in an interview that, like me, most people with tinnitus function fairly well. But for about 3 percent of people with the condition, it is extremely disabling, causing tense distress, fear and anxiety, and leaving them unable to function.

"Patients say the sound is driving them crazy," Dr. Cima said. "Their negative reaction to not wanting to hear it creates daily life impairment." She said patients would do almost anything to avoid hearing the sound in their heads and the feelings of fear and anxiety that result.

Recently Dr. Cima's team demonstrated the effectiveness of a multidisciplinary, psychology-based approach to this problem. The technique, published in 2012 in *The Lancet*, does not make the ringing go away, but it does show that now there is real hope for relief for people whose tinnitus impairs their ability to work, sleep and enjoy life.

In an accompanying editorial, Dr. Berthold Langguth of the University of Regensburg in Germany, an international authority on tinnitus, said the team's findings "overcome the idea that nothing can be done to treat tinnitus" and provide "a clear statement against therapeutic nihilism."

James Henry, a specialist in auditory rehabilitation at the Veterans Administration Medical Center in Portland, OR, where many veterans with traumatic brain injuries are treated for tinnitus, said that Dr. Cima had done "probably the best study to date, a good job that is advancing the field."

An Improved Approach: The three-month treatment developed and carefully tested by the Dutch team is based on cognitive behavioral therapy and relies on principles of exposure therapy long proven effective to treat phobias. While the use of cognitive behavioral therapy for tinnitus is not new, the team's demonstration of a scientifically validated, comprehensive approach to the problem offers a therapeutic blueprint that others can use.

Unlike the use of a tinnitus masker, the treatment is simple, relatively brief and does not require patients to

purchase or use devices to gain relief. If necessary, patients who "relapse" can return for a brief therapeutic brush-up.

Dr. Cima's team enrolled 492 patients with varying degrees of tinnitus and randomly assigned them to receive either usual care or "specialized" care. Usual care, in the Netherlands as well as in the United States, involves a medical exam and hearing test, typically followed by a prescription for a hearing aid, a masking device, or both.

Patients may also be given antidepressants, anti-anxiety drugs, sleep aids or other medication to relieve emotional distress and other disabling symptoms.

The Dutch treatment relies solely on psychological techniques. Following an education session about tinnitus and lessons in deep relaxation, patients are gradually exposed to an external source of the very ringing they hear in their heads. After 10 or 12 sessions, they become habituated to it and no longer find it threatening.

It is not the noise itself but "patients' extremely negative reaction to it that creates daily life impairment," Dr. Cima explained. "Patients are continuously stressed and fearful of it. It becomes a sign of a danger from which they must escape."

She likened the approach to helping people overcome their fear of spiders by inducing deep relaxation and gradually introducing them to increasingly realistic objects of their fear.

"They may never learn to love spiders, but they can live with them more comfortably," Dr. Cima said.

Dr. Henry of the veterans medical center, who has been involved in tinnitus research for a quarter century, said his team uses a similar approach with five treatment sessions, which "takes care of about 95 percent of cases," he said.

"Lots of veterans get tinnitus in association with traumatic brain injuries, but the tinnitus is often permanent even after these other injuries are resolved," Dr. Henry said. "We teach them skills that enable them to manage their tinnitus. They learn to reframe the problem in a more positive way. It's not a cure - nobody has a cure - but we're able to help most veterans and enable them to live a normal life,"

COLONOSCOPIES HAVE HELPED REDUCE CANCER RATES

By Kathryn Roetbel

Most people think of colonoscopies as screenings that detect cancer - not prevent it - but new research from the Stanford University School of Medicine shows the exam is doing just that. Doctors studying data from more than 2 million patients discovered that the incidence of colorectal cancer significantly decreased after 2001 - the year Medicare extended its coverage of colonoscopies, making the colonoscopy the most common method of screening for colon cancer. With colonoscopies, doctors can both detect and remove precancerous colon polyps, eliminating threats before they become cancer. Here are the numbers.

(47) The number of Americans, per 100,000, who had colorectal cancers removed in 2009. That's down from 71 per 100,000 in 1993.

(3.1) The percentage that upper-colon cancer removal rates decreased each year starting in 2002, the year after Medicare expanded coverage for colonoscopies. (Before that, between 1993 and 2002, the removal rate of cancer in the upper colon held steady.) Lower-colon cancer removal rates have also dropped since colonoscopies became the standard screening method.

(2) Colon cancer is the second-most common cause of cancer-related death in the United States, according to the Centers for Disease Control and Prevention. Lung cancer is the first.

(50) The age at which the American Cancer Society recommends people begin getting colonoscopy screenings. More than 90 percent of colorectal cancers occur in people 50 years or older.

To read the Stanford study: bit.ly/RwuUDm.

ABOUT GROWING OLDER from Will Rogers

You know you are getting old when everything either dries up or leaks.

LETTERS

BOB AHRENS--Belmont, CA

Hello Cleve, update on my RUPA luncheon attendance.

When I retired in 1982 I was looking for something to occupy my time. I volunteered to serve and prepare the noon day lunch for the seniors three days a week (in the past it was four) Tuesday, Wednesday and Thursday, at the Belmont Senior Center. We serve between 25 and 50 a day. When we had Folding and Stuffing locally I could be there at 0930, do my thing and be at the senior center in time to prepare their lunch. On occasion, when I can get someone to cover for me, I enjoy our RUPA get-togethers and lunch.

Regards, **Bob**

ROBERT K. (Bob) EARLY--Decatur, GA

This year I will celebrate my 90th Birthday. Time to reflect on my life. To keep it short and concise yet cover everything, I'll break it into three 30 year increments.

0 -- 30. THE CHILDHOOD, LEARNING YEARS:

Born: February 17, 1923 in Portsmouth, VA., Graduated from Woodrow Wilson High School, Class 39 1/2, in January 1940. Graduated from Naval Air Station Apprentice School as an Aircraft Engine Mechanic, November 1946. Began Apprentice School 1941 --School was interrupted from January 1943 until September 1946. Entered Aviation Cadets in January 1943, graduated in A/C Class 44-C. Married Virginia Steele, March 31, 1944.

30 -- 60. Military Years: Recalled into the USAF, April 1948. Accumulated 24 years of military service from 1942 til 1966. Soloed a PT-19 in September 1943, retired from UAL in February 1983.

That's 42 years of flying military and airline without scratching the paint on an airplane. Had lots of schooling, have seven aeronautical ratings: Pilot, Senior Pilot, Command Pilot, Aircraft Observer B-29 Flight Engineer, Navigator, Bombardier, Radar Operator. MBA from University of Oklahoma 1961. Son Robert S. Early, born October 1959, presently Assistant Chief Pilot DENFO.

60 -- 90 Airline Years and Retirement: Hired by United as a Training Captain in June 1966. We

Training Captain's were happy to be added to the bottom of the Line Pilot Seniority list in about 1969. Flew the line as a DC-8 Second Officer, B727 Second Officer, B737 First Officer, and B727 First Officer. Domiciles DENTK, DENFO, IADFO, EWRFO, ORDFO. Thoroughly enjoyed the airline flying as well as all the military aircraft. Virginia Steele died in 2003. We were happily married for over 59 years. I married Iris Scheffel in March 2007, and we're really happily enjoying life together. She's a retired Delta Flight Attendant so we have pass privileges on both Airlines. With today's flying conditions, we still have to buy tickets if we're going on a cruise, which we do often. On my 88th birthday I went to Kissimmee, FL, and flew an AT6 in the morning and a P-51 in the afternoon. What a kick! Then on January 26, 2013 I flew a DC-3. Bob came over from Denver and flew the DC-3 with me. I have enjoyed really good health. I've had things go wrong, of course, but, luckily whenever I've had a problem it's one that the Doctors recognize, and know how to fix. I get up in the morning stand erect and say, thank you Lord, I can take over now. As long as I can do that, I'll keep playing golf, traveling and enjoying life.

Thankfully, **Bob**

BILL GREENE--Santa Rosa, CA

The last year has not been a very good year for me. My wife of 27 years passed away last April after eight months in a skilled nursing facility.

It's time to get on with my life so I am going to get started on my bucket list. First stop is Ely, NV to learn how to operate a steam locomotive at the Nevada Northern Railway. Some of you DC-6 and Guppy pilots probably remember Ely. It has not changed much in 45 years. **Bill**

QUENTIN HANSOM--Toquerville, UT

This last year was a lost year. Helped Jo Ann through five operations, the last two were both heart.

In November I had the big one, open heart surgery, seven out of eight blockages. The doctor said, "your heart is a mess." The operation was a success, and the healing was fast. I had to change my way of eating, and am now exercising and feeling better than I have.

We are grateful for the doctors we have today.

Quentin

MRS. JANET HARRISON--Lighthouse Pt, FL
Dear Sir, Thank you for reminding me the date of renewal for the *RUPANEWS*. I love receiving all the info since my husband, Duane's, death. It keeps me abreast of what is going on in the dynamic industry ~ the people and companies, i.e. Boeing, of which we were a part for so many years.

Duane retired in SFO as Captain and loved the 747 and all other aircraft he flew during his career, and was also a MEC Chairman in MIA.

God's blessings! *Janet* (wife of 57 years)

MRS. PAMELA HARTMAN--Fresno, CA
Hi Phyllis. I sent you a check for 2 years subscription (I should live so long)! I am glad to receive the *RUPANEWS* even though Jack and I were married just a short time. I did not know many of the United people, but just reading their news, even though some is depressing, keeps one in touch with what is going on with the company.

I use to work in the travel industry for many years and worked with many United staff. When my Mother was ill with cancer in the UK there were at least 3 times that they gave me first class tickets during the last 3 months of her life so that I could be with her. They did good things back in the day!!

I can understand why many of the United widows like to stay in touch through the *RUPANEWS* and all the memories they must have.

All the best to you. *Pamela*

MRS. MOYNA HUDGENS--Cheery Hills Village, CO
Dear sirs, Enclosed is my check for \$25 for the *RUPANEWS*. Believe it or not, I am on time this year. Tom's birthday was January 20, 1921, so I am even two days early.

I still enjoy reading the *RUPANEWS*. I love the aviation stories, the cartoons, the information on health topics, the information on health topics and passes.

You might be interested to know my favorite Christmas gift was two DVDs where our son, Capt. William T. Hudgens (on disability) was interviewed by his 22 year old son about his career in aviation. I heard several stories I had never heard before. What fun!

You all have such stories. Do record them for your families.

Sincerely, *Moyna*

LARRY JOBE--Groveland, CA

12 years gone already and I don't think I have renewed on time once.

The only thing I would like to repeat about my career is my retirement flight. Al Cerino, if you are reading this, thanks for being such a great co-pilot on the flight. 200 of our nearest and dearest friends on a two hour flight in the 747-400 over Pine Mountain Lake (E45) then over Yosemite, up the backbone of the Sierra Nevada range, left over Crater Lake to fly along the Coast at sunset, and then back to San Francisco over the Golden Gate Bridge with (thank God) the best landing I ever made. If I had blown the landing I would have had 200 people to remind me of it for the rest of my life. Why would I like to repeat it, because I have another 200 people I would like to take, friends we have met during, what has passed for retirement.

Retirement didn't turn out to be what I thought it would be. Pietenpol project still hangs from the hangar rafters; the dream is still alive even if the project is not. Sold the last of my antique cars this week, a beautiful 1931 Franklin Oxford Deluxe Sedan. It went to a collector in Sweden. The Franklin has an air cooled engine while the Pietenpol has a Ford Model A water cooled engine. Thought the oddity of both was interesting.



What to give the golfer who has everything

Keeping our belly's full, a roof over our heads and cloth on our backs has been a challenge since our pensions went to upper management in the bankruptcy. I started selling real estate in our little community, Groveland/Pine Mountain Lake. Only two ways to make a living up; you either build them or sell them and I was not talented enough to build them. My wife started running a VIP Aviator Tour to China once a year. This year will be our 10th annual tour. 5 star hotels, aviation theme yet we take folks to all the must see sites in China. In the process of running the tour we got involved in working with the Chinese to build a historical and memorial park in Guilin, China. It will honor the Flying Tigers and all American forces that fought in China in WWII. The museum will be done sometime this summer and when completed will be the largest museum honoring the Flying Tigers in China. Costing 4 million US dollars (\$400,000 from us) 126 acres with memorial walls, statues, museum and General Claire Chennault's Command and Operations cave restored to WWII livery. I must note that the Chinese consider any one who served in the China or the CBI Theater a Flying Tiger. Check out the project on our web site- <http://www.FlyingTigerusa.org>. We have accompanied several 14th AAF Flying Tigers on their return to China, and you have to see the reception they receive everywhere they go from the Chinese people. We may not remember them in this country, but I can tell you they are revered by the Chinese people, and they let them know it.

Any of you who are out flying about, drop in. Pine Mountain Lake (E45), San Francisco sectional. We live on the airport, north side of the runway at the first turn off for runway 27, hangar has solar panels and a P 51 on the roof. My office is located in the hangar so I am normally there. Yosemite is a close 26 miles and I usually have a car I can loan out.

Let's see, what are the three things I need to remember? Blue side up, don't drink the blue water, and oh yes- BLUE SKIES to you all.

Larry Jobe SFOFO (most of the time)

CARL JORDAN--Port Charlotte, FL

I've always wondered something about our pass privileges. I think we're all familiar with the caveat that appears in the TRAVEL section of United's employee website:

Eligible Pass Rider Policy: *United's Eligible Pass Rider Policy provides employees (on the first day of employment), retirees and their eligible pass riders, as defined below, space-available pass travel privileges for leisure travel on flights operated by United and United Express.*

Obviously, this means that one cannot use a pass if the purpose of the travel is to produce income. However, a commuting crewmember is riding on a pass for *exactly* that purpose. They intend to gain income from their assigned flight schedule once they get to where they're going. How does this coincide with the above-stated prohibition against using a pass for other than "leisure" travel? Maybe somebody can enlighten me.

I've just hit the big eight-oh. For awhile there, I could read of friends in the *RUPANEWS*. Then, that changed and I would only see names of friends on the "Flown West" page. Nowadays, I don't see the names of any old friends *anywhere* in many issues. It makes me wonder how many "Brand X" guys are still around. There can't be very many. Incidentally, I'm still not comfortable hearing it announced that we'll be flying at 36,000 or 38,000 feet, but, I think I'm finally beginning to get used to the idea.

Carolyn and I had a wonderful Christmas. All four daughters (and their respective husbands), all seven grandkids, and our one great-grandson gathered at our abode and a good time was had by all. Three granddaughters are in college, and will soon meet "the right guy;" get married; and go their own way. (I tell them to only date guys in med school or law school.) That might well have been the last time we'll all get together. It was great. So, 'til next year at age 81, I'll just keep looking for rare news of old friends and I'll write again in 2014.

Carl, MDW-ORD-LAX 1956-1993

KAL KALPIN--Los Gatos, CA

It must be about time for me to write. I started a letter two years ago, thought that I would say something smart, but I couldn't think of anything. So the next year I intended to say something funny. I started to tell a story about Oly and Tinna, but I forgot the punch line, so I deleted that one too.

Now this year I am going to tell you about all of my complaints. #1, I have forgotten the names of many of the good people who have taught me and otherwise helped me during my forty years of flying. #2,

this was going to be about working conditions, but I don't have to clean out the barn, and I don't have to milk the cows anymore, so this one doesn't really count. Well that about covers it.

Adios, *Kal & Mary* SFO

BRUCE KENNEDY--Spring Lake, MI

It's been at least 2 years since I have used a pass on UAL. I retired in Aug 1993.

This past year I have had a new knee (everything ok) my Mother died at the age of 98 which freed up our time, and my wife Kathleen & I celebrated our 56 wedding anniversary.

We decided to celebrate our anniversary Jan. 19th, with a cruise on the PRIDE OF AMERICA. The PRIDE is a one week cruise out of Honolulu visits 4 islands and returns to Honolulu. Checked out the UAL loads and decided to use our passes rather than pay \$3,000 for tickets. We went over 3 days early just to make sure we didn't miss the boat. We left GRR on 1/16 arrived on time ORD. Next leg was Flight 300 nonstop to HNL. It departed gate B18 with over 20 seats open. Gate B-18 is a very poor gate. The podium faces down the main aisle with the passengers jammed into the seating area BEHIND the podium. There are not enough seats for all the B777 passengers and the PA announcements cannot be heard there. We stood by for a seat and got the last 2 issued. I found out they had blocked 20 seats for weight & balance and left a lot of SAs at the gate. On board we settled in when the Captain made an announcement that we would have a short delay for maintenance; needed a new switch on the cockpit door and some lights in coach. Creeping delay settled in, 2 1/2 hrs later he made an announcement that passengers could deplane if they wished to, BUT stay close since we would leave as soon as repairs were completed. ALSO ALL DEPLANING PASSANGER MUST TAKE ALL THEIR CARRY ITEM WITH THEM OFF THE AIRCRAFT. 5 Hrs after the departure time, they asked us all to leave the aircraft. Eventually they gave out \$10 meal vouchers and said to stay close. After 2 more hrs they made a PA announcement that the plane was fixed; that was the good news; the bad news was that the crew had gone illegal and we need a new crew. We eventually departed the gate 9 HOURS LATE, and arrived in HNL at midnight their time into an empty terminal. After getting our bags, we went outside to get a cab...;

THERE WERE NO CABS and at least 60 people waiting with one dispatcher with a cell phone trying to get us cabs. We were in line a little over an hour and finally got to our hotel at 2:30 in the am. We had been up 27 hours....But at least we were in Honolulu and would not miss our cruise. The cruise and the weather were great.

Our trip had been planned on the UAL web site "flyingtogethrher.ual.com" and it was very good and easy to use. It allowed you to pick and list for your flights either as a regular pass or vacation pass rider; It showed where you were by name on the stand by list and the load and open seats. VERY NICE and easy to use.

Now for the rest of the story: Our return trip was another adventure. We arrived at the HNL gate for flight #200 nonstop to ORD only to find that the 30 open seats were taken by passengers from a cancelled American Airlines flight. I asked the PA to roll over our listing to the next flight leaving HNL. He informed me that he could not do anything except list us for the same flight the next day. I



wanted to get on the HNL to DEN to ORD to GRR flights, but he said he could not change a 2 segment listing to a 3 segment listing. I was forced to call the employee help desk and received the ok to change our listing. NEXT AMR passengers again filled that plane and the next one to DEN. Final to get off the island we elected to go to LAX, ORD, GRR but the PA would not change the routing from DEN to LAX. I had to get the help desk on the phone and she required the ok of a supervisor to do it. THERE MUST BE A BETTER WAY!!!!!!

On arrival in ORD they had a freezing rain situation had developed before we could leave for GRR. We spent the night at the Holiday Inn and came out the next day. The GRR flight was oversold, but the flight to MKG (Muskegon) was open so we changed again with the help of the help desk. That flight was delayed 2^{1/2} hr due to weather. We finally arrived in Michigan; took a cab home and had my son drive my car home from GRR to me. We were VERY tired from a VERY long trip home.

On last comment; in the two years since I have flown, I am amazed and sicken by what airline travel has become. It is now a cattle car without ANY concern for the passengers, No food, pillows anything. The TV movies at \$7 each, and snacks that you have to pay for are ridiculous. On the LAX to ORD segment I asked the Flight Attendant if they had anything else, she had ham & cheese sandwiches at \$5 each, we bought two. WORST SANDWITCH I HAVE EVER HAD ANYWHERE IN THE WORLD. Airlines are in a race to the bottom and I think we have won. *Bruce*

MARV KRUSKOPF--International Falls, MN
Still toughen it out here in the arctic climate, but now that I sold my Mooney aircraft I'm not flying in the winter. My remaining amphibian has a heater that is only good for sunny Italy or the likes.

Still riding on UAL or UCON or whatever, and of course, usually in coach. Giving more business to Delta because of the CRJ's on UAL routes that in reality deserve to have larger planes. But to the "bean counters" it looks so good to have full airplanes. I can still remember flying stretch 727's almost full from DEN to Eugene. Also DC 10's ORD to VCR. Say! Do you remember our own flight kitchens and a flight attendant wheeling a cart down the aisle and cutting a slice of prime rib or foil wrapped Monte Cristo's and Ruebens. Never look back! *Marv*

MARK LUND--Carson City, NV
Dear Ed- Check in the mail- a little late- sorry, Keep up the great work, I enjoy the monthly magazine- and I know it is a lot of work All is well here, Hildegard is keeping me jumping. Busy supporting our Second Amendment rights. Had a bout with prostate cancer last year, had surgery, hopefully it is gone now.
Mark & Hildegard

HARRIS (Doc) MANNY--Woodstock, IL
Thank you for the work and dedication in keeping the organization up and running.

My health has been tenuous because of a stroke four and a half years ago. The Journal allows me to keep up with news of old friends and airline news. Keep up the good work!! *Doc*

GEORGE NOLLY--Castle Rock, CO
First of all, another THANK YOU to the folks who keep this journal running! My check for dues, plus a little extra, is in the snail-mail.

It's been an interesting year. My work on the 787 at Boeing has been inconsistent. I did some ground school instructing, and some seat-support, but worked less than I had anticipated. Also, I went through the 777 course to be trained to Boeing standards. I'm still waiting to be checked out as a 777 instructor at Boeing.

Around mid-year I decided to try my hand at writing fiction. I'd published two non-fiction books, but this was my first foray into novel writing. For over 40 years I've wanted to write down some of my memories from my tours in Vietnam, but I was conflicted about using the real names of the guys I served with. Finally, after a friend wrote a novel, it occurred to me that I could chronicle my war stories as a novel, changing all the names and borrowing some other guys' stories, and call it fiction. In case you don't know the difference between a war story and a fairy tale, a war story begins, "This is no sh--." A fairy tale begins, "Once upon a time." After that, there's not much difference!

I wrote the first "Hamfist" book in about two months and got it published as a Kindle download on Amazon in two days. I wrote the next two sequels in about a month each, also Kindle downloads. Each download is cheaper than a cup of coffee. A little later in the year I had them pro-

duced as paperback books. Sales started out slow, but picked up each month. Last month my royalties exceeded the paltry \$1,200 I receive from the PBGC, in fact it paid my mortgage! More than the money, the experience has been very cathartic, and I've received a lot of great feedback from other Vietnam vets. I'm working on a sequel to the Hamfist Trilogy now. Writing these stories has given me renewed respect for our vets, especially for those from the Greatest Generation. Vets, THANK YOU!

We received a great holiday present in 2012 – our first grand-daughter was born within a few days of Thanksgiving. Son Jim and wife Vivian's two boys were born around holidays (Halloween and Christmas) also. We're trying to figure out how many grand-children we're going to end up with, but we're not sure if we should take Groundhog Day into account.

At the beginning of 2013 I interviewed with Omni Air International to be a contract 777 IP. They indicated there would be fairly steady work, and all the training will be conducted at the UAL Flight Training Center. Since I live in the Denver area, this will be a lot better for me than commuting to Seattle to work for Boeing. I'll actually get to sleep in my own bed. Last week I took a simulator check ride, and this morning I was officially hired. So, once I go through new-hire Indoc next month, I'll be a TK weenie again! The more things change, the more they stay the same.

It's been an interesting year, health-wise. There is an ancient expression, "Those whom the gods wish to destroy, they first make arrogant." Guilty as charged. I had stopped taking Lipitor a few years ago because it was causing some muscle cramping, and I KNEW I was immune to any problems because I was so physically fit. I can pump out 75 strict push-ups and 30 chin-ups any day of the week, and I wear the same size pants I wore in high school. And I eat incredibly healthy. NO WAY I could have any problems.

Wrong! In October I was walking into the Boeing training center when the vision in my left eye started going dim. No pain at all, just partial loss of vision for about two minutes, then everything returned to normal. I figured I was having a TIA, and went to a local Doctor Express clinic, where they gave me a thorough physical and referred me to a

neurologist. Within two hours, I was at the neurologist's office and had four scans over the next two days. During the carotid Doppler scan they found some plaque in my left carotid artery, and indications that some of the plaque had broken off. It had probably lodged in my brain in the area of the artery that supplies my left eye, then slowly dissolved. The term for the occurrence is Amaurosis Fugax. I was really, really lucky it didn't end up in a part of my brain that controls walking, talking, etc. So, I'm not bullet-proof after all. Now I'm back on Lipitor and taking a full-size aspirin every day, and I'm doing fine.

I continue to worry about the future of our country. Do a Google search for Paul Harvey's "If I Were The Devil" to see what I mean. I think term limits for politicians would help. Two terms – one term in Congress, one term in prison! *George*

JOHN PEDRETTI--Madera, CA

Check is in the mail so that I will not expire.

I cannot believe it has been nineteen years since my last flight. How time flies. I am now 79 years old and wonder how I got so old so damn fast.

I still feel good and play golf, but the coarse keeps getting longer. Sold the RV and have done very little travel the past year.

My health is good but cannot say the same for my wife of 60 plus years. Alzheimer's is a terrible disease, and being a caretaker is something I wish on nobody but life must go on. We are in a trial clinic and hope springs eternal. Any suggestions out there?

On another note, it is great to hear from some of the Old timers out there that I have flown with. Dave Hanst and Lee Swofford come to mind. You guys



keep the Blue side up.

Many thanks to you people who keep RUPA going.

John, LAX 1961-1994 pedretti2000@yahoo.com

DARRELL RADER--Woodstock IL

Hello to everybody, and a big thank you to all who help keep the information coming.

All is well at this end of the paper and email trail. Life continues to be an amazing, delightful ride! We just passed the great-grandparent milestone with the sobering realization that the only requirement for becoming one is to keep breathing. And, yes, we like and appreciate that point. Of course, he is the most perfect baby since the birth of Jesus.

No big trips, medical hiccups or profound knowledge to share, so there is nothing to go on about ad nauseam. We still live on the same acreage, look forward to the four seasons, and enjoy life. I fix what breaks around the farm, enjoy our Nash cars and the Nash people, wood carving and turning, mission work and still take the stair steps two at a time. The biggest difference in the past year was helping a world renowned artist friend put on a million dollar plus art show. Try www.shadowoftheturning.com and then click on "the works" to see some of his amazing work. I turned, carved or ?? on many of the 50 pieces in his show.

All for now, stop by or give a call. *Darrell*

JOE VALLEJO--Blue Jay, CA

Hi. First off, my thanks to your and all others who keep RUPA running.

I am still doing some flying for Glendale Community College, CA, out of KWHP, as well as for a contractor out of KPOC. I still love aviation, so I teach in a Cessna 172, teaching young lions how it's done.

I also do a little handgun shooting up here at the shooting range in Lake Arrowhead, CA, where I live. Just trying not to be bored in a holding pattern until we go west. Most seem to be behind us now, but we can still light up the candle for as long as you can get away with it. Thanks, *Joe*

MRS. EVELYN WILLIAMS--Houston, TX

I was almost on time this year. My husband was Robert B. Williams, Jr.

I really enjoy the RUPANEWS, and thank everyone who gives their time so that we can keep up on what is going on. *Evelyn*

IN MEMORIAM

ROBERT W. BERKEY

Robert W. Berkey, 75, of Sun Lakes, AZ was born January 20, 1937 and passed away Sept. 29, 2012.



Bob was blessed more than most in being able to accomplish an incredible life journey. He started in the steel mills and moved on to having his own well-drilling business. Then he had the opportunity to manage an airport, which led to his biggest dream of all, becoming a United Airlines pilot. That career lasted for 32 years. He flew to every continent in the world except Antarctica and was extremely proud of it all.

Bob was a peaceful, well-read man who stubbornly and admirably battled cancer for many years. All who knew him were amazed at his uncomplaining courage and optimism.

Bob is survived by his wife, Carol, five children, eight grandchildren and two great grandchildren.

CHARLES (CHUCK) FELLOWS

Charles (Chuck) Fellows served as a pilot in the USAF for 8 years and then as a pilot for United Airlines for almost 30 years. He died on January 21, 2013 after a valiant 7 year battle against mantle cell non-Hodgkin's lymphoma, and later complications of pneumonia. He was 79.

Charles was born on October 10, 1933 in Hazard, Nebraska. During his growing years in the Depression, his family moved from Nebraska to California to Sand Point, Idaho for employment. Even though they lacked financial resources, the family shared an appetite for reading and learning. Charles graduated from High School in New Plymouth, Idaho and then graduated with a degree in economics from the University of Idaho in Moscow in 1956. It was at the University that Charles joined ROTC and was commissioned a second lieutenant upon graduation. Charles attended AF pilot training at Bainbridge AB, GA. Upon graduation, he flew rescue helicop-

ters out of Morocco and later C-135s out of the 44th ATS at Travis AFB, CA. Charles was hired by UAL in 1964, where he worked as a pilot until his retirement as a DC-10 captain in 1993.

Charles served as a Stephen Minister from 2010 until his death. His avocations were skiing, motorcycling, hunting and target shooting.

Charles is survived by his wife, author Sandra Lamb of Denver, a daughter, a son, and two granddaughters.

R. GLENN HALL

Glenn Hall, 72, died January 23, 2013 at Indian River Medical Center in Vero Beach, FL. He was born January 3, 1941 in Swainsboro, GA

Glenn moved to Fellsmere, FL in the 1940's. He was a graduate of Embry Riddle College, Miami, FL. Glenn joined United Airlines in 1963, moved around the country during his career and settled in Sebastian, FL in 1976. Glenn retired after 35 years as a 747 Captain in 1999.

He was a member of the Quite Birdman Association.

Glenn is survived by his wife, Kua Kool "Katie" Hall, two sons, and six grandchildren.

ROBERT H. (BOB) KOHLER

Robert Hammond (Bob) Kohler was born February 12, 1920, in Decatur, IL. His family subsequently moved to Chicago where Bob spent his youth. A gifted artist, following graduation from Englewood High School he accepted a scholarship to the Art Institute of Chicago. He later transferred to the University of Illinois where he studied accounting and where a pretty girl named Peggy Hodge taught him to drive a car. When she moved to California he soon followed.



When war broke out, Bob enlisted in the Army Air Corps. Before shipping overseas he married Peggy in Kansas City, MO where she was stationed as an ensign with the U. S. Coast Guard. A B-17 pilot with the 351st Bomb Group, Bob flew 35 combat missions over Germany and France. Upon return from the war, he returned to his previous employer, United Air Lines, who rehired him as a pilot in December 1945. He flew for United for over 34 years.

Beginning with the DC-3, he flew the DC-4, DC-6, DC-7, DC-8, DC-10, Convair 340 and the B-747. Flying was a job he thoroughly loved.

Bob enjoyed music, art, history, golf at Las Posas Country Club and trains. (He built a miniature train that people could ride on.) Bob was a member of the Oxnard-Santa Barbara QB Hangar.

Bob's wife of 63 years, Peggy, passed away in 2007. He is survived by four children, and numerous grandchildren and great-grandchildren. By any measure, he was the best of men.

WILLIAM W. LAWRENCE, SR.

Bill Lawrence, 95, was born August 3, 1917 in Wilkesburg, PA and passed away January 11, 2013 in Monroe, Washington.



Bill recalled that as a little boy, whenever an airplane flew over, he would stop, watch the sky and dream of becoming a pilot. In 1940, while working as a plumber, he heard about the Civilian Pilot Training program in Hagerstown, MD. It offered ground instruction, followed by 30 hours of free flight training to the top 10 students in the class. Bill enrolled and was 2nd in his class. After gaining his private pilot license he bought a used Piper Cub to build up flight time.

In 1942, Bill was hired by Pennsylvania Central Airlines. PCA became Capital Airlines which then merged with United Airlines; and he was always proud to be remembered as one of the old Capital pilots. He was based in Washington, DC throughout most of his career and flew the DC-3, Super DC-3, DC-4, Lockheed Constellation, the Viscount, Boeing 727, DC-8 the stretched DC-8, and the 747. He recalled that his favorite was the Stretched DC-8, and referred to it as "a magnificent airplane." He retired reluctantly at mandatory retirement age of 60 in August of 1977.

He met his wife, Oneida Hylton in Roanoke, VA early in his career, while training on the DC-3. She was one of two women training to be Link instructors. They were married April 10, 1943. Bill and Oneida bought 21 acres on the Manassas Battlefield in northern Virginia and made a small farm where they raised a garden, a milk cow, and 5 children.

All his life, Bill sought out and welcomed challenges. He built a barn and two houses on the farm:

the first "little house" which had additions with each new baby, and then the "big house" made from field stone that he and one hired man dug from a neighbor's farm. It took seven years to build, and the family moved in just before Thanksgiving, 1961. The following year he built a stone arch bridge for the driveway.

Bill was an exceptional muzzle-loading rifleman, and twice won the West Virginia State Muzzle-Loading Championship. He could play the piano and guitar by ear and was trained on the accordion. Even when he was 95 and had lost his eyesight, he could still play a large repertoire of songs.

In 1990, he and Oneida sold their farm in Virginia and moved to Snohomish, Washington and built a home to be near two of their children and their families.

He was preceded in death by his wife of 69 years, Oneida, and by three siblings. He is survived by one sister, five children, twelve grandchildren, and five great-grandchildren.

Bill was a man of strong determination, good humor, insatiable curiosity, and tender emotions. He will be long remembered and greatly missed.

F. WELDON SMITH

Weldon Smith, born March 17, 1921 in Lockport, New York, died January 19, 2013.

Weldon grew up in Oakland, California and served in World War II as a pilot in the Army Air Corps. Following his honorable discharge, he began a 35-year career as a pilot for United Airlines. He retired in 1981 as a 747 Captain and flew his last flight for United from Honolulu to Chicago.

In 1947 he married the love of his life, Lee Ann Krudup, a former United Airlines stewardess, who proceeded in death. Married for nearly 59 years, they had four children and resided in the Chicago area for the past 60 years - 24 years in Tower Lakes and most recently, 23 years in Cary.

Weldon is survived by his four children, four grandchildren and one great-grandchild.

Weldon was life-long enthusiast of model aviation, and actively enjoyed his hobby of building and flying radio controlled airplanes until his death. He was a member of the Skyknights RC Club of Libertyville, Illinois, the GAS (Giant Aircraft Scale) and the Vintage Radio Control Society.

In lieu of flowers, the family request donations be made in Weldon Smith's memory to either:

The Academy of Model Aeronautics <https://www.modelaircraft.org/supportama/donations.aspx>

The Salvation Army <https://donate.salvationarmyusa.org/page.aspx?pid=207#tribute>

WILLIAM JAMES "Dub" SMITH Jr.

William James "Dub" Smith, Jr. passed away January 11, 2013, at his residence in Comanche, OK at the age of 91.

Dub was born Aug. 17, 1921, in Gainesville, Texas.



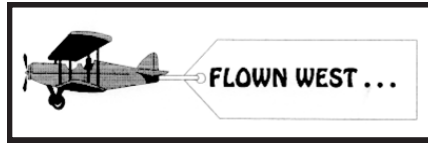
After serving in the Pacific theater during World War II in the Army Air Corps, Dub flew as a pilot for United Airlines from 1943 until his retirement. Being the "consummate pilot," Dub mentored many young pilots at United Airlines until his retirement in 1981.

One of his many hobbies included the restoration and rebuilding of classic and antique cars (1930s and '40s) as well as the Ford Mustang. He belonged to many car clubs, including the Early Ford V-8 Club and the MG Car Club of America. Dub enjoyed working with his hands-woodworking, building his own home and furniture, painting and working around his home.

Dub was a member of the Retired United Pilots Association and an active Mason for more than 50 years. He was a charter member of the Burns Methodist Church of Aurora-started/founded in his own garage. Dub moved to Comanche in 2002, from Aurora, Colo., to be with his daughter.

Dub is survived by a daughter, a son, a grandson, a great-grandson, a brother, a sister and many nieces, nephews and many friends.

In lieu of flowers, please make memorial contributions to your church or to Cal Farley's Boys Ranch. Online condolences may be sent to, comanchejh@pdi.net.



*Reid B. Paige	May 10, 2012
*Hugh T. Smith	Sep. 2012
*Richard E. Vaughn	Sep. 2012
*John H. Hirsch	Nov. 2012
*Richard K. Prewitt	Nov. 2012
James "Dub" Smith, Jr.	Jan. 11, 2013
William W. Lawrence	Jan. 11, 2013
Richard L. Gomes	Jan. 13, 2013
*Victor M. Matloff	Jan. 17, 2013
F. Weldon Smith	Jan. 19, 2013
Charles C. Fellows	Jan. 21, 2013
R. Glenn Hall	Jan. 23, 2013
Billy J. Hopkins	Jan. 27, 2012
*William A. Berger	Feb. 2012
*George L. Norwood	Jan. 31, 2013
Henry A. Dykhuis	Feb. 03, 2013
Rex R. Bales	Feb. 11, 2013
<i>*denotes non-member</i>	



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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



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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 (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
Thousand Oaks (2nd Thursday on even months)—*Dish Restaurant*, Thousand Oaks, CA 805-371-8418

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 (To Be Announced, Call Larry Becker, 808-262-8785)—*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