
rupanews



Journal of the Retired United Pilots Association



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

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

PRESIDENT'S LETTER



We wish to honor and thank all veterans and their families this Memorial Day! We shall never forget their sacrifice and service!

Welcome new members: Capt Keith Finch of North Little Rock, AR; Capt Leonard C. (Len) Kearl Jr. of Ft Collins, CO; Capt Michael L. Wells of Evergreen, CO; Capt Leandro I. “Boysie” Salcedo of San Jose, CA; Capt Daniel F. “Dan” Duke of Silverthorne, CO; Capt Janson D. “JD” Kinsley of Jacksonville, FL; Capt Daniel E. Petrovich of Plantation, FL; Capt J. Michael “Mike” Henderson of Annapolis, MD; Capt Ronald E. Harris of Walnut Creek, CA; Capt Robert W. Morgan Memphis, TN; Capt Gary E. Bjorklund of Greely, CO; and Capt Mark G. Skoning of Geneva, IL.

Heads-up if you are planning on flying ORD – HKG – ORD any time soon. On March 29th UCON advised that co-workers, retirees, and eligible pass riders should be prepared to make alternate travel arrangements due to weight restrictions that may prevent you from boarding these flights. Starting March 30th UCON “. . . will experience weight restrictions caused by equipment change to a Boeing 777-200. We anticipate that we may need to issue an advisory for travel from HKG to ORD in the summer, and we will provide you with the necessary updates. Passriders who wish to travel to HKG should consider routing through our EWR and SFO hubs or listing on another carrier by using our Other Airline/Interline Travel Program, if applicable”.

Amendment in the UA-CO merger agreement - our long good-bye: “This Post-Effective Amendment No. 1 (this “Post-Effective Amendment”) relates to the registration statement on Form S-3 (Registration No. 333-181014) (the “Registration Statement”) filed by United Continental Holdings, Inc., a Delaware corporation (“UAL”), United Air Lines, Inc., a Delaware corporation and a wholly-owned subsidiary of UAL (“United”), and Continental Airlines, Inc., a Delaware corporation and a wholly-owned subsidiary of UAL (“Continental”), on April 27, 2012 with the Securities and Exchange Commission. Effective March 31, 2013, pursuant to an Agreement and Plan of Merger dated as of March 28, 2013 between United and Continental, United merged with and into Continental (the “Merger”), with Continental continuing as the surviving corporation of the Merger and changing its name to “United Airlines, Inc.” (the “Survivor”).” In livery only!

No word from UCON on the pilot retiree IDs.



In celebration of our freedom this Memorial Day, *Phyllis Cleveland*

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

ABOUT THE COVER

Occasionally I've seen requests in the *RUPANEWS* for photos. My records show that this was taken in July '76 at Kahalui, Maui. I believe that United "threatened" at one time to enter the Hawaiian interisland market and instead leased one or more 737s to Aloha that were listed in UAL schedule as United trips with 4000 numbers. Sincerely, *Gus Tuit*

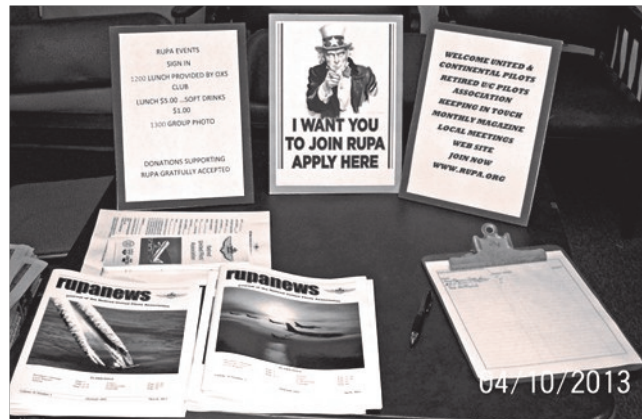
RUPA DAY AT SUN-N-FUN

RUPA day at Sun-N-Fun, Lakeland, Florida April 11, was a success all around, good weather, and turn out of members and guests.

The OX-5 club provided excellent hospitality and lunch, Thanks to Wayne Gordon and Evelyn Latorre! Over 23 members and potential members signed in with some additional members or guests failing to sign in.

Nineteen members were present for the portrait. I am sorry to say that because of the merriment, I was unable to complete the indemnities or in the proper order. If you are not mentioned or misidentified, Sorry!

Those who signed in: Gene Hammond, Bob Helffenich, Jim Good, Ellis Van Alstine, Bob Van Nuise, Ted Collins (Will Collin's son), A Ham Wilson, Jim McKinstry, Harvey Hallberg, Bruce Kristof, Brian Leiding, Art Jackson, Ham Oldham, Wesley Paget, Russ Paget (Wesley's son), Burt Olson, Troy Mashburn, Chuck Kettering, Norm Clemetsen, Mike Wedge, Dick Travas, Gary & Janice Crittenden.



Pictured: L to R; Front row; Bob Van Nuise, Bob Helfferich, Ellis Van Alstine, Jim Good, Jim McKinstry, A. Ham Wilson, Wesley Paget, Burt Olson, Chuck Kettering. Back row; ?, ?, Gary Crittenden, ?, ?, ?, Harvey Hallberg, Jack Travas, ?, and Brian Leiding.

Co-host Dot Prose was unable to attend (due to a conflicting air show in New Zealand) and we missed her. Hope to see you next year. *Gary Crittenden*

SEATTLE GOONEY BIRDS

The Seattle Gooney Birds welcomed a new member to our group, recently retired Rob Robison. He had been flying the 777 out of SEATAC. Rob gave us a good rundown of life at UAL and problems with the Continental merger etc. We tried to get him to tell a joke but he wasn't prepared and promised one for next time.

Herb Marks found two good jokes on his smart phone and Bud Granley told a good one. The host repeated a joke from the Joke of the Day on the internet. The party reluctantly broke up and we all went on our way until next month.

In attendance: Herb Marks, Alex Dunn, Tom Smith, Fred Sindlinger, Dave Carver, Mark Gilkey, Bill Lamberton, Bud Granley, Jim Barber, Al Haynes, Chuck Westfphal, George Brown, Gerry Pryde, Howard Holder, Rob Robison, and **Bill Brett**

S.E. FLORIDA GOLDCOAST LUNCHEON

We had a nice turn-out for our last scheduled Luncheon of the season with 17 of us in attendance. As noted before, others will have lunch together over the summer at Galluppi's. Just show up at 11:30 on Second Thursday of the month.

Attending today's luncheon were: Dave Dryer, Ralph Rodrigues, Mike Nelligan, Dan Kurt, (active pilots), Lyn Wordell, Les Eaton, Murray Warren, Mike Ward, Bob Beavis, Jerry Bradley, Warren Heppler, Ed Wheeler, Jim Morehead, Gene Anderson, Denny Keast, and Stan Baumwald (NWA retired guest). Yours truly, **Ned Rankin**

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Another GR8 day at Shrimper's for our RUPA Luncheon as our SE FL Season (more or less) comes to its conclusion. Our April Luncheon was well attended (13 of us) and we had a terrific time with good food and service (provided by Smilin' Sarah, who will be going back to Maine for the Summer, but will be returning

to So. Florida in the Fall 🤪) and (as usual) a variety of different conversations. They included but were NOT limited to: the Pass Seniority news that we

recently heard about 🤪; Layover stories that I will NOT elaborate on in this periodical; Old Airplane idiosyncrasies and stories; Gun purchases; a 5 AM story by Dick Baese; and Last but certainly NOT LEAST -- some very 'interesting' pictures that were passed around and shared by some of our 'un-inhibited' Member(s) . :-/



Those who attended were: Bill Cole, Dick Baese, Ted Osinski, Jack Boisseau, Del Gartner, Andy Lambert, George Kane, Bill Northup, Paul Andes, John Pinter, Don Jefferson, Don Onofrio and myself, Bob Langevin.

Our Treasure Coast Luncheon in May will be on the 14th at Shrimper's once again and although some of our Members might have headed up North at that point.....we'll still get together and have a good time with good food and good people. If U happen to be in the area.....we'd love to have you join us.

Best Regards, **Bob Langevin**



**A summer uniform in the "Deep South"
During the Airmail Days.**



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In 1943, United was first among the four major airlines (United, American, Eastern & TWA) in Air Mail volume and second in Passenger; Express (Cargo) and Total Volume. United carried the highest weight load in the domestic airline industry, averaging 4580 pounds per flight.

On January 1, 1945 the Civil Aeronautics Board ordered the four airlines "to show cause" as to why the Air Mail subsidy of 60 cents per ton-mile should not be reduced to 32 cents per ton-mile.

Based on the Air Mail postage rate of 8 cents an ounce, the CAB estimated the government was paying the airlines \$2.40 per ton-mile. The CAB felt this was a substantial profit for the airlines without direct benefit to public. The resulting adjustment caused a 25% decline in United's 1945 mail revenue - \$3,100,000 less than would have been earned without the adjustment.

Compiled by Marvin Berryman DENTK Retired, from United Air Lines Annual Reports.

Please mail your tax-deductible \$ contributions and donations of **United** and **Continental** Memorabilia & Artifacts to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.** www.uahf.org

DENVER GOOD OL' BOYS RUPA LUNCHEON

As usual, following our third Tuesday schedule, the March meeting convened at the Denver American Legion Leyden Chiles Wickersham Post 1.

Following our recurring enjoyment of libations and visiting a good lunch was enjoyed after which our coordinator, Ted Wilkinson, shared one of his usual short one liner ending jokes about a rustler. Thereafter our discussions had somewhat of a medical twist for some minutes in respect of us senior citizen concerns prompted by a member's recount of very rapid and satisfactory diagnosis, and whatever therapy or treatment at one of the local hospital emergency services department for his possible stroke. Thereafter the usual pilot subjects of passes, seniority losses, and weather et. al. were covered within the usual decorum and fashion.

We finished with being assembled for our volunteer photographer. Attending were Rose and Ted Wilkinson, Mack Connelley, Denis Getman, Tom Johnston, Casey and Gail Walker, Fritz and Judy Myer, Al Dorsey, Jack and Angie Davis, Al Snook, Bob and Ann Blessin, Dick Kobayashi, Nick Hinch, Duane Searle and Mary Lois, Stanley Boehm and Marilyn Gifford, Jim Reid, Bob Crowell, Ed and Ruth Riehl, David Horwitz, George Maize, Russ Ward and Carl Harder. Best and Cheers - *Stanley*



SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Our April luncheon marks the beginning of the tenth year of our getting together every month. Thanks to Leon and Bob for putting this group together. As always, most of us arrive early enough to have spirited conversations and discussions in the lounge which cover a wide range of topics. I have noticed that UAL is not a hot topic anymore except for pass travel issues.

After we were seated in the dining room Bob used his historic "clicker" to call the meeting to order. The first item of business was to auction off a genuine UAL Shuttle T-shirt. It went for thirty dollars, the proceeds going to a charity. Regrets from those who could not make it were read along with a sick list. Get well cards were signed by all for Milt Jines and Buddy De Costred. Several hand outs were passed around for those who wished to read them. George, our Health and Welfare Chairman, informed us that the FAA is slow processing medicals. Of course George always has at least one off the wall item. It seems that there has been an increase in visits to the ER due to texting during sex. Go figure that one out! The last item will be of interest if you are going to Samoa. Samoa Air is going to charge passengers by weight rather than a fixed price. Looks like a cheap seat means a diet before going to Samoa.

Attending were: Wayne Hayerley, George Hise, Leon Scarbrough, Galen Wagner, Dan Barger, Deke and Merle Holman, Gardner Bride, Linda Morley-Wells and Walt Wells, Ellen and Kenneth Thompson, Jules Lepkowsky, Don Madson, Ken and Shirley Corbin, Bill McGuire, J.R. Hastings, Dick Lammerding, Barney Hagen, Sam and Mickie Orchard, Bob Donegan, and your truly *Bill Greene*

DANA POINT LUNCHEON

Another nice day greeted us at the harbor today and we had a pretty good turnout as a result. Of course, missing from our ranks was our glorious leader, Ted Simmons, who was visiting family in Colorado, and today's unusual Spring snowstorm resulted in about 500 flights being cancelled out of Denver, and probably stranded he and his wife, along with many others.

We had some new/different people show up today from out of the local area. Grid Gridley joined us from Riverside and we hope to see him often at our luncheons. Gary Meermans, who ran the LA Flight Office for awhile, was there with his caregiver, Sara, and it was nice for us to share old times with him as well. Butch Trembly, who usually caucuses with the Los Angeles North group, came all the way across the LA Basin to join us at Dana Point, and he dragged along another out-of-towner with him, Mike Brueggeman, who hails from Chicago. Butch and Mike have joined us on previous occasions, and it must either be the great seafood, the fantastic views or just the fine and happy company they get to share with the rest of us.

During our conversations, Mike once again asked me for information about what appears to be a pretty successful outcome of my prostate cancer treatments at LOMA LINDA UNIVERSITY HOSPITAL with Proton Beam Therapy. It precipitated conversations with others, who used other treatments, but also seem to be cancer free now. Mike wanted specific information about the LOMA LINDA program and so I shared with him the following, which can be accessed by anyone with a similar interest: First: GOOGLE: LOMA LINDA HOSPITAL, Second: Hit: Request Information, Third: Fill in the form: SUBMIT. And lo and behold, a rather comprehensive packet will be sent to you post-haste, which covers the complete spectrum of treatments available. Of course, they are selling a service (a rather good one, BTW), so they will be biased toward their Proton Beam treatment, but the information provided is sound and invaluable.



**Standing L to R: Mike Brueggeman, Butch Trembly, Bill Rollins, Grid Gridley, Roger Matin, Park Ames
Bill Stewart, Bob Fuhrmann, Bruce Dunkle, John Grant, Joe Udovch, Carlos Bernard.**

Seated L to R: Denny Giese, Gary Meermans, Bob McGowan, Rudy Haluza.

For the rest of the luncheon hour, besides all the "usual" medical talk, we got down to the "usual" (I hate that word) flying stories, jokes and chowing down on some fine food. We finally got a decent picture taken, and except for Ron Dye, who had to eat and run, we got all of us included. Thanks to Bruce Dunkel for doing the photo work. We hope to see more of our out-of-towners in future, because we do have a lovely venue here in Dana Point, and the weather usually cooperates, too. As usual (that word again), all are always invited to join us; no special calls needed. Submitted by your correspondent, *Joe Udovch*

THE INTREPID AVIATORS OF SOUTHERN OREGON

We finally overwhelmed the Pony Espresso Coffee House I think. Took most of the chairs and any table we could pilfer to provide for our group in March.

Particularly enjoyable was Bill Charney joining us from Reno and wherever his Beech Staggerwing happens to be. (It's in Italy as we write). As part of his return to the U.S. he flew it from New Zealand, where it was restored, and leisurely came back home. Perhaps next year he'll come across the Atlantic and back. If you want to follow his great adventure, pull up his website <http://www.captainbiff.com/>.

Also Joining us was Lee Gossett, a mutual friend of Bill's and mine. Lee has a most interesting background with Air America and Continental Air in SE Asia in the 60's and crop dusting in New Zealand.



To identify all these questionable characters let me start left front with Harvey Saylor and continuing clockwise, Bob Keasbey, behind Bill Charney, Dan Kurtz to his right, then Lee Gossett, Mary Berlingeri seated and then Bud Berlingeri, standing behind Bud is Rob Miller, then Bob Niccolls, Bill Monfort, seated Steve Fusco, Scot Lee, George Elliott, his daughter Catherine Dimino, Marty Niccolls, Janet Russell (friend of Bill Monfort) and Doris Segner-Miller.

We missed a couple of our stalwarts with the Lumley's and the Jaegers having the cold/flu bug and look forward to having them with us next month.

It is always so pleasant to share these times with old and new friends and get a touch of that special bond we all established and shared in the cockpit.

We again invite any and all to join us, third Thursday at the Pony Espresso in Jacksonville, Oregon. (A caveat to that, either April or May we accepted Dan Kurtz's generous offer to host us at his place in Klamath to see his cutting horses and watch them in action....now that will be a blast.) Cheers, **Bob**

RUPA has a new updated Website

www.rupa.org

It is updated frequently with a lot of good information on it

RENO'S BIGGEST LITTLE GROUP

The assembled multitude of 12 gathered at BJ's Brewery, South Virginia St. at 1300 hours, Wed 27 Mar 13. To attract the "southern boys" from S. Reno, Carson City and Minden our fearless leader (Lyle) changed the venue this month from "Sparkys" up north. I believe he stated we will alternate going forward.

With 12 in attendance (picture attached), we had a great visit, covering the typical pilot topics including the below.

Bill "Windsock" Charney gave us an update on his around the world trip in the "Red Rockette" Staggerwing Beech. She is currently resting in Italy, hangared at a private strip. Bill plans another (3rd) summer air touring Europe, before the puddle jump home, below the NAT tracks in spring of 2014. Sam Jacobson said he has folded up his professional wings, after 7 years of flying a Falcon 900 EXy but plans to continue flying his RV-8, post "real" retirement. Gary Dyer said he has a good deal for any RUPA member hankering to fly fast again, with his L-39 jet fighter/ trainer. Bill Shepherd said he and his bride plan to spend a month in Italy visiting friends and touring this summer. Rick Schwartze mentioned he and his wife are off for an eastern Med cruise late spring. Tommy Diehl related a funny story about his ski group checking in at a hotel on the big Island, Hawaii, with their ski gear, some years back. (planning to ski Mauna Kea). They told the front desk clerk they were the Polish Olympic ski team. (No offense to my Polak friends including my 100% Polish bride, Nancy). A few jokes ensued.

Got a E-note from our part time Reno friend Len Bochiccio (he is fighting the big "C"). Currently he and Donna are in Germany where he is undergoing some sort of non FDA approved treatment. They plan to return to Reno in about 5 weeks before going to their second home on Lago di Como in Northern Italy for the summer. He is in great spirits and sent his best to all.



That's about it from the "Biggest Little City." Pictured from bottom left, clockwise: Gary Dyer, Rick Schwartze, Tom Taber, Sam Jacobson, Charlie Kettering, Larry Fritz, Cort de Peyster, Lyle U'Ren (our leader), Tommy Diehl (RNOCS), Bill Charney (seated), Jim Whiteley, and Bill Shepherd (FOPAA). Respectfully submitted by "Alternate scribe," *Cort*

ADULT TRUTHS

I can't remember the last time I wasn't at least kind of tired.

PHOENIX ROADRUNNER LUNCHEON

We met for this Luncheon at our regular spot the Bobbie Q Restaurant on April 9th. This month our group was the largest we have had in a long time. Certainly great to have so much interest in getting together for conversation and talk of all the old days. Flying tales still seem to thrill all. This was our last luncheon until the restart in the fall, probably October. *Ken*



Pictured above from left to right on the front row are; Lee Johnson, Neil Johnson, Ellen Moyer, Peter Moyer, Judy Meyer, Fred Meyer, Dave Specht, J.O. Martin, and me Ken Killmon.

On the back row Roy McLaughlin Jerry Smith's Bro. in law, Frenchy Bourgeois, Joan Bourgeois, Dennis Crispin, a friend of Jerry Smith, Cory Liston, Hank Kyser, Gary Dyer, Jean Kyser, Jerry Smith, Mike Carlin, Dennis Leahy, Darlene Leahy, Charlie Schwob, P.J. Killmon, Frank Soare, Mike Clements

SAN DIEGO COUNTY RUPA LUNCHEON

The San Diego County Luncheon meeting was held at the usual place, the San Marcos Country Club restaurant with 7 persons present. Evelyn and Bill Pauling, Rhoda and Brad Green, Lois and Don Trunick, and myself were all in fine fettle. The food was very good, and two of the ladies took my recommendation and ordered the Fish Tacos, which they enjoyed.

Some of the conversation was between the ladies, some with just the men, and ultimately all of us joined in the conversation. Reading the *RUPANEWS*, some of the groups have a program along with the meal, which is a nice idea. However, with our small group, it is rare that we have anything like that, although we once had a gentleman who flew with the Flying Tigers, and another active pilot who flies an Airbus for United. It seems our collective sparkling personalities are all we need. (Ahem).

Our usual good wishes to you, Cleve, and all the people who make our organization possible.

Fraternally yours, *Bob Harrell*

Pickles/Brian Crane



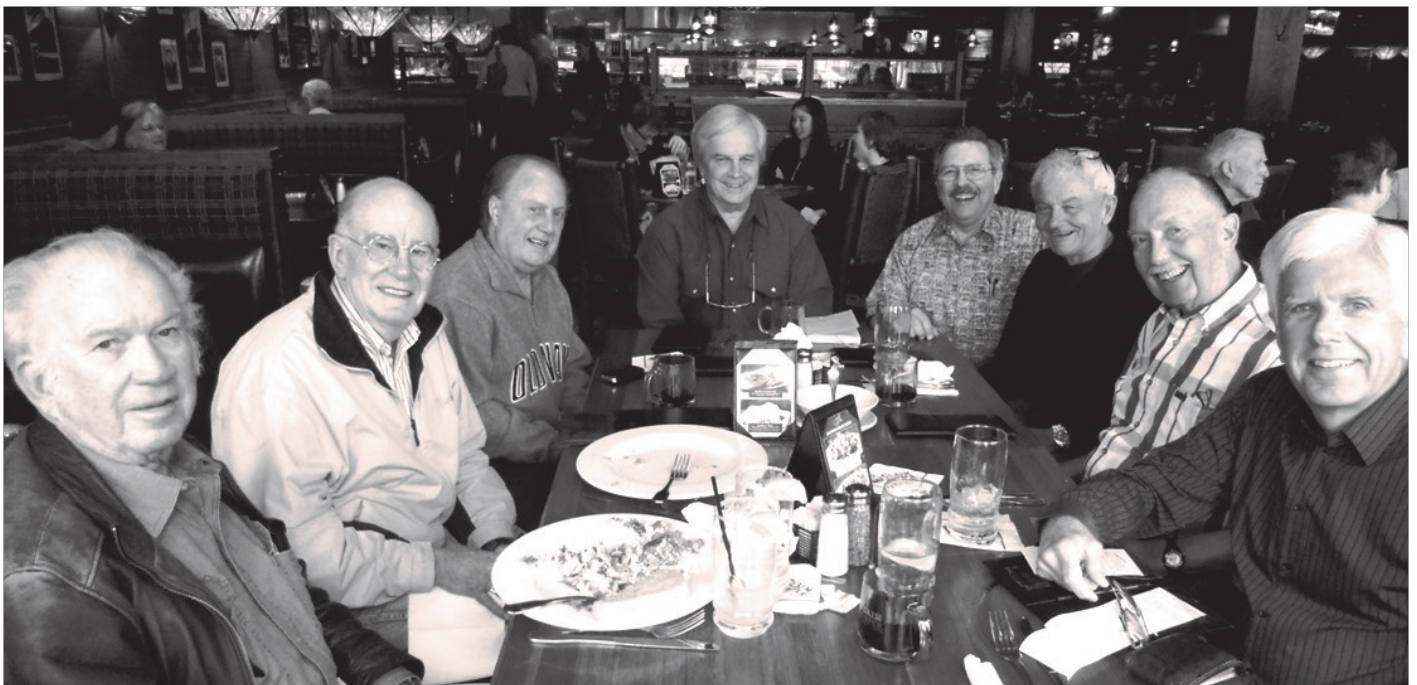
THE COLUMBIA RIVER GEEZER'S LUNCHEON

We had 8 attendees at our Monthly Columbia River Geezer's luncheon on April 10: Mac McCroskey, Ray Reed (former LAXFO Crew Man), Ron Lyall, Bill Park, Gordy "Sam" Richardson, Rich Warden, Doug Howden and myself. Ron Blash could not make it, account going on sick list with a cold. At least that's what he told Ray Reed when Ray tried to Junior Man him.

Lots of discussion about pass and reduced rate travel as all of us continue to adapt to using the new system and the many changes, some of which are still happening. One interesting anecdote was passed on by Mac: Long story short, he was checked in, using a Vacation Pass and wound up on the standby list behind an active employee, junior to him as regards the new standard of "date of hire" (diminishing by the day for retirees). I also noted that there was a post on RETUP just this morning, describing the exact same situation, complete with documented names and date of hire of each person. As of now no further info, but I suspect someone will have divined the answer well before you read this.

Given the ALPA situation at the new United, and in line with the aphorism regarding viewing the past as prelude, it was no surprise that there was also a lively and interesting discussion of prior mergers and the subsequent combining of seniority lists.

And of course, there was much laughter over the anecdotes stemming from the well known cast of wonderful characters we all had the privilege of flying with over the years, with each of us at the table usually being part of the various punch lines. What a grand career!



Picture attached. Cast of suspects, from left to right: Mac McCroskey, Doug Howden, Ray Reed, Ron Lyall, Tony Passannante, Bill Park, Gordy Richardson, Rich Warden.

That's it until next time, every second Weds of the month at the Clackamas Town Center Claim Jumper at 1100, drop-ins always welcome. *Tony Passannante*

USS HORNET MUSEUM IS LOOKING FOR VOLUNTEERS

The USS Hornet Museum is looking for volunteers, especially docents. If you feel like polishing your wings and joining American, United, Delta, Army, Navy and Air Force aviators and others as docents on a decorated Essex-class aircraft carrier, please check out www.uss-hornet.org/contribute/ volunteer. The ship is moored at Pier #3 at the old Alameda Naval Air Station, Alameda, CA. Thank you, *Don Merucci*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

April 10th proved to be gorgeous and sunny in Carmel Valley, the kind of day that reminds us why we live on this beautiful peninsula. Those enjoying the marvelous setting and delicious food were: Carlos and Judy Quintana, Will and Fran Blomgren, Jon and Jane Rowbottom, Lee and Nancy Casey, Pete and Donna Walmsley (our hosts), Jim and Tommy Guinn, Diane Emerson, Jack Cowles, Phil and Pat McClain, Barrie and Sharon Nelson, and yours truly.

Regular attendee Milt Jines (and RUPA Board Member) had fallen in his shower, sustained a serious concussion, and was in the hospital for four days. He is on the road to recovery and we wish him God's speed! Paul Olson tripped and may have broken his arm or wrist; they are waiting for the x-ray results today. Brigitte and Paul had returned from a vacation to Australia and we were looking forward to hearing about their trip – not “the trip!” We hope Paul has no broken bones and he and Brigitte will be back to join us in May.

Other sad news is Ken Bohrman's wife Sharon passed away after a long battle with pancreatic cancer, our sincere condolences to Ken and his family. Ken is still an active line pilot on the -400 out of SFO.

Dates were discussed about our next golf tournament. Now that the hotel for Quail Lodge is re-opened Pete will look into room rates for out-of-town golfers. The new golf pro for Quail will be starting at the end of April.

Our next planned luncheon is Wednesday May 8th at Edgar's; the gathering begins at 11:30 a.m. Please RSVP by the Tuesday before. *Salud, Phyllis Cleveland*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

After a couple of days of unseasonably cold and windy weather, Spring arrived just in time for our RUPA SFO Bay-Siders' April Luncheon.

The turnout was good and the conversations ranged from the usual pass travel problem discussions to possible destinations for the next RUPA cruise.

We signed get well cards for Bruce McLeod, who is home recuperating from esophageal surgery, and Milt Jines, whose recent health problems are explained above in the Monterey Luncheon Groups' report.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Sam Cramb, Rich & Cyndi Erhardt, Dave Forbes, Dick & Jeri Johnson, Bob Kallestad, Kal Kalpin, George Mendonca, Bob & Dee Norris, Walt Ramseur, 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*



CONVENTION COMMITTEE REPORT

Not much to report on an upcoming RUPA convention. Now that retirements have started again a convention might be feasible in the next few years. Rich Bouska will be reporting on plans for a RUPA cruise in a future issue. I hope we will continue to support the cruises.

I do have some information to report on two other conventions that might be of interest to you. The RUAEA convention will be held in Denver from October 8th until the 12th. It will be held at the Double-Tree at Stapleton. Room rate is \$99/day which includes a daily breakfast buffet. More information will be forthcoming in the June issue of the RUAEA newsletter. The Continental Golden Eagles are holding their convention in Houston on October 25 and 26. It will be at the DoubleTree hotel at IAH. For you golfers, there will be a golf tournament on the 25th. A banquet with entertainment will be held on the evening of the 26th. More information can be found on their website, TheGoldenEagles.org.

As I have stated before, I have attended both conventions. Marie and I had a great time. Both RUAEA and the Golden Eagles made us feel right at home. I wish there was more that I could say about a RUPA convention but it is what it is. Keep the faith though because new members are joining every day (I hope). Stay active and volunteer, *Ron Jersey*

UNITED AIRLINES LAUNCHES WINDOWS PHONE 8 MOBILE APP



United Airlines has introduced a new application for Windows Phone 8 users that puts their important travel information at their fingertips. With the app, United customers can book reservations - including reward travel - check in for flights, access mobile boarding passes, monitor flight status details and view their MileagePlus frequent flyer accounts.

“United’s new app takes full advantage of the innovative features and unique design of the Windows Phone 8 platform,” said Scott Wilson, United’s vice president of merchandising and ecommerce. “We continue to invest in technology that offers travelers more options and convenience. United’s robust website and mobile travel tools enable our customers to get the information they need, buy the products they want and choose services they desire when and where they want.”

“Apps come to life on Windows Phone, thanks to features like Live Tiles and lockscreen notifications,” said Todd Brix, general manager, Windows Phone Apps, Microsoft Corp. “United Airlines takes advantage of these features and more to enable users to quickly access all of their travel information in one glance.”

Additional features of the new United app include support for Windows Phone Live Tiles for flight status updates directly on the Start screen, United social media networking information, access to United timetables, Flight View, which shows flight maps and weather status, and Sudoku games.

UNITED HAS UPDATED PASS TRAVEL BOARD DATE TO INCLUDE RETIREES



The pass travel board date has been updated to include retirees, early-out participant like active co-workers, starting April 5, retirees, early-out participants and their eligible pass riders will clear for flights in order of their “board dates,” which are based on the full service date of day, month and years of completed company service.

This replaces the interim way of boarding pass riders that was based on the retiree’s completed years of service or the current year for an early-out participant. Retirees and early-out participants who have pending travel plans should cancel those plans and create new ones to take advantage of the new board date calculation.

To view the calculation of your board date, go to the Employee Profile page under Quick Links on employeeRES. Additional information can be found with a retiree YOS (year of service) example sheet and a questions and answers document, both available on Flying Together.

If you have questions, contact the Employee Travel Center through the Feedback tool under Quick Links and select the Board Date drop down.

RETIREE ASSOCIATION OF FLIGHT ATTENDANTS-CWA

Here is the latest update from United as of, April 6.



Like active co-workers, starting April 5, retirees, early-out participants and their eligible pass riders will clear for flights in order of their "board dates," which we calculate by subtracting one's length of service from the travel date. This replaces our interim way of boarding pass riders that was based on the retiree's completed years of service or the current year for an early-out participant.

Retirees and early-out participants who have pending travel plans should cancel those plans and create new ones to take advantage of the new board date calculation. Retirees and early-out participants may view the calculation of their board dates on the Employee Profile page under Quick Links on employeeRES.

When we introduced the pass travel program in March 2012, we could not implement boarding by day, month and years of completed company service due to system limitations. However, we recognized that this is an important feature so we worked with our technology team to change the board date as soon as possible – first for co-workers last July and now for retirees and early-out participants.

For more information, view the [Boarding Priority](#) or the [Retiree Pass Travel](#) policies under Travel Policies on Flying Together's Travel tab. If you cannot find what you're looking for, use the Ask Alex tool on Travel or contact the Employee Travel Center through the Feedback tool in [employeeRES](#) under Quick Links. You may find additional information with a [retiree YOS \(year of service\) example sheet](#) and [questions and answers](#) on Flying Together.

If the links above do not work, go to Flying Together and click on "News" in the top menu bar; then scroll down to the Board Date article.

Kirk Moore will have an article about Board Dates in the next RAFA Pass Travel UPDATE, but here's a brief summary: Retiree Board Date= "date of travel" minus your "years of service."

"Years of service"= "your retirement date" minus "your date of hire."

Example: Hired in 1977, retired in 2003.

"Years of service"= 26 (2003-1977= 26)

"Board Date" = 1987 (2013-26= 1987)

Now employeeRES will use days, months, and years to make the calculations:

Your "years of service" will be in dd/mm/yyyy format (determined by exact "date of hire" and "date of retirement").

Your "years of service" is fixed, it will not change...it's how long you worked for the company.

So your "Board Date" will be in day/month/year format and it will change every passing day because your "date of travel" changes.

AIRPLANE PASSENGER COMPLAINTS UP 20%, SURVEY FINDS

Airline passenger complaints to the Department of Transportation were up by 20 percent, or one-fifth last year, according to an annual air quality survey.

With fewer mishandled bags and more on-time arrivals, the 20 percent rise in complaints by passengers might sound surprising. But Charlie Leocha of the Consumer Travel Alliance says the Internet is making it easier for passengers to air their frustrations. "Because of the ability for people to complain, because of the Internet, because of the new online complaint systems which send your complaints directly to DOT, consumers now have a way to complain more easily," he says. "All of a sudden some of the problems which in the past were sort of swept under the rug, so to speak, are now all of a sudden being discovered," he adds. Overbooked flights and small seats aboard many airplanes are a growing cause of complaints.

As I have grown older, I've learned that pleasing everyone is impossible, but pissing everyone off is a piece of cake .

UAL EXTENDS LEASE ON MAINTENANCE OPERATIONS CENTER AT SFO



United Airlines and the San Francisco Airport Commission have signed a 10-year lease extension on the airline's Maintenance Operations Center at San Francisco International Airport, United's largest maintenance facility.

"The lease extension on our San Francisco Maintenance Operations Center benefits our people, our customers and the Bay Area," said Greg Hart, United's senior vice president of technical operations. "United's investment underscores our commitment to San Francisco, the Maintenance Operations Center and its role in supporting the industry's premier trans-Pacific hub."

United has extensive maintenance facilities at its hubs in Chicago, Denver, Houston, San Francisco and Los Angeles and is currently constructing new widebody hangars at Newark Liberty International Airport and Washington Dulles International Airport. The airline anticipates completing construction on both by year end.

Maintenance Operations Center: United's 130-acre San Francisco Maintenance Operations Center employs nearly 3,500 maintenance professionals who maintain airframes, engines and components and perform significant cabin modifications on aircraft.

In May, United maintenance technicians at the facility will complete the final modification in a three-year process that involved outfitting dozens of the airline's Boeing 777 aircraft with all-new United Global First and United BusinessFirst cabins.

Technicians are currently installing satellite-based Wi-Fi on domestic and international widebody aircraft, with the first equipped aircraft having entered service in January.

At San Francisco International Airport, where approximately 5,600 United employees are based, the airline and its regional partners operate more than 300 flights daily, more than any other airline.

United offers nonstop service to nearly 85 destinations from San Francisco, including 16 markets in Asia, Australia, Europe and Latin America. The airline will begin nonstop service from San Francisco to Paris this spring.

United offers "p.s. Premium Service" on all nonstop flights between San Francisco and New York's John F. Kennedy International Airport, with 46 flights each way per week. This week, the airline introduced the first p.s. aircraft reconfigured with an all-new interior, including flat-bed seats in the premium cabin, Gogo[®] inflight Internet and personal on-demand entertainment, offering customers a higher level of service on these transcontinental flights.

About United: United Airlines and United Express operate an average of 5,472 flights a day to 381 airports across six continents. In 2012, United and United Express carried more passenger traffic than any other airline in the world and operated nearly two million flights carrying 140 million customers. United is investing in upgrading its onboard products and now offers more flat-bed seats in its premium cabins and more extra-legroom economy-class seating than any airline in North America. In 2013, United became the first U.S.-based international carrier to offer satellite-based Wi-Fi on long-haul overseas routes. The airline also features DIRECTV[®] on nearly 200 aircraft, offering customers more live television access than any other airline in the world. United operates nearly 700 mainline aircraft and has made large-scale investments in its fleet. In 2013, United will continue to modernize its fleet by taking delivery of more than two dozen new Boeing aircraft. The company expanded its industry-leading global route network in 2012, launching nine new international and 18 new domestic routes. *Business Traveler* magazine awarded United Best Airline for North American Travel for 2012, and readers of *Global Traveler* magazine have voted United's MileagePlus program the best frequent flyer program for nine consecutive years. United is a founding member of Star Alliance, which provides service to 194 countries via 27 member airlines. More than 85,000 United employees reside in every U.S. state and in countries around the world. For more information, visit united.com or follow United on [Twitter](#) and [Facebook](#). The common stock of United's parent, United Continental Holdings, Inc., is traded on the NYSE under the symbol UAL.

UAL REVAMPS CABINS, ADDS FLAT-BED SEATING ON "P.S." FLIGHTS



United Airlines, March 19, introduced its first aircraft equipped with flat-bed seats in a revamped premium cabin, all-new interiors, personal on-demand entertainment, Wi-Fi connectivity, in-seat power and USB ports on its transcontinental "p.s." Premium Service. United offers its p.s. service on all nonstop flights between New York Kennedy and both Los Angeles, with 40 flights each way per week, and San Francisco, with 46 flights each way per week.

The fully refreshed interior offers 28 flat-bed premium-cabin seats, replacing the 12 angled lie-flat and 26 reclining seats in the premium cabins on the traditional p.s. fleet. The new configuration also features 48 extra-legroom Economy Plus seats and 66 seats in United Economy.

"With these investments in our p.s. service, United will offer an unmatched inflight experience for coast-to-coast travel," said Jim Compton, vice chairman and chief revenue officer at United. "As the airline with the most flights from the New York region, Los Angeles and San Francisco, we are committed to giving our customers convenient travel options and the premium service they expect from the world's leading airline."

Upgraded Service and Amenities: Customers traveling on p.s. flights experience a higher level of service in the air and on the ground, including amenities usually reserved for long-haul international flights.

The reconfigured p.s. aircraft will offer travelers: **New Seats:** Customers in the premium cabin enjoy 180-degree flat-bed seats, which offer up to 6'4" of sleeping space and more storage.

Inflight Entertainment: Customers throughout the aircraft have access to personal on-demand entertainment featuring a newly designed interactive touchscreen and more than 150 hours of programming. Individual monitors are 15.4" in the premium cabin and 9" in United Economy.

Inflight Dining: United gives premium-cabin customers several dining options and wine selections recommended by Doug Frost, United's Master Sommelier and Master of Wine.

Inflight Connectivity: Customers throughout the aircraft can opt to stay connected with Gogo® inflight Internet service. The aircraft also features power outlets and USB ports in every seat.

On the Ground Perks: Customers in the premium cabin and premier-level MileagePlus members have access to United Premier Access check-in and priority boarding lanes. Premium-cabin customers also have access to United Club locations at New York Kennedy, Los Angeles and San Francisco.

p.s. through the Years: United launched p.s. service in 2004, becoming the first airline to offer premium international-style service on transcontinental flights, including lie-flat seats and personal entertainment devices for United First customers, and reclining seats in United Business. In 2009, United began offering Gogo® inflight Internet service to customers on p.s. flights.

In October 2012, United became the first airline to offer regularly scheduled service with 180-degree flat beds in premium cabins on these routes. These aircraft also feature extra-legroom Economy Plus seating and personal on-demand entertainment throughout the aircraft.

The newly configured p.s. aircraft that United introduced offer a similar but expanded premium cabin, an upgraded inflight entertainment system and Gogo® inflight Internet service.

United anticipates launching more reconfigured aircraft into service in June. Until then, most flights on these routes will offer the traditional p.s. service. United expects to reconfigure the entire p.s. fleet by the end of the year. Until the project is complete, the airline will operate these flights with a mix of aircraft.

United in New York: United and United Express offer more flights and more seats from the New York area to more cities around the world than any other airline. This summer, United and United Express will operate nearly 500 daily departures from the three major New York-area airports to more than 150 destinations – the most in North America, the most across the Atlantic, the most across the Pacific and the most to and from Latin America.

United also offers the most flat-bed seats and extra-legroom economy-class seating of any airline in the world, and the most from the New York area.

The airline offers frequent daily service from the New York-area airports to top business travel markets including Chicago, Houston, Boston, Los Angeles and San Francisco.

Onboard Product Investment

The p.s. enhancements come as United is investing more than \$550 million in its onboard products. These improvements include: Adding flat-bed seating on all of the airline's long-haul aircraft, bringing the total number of aircraft with flat-bed seats to 185, more than any other U.S. carrier. Adding Economy Plus seating and Channel 9 air traffic control audio to more than 300 aircraft. The airline has completed the Economy Plus installation on all but two dozen aircraft. Nearly doubling the overhead storage space on more than 150 Airbus aircraft, with more than half of those retrofits completed. Installing satellite Wi-Fi, with the first satellite-equipped aircraft having entered service in January. Introducing streaming wireless video onboard its Boeing 747-400 aircraft.

UNITED AIRLINES ON TRACK TO SAVE 85 MILLION GALLONS OF FUEL IN 2013



United Airlines is honoring Earth Month by announcing its new goal to save 85 million gallons of fuel in 2013, equivalent to 828,750 metric tons of CO₂ or roughly \$275 million dollars at current fuel prices. Fuel is the airline's single largest expense and its primary focus environmentally, and the company has several initiatives in place that will allow it to achieve its fuel efficiency goal.

United has already improved its fuel efficiency by 32 percent since 1994 through programs such as improved flight planning, single engine taxiing, lighter products onboard, and use of ground power instead of the onboard auxiliary power unit to save fuel and reduce carbon emissions while aircraft are parked.

The airline is also investing in a modern, fuel-efficient fleet to replace less fuel-efficient aircraft. In 2012, United ordered 150 brand-new Boeing 737 narrowbody aircraft powered by fuel-efficient CFM engines. In addition to purchasing new aircraft, United is also improving the performance of its current fleet. The airline was the launch customer for the new Split Scimitar winglet, which is an advanced and improved winglet for the 737 Next-Gen aircraft and helps the aircraft consume up to 25 percent less fuel per seat than the 737-500 aircraft the company is retiring. United already has other winglets installed on more than 300 of its aircraft, including its entire Boeing 737 fleet and many of its 757 and 767 aircraft. Winglets reduce drag on the aircraft, ultimately reducing fuel burn and carbon emissions by up to five percent.

United's fuel savings initiatives are part of the company's larger commitment to environmental sustainability under its Eco-Skies program.

Eco-Skies: United has a genuine commitment to responsible actions that reduce its impact on the environment through its Eco-Skies program. Eco-Skies is designed to make a positive impact on the environment – in the air, on the ground, at United's facilities, with its business partners and across communities the airline serves.

Highlights of United's Eco-Skies program include: United operated the first U.S. passenger biofuel flight powered with a mixture of renewable algae-derived jet fuel and conventional jet fuel, and signed letters of intent to negotiate the purchase of more than 50 million gallons of sustainable biofuels.

United launched the Eco-Grants initiative which provides \$50,000 cash grants to 10 local environmental organizations that the airline's employees volunteer with in their communities, with volunteer projects starting this month and taking place throughout the country.

United spearheaded the Midwest Aviation Sustainable Biofuels Initiative (MASBI), in partnership with Boeing, Honeywell's UOP, the Chicago Department of Aviation and the Clean Energy Trust, to advance

commercialization of cost-competitive aviation biofuels. More than 24% percent of United's ground equipment fleet is electric or alternatively fueled.

During the last six years, United recycled more than 20 million pounds of cans, paper and plastic items from waste generated inflight and at its facilities resulting in a net reduction of 28,700 metric tons of carbon emissions – or an equivalent of removing over 5,000 cars from the road over that same time period.

Eco-Teams, comprised of cross-divisional representatives, are at every hub and major facility. United's enhanced carbon offset program allows its customers to calculate and offset the carbon footprint associated with their air travel and cargo shipments.

UNITED AIRLINES TO INCREASE WEEKLY SERVICE TO CENTRAL AMERICA



United will begin weekly year-round service between its hub at Washington-Dulles International Airport and both Guatemala City, Guatemala, and San Jose, Costa Rica, on April 13. The airline also will begin weekly year-round service between its Chicago O'Hare hub and San Jose the same day.

All routes will be operated with Boeing 737-800 aircraft with 16 seats in United Business, 48 seats in Economy Plus and 90 seats in United Economy class. The new flights complement United's existing service to Guatemala City and San Jose from the airline's hubs in New York and Houston.

"These new flights strengthen United's Latin American route network and provide more convenient travel options for our customers," said Millie Uriarte, Director, Latin America Onshore & Caribbean Sales.

AIRBUS BREAKS GROUND ON NEW FACILITY IN UNITED STATES



During a groundbreaking ceremony at the Mobile Brookley Aeroplex in Alabama, Airbus President and CEO Fabrice Bregier acknowledged the significance of the new A320 Family Assembly Line to Airbus' global growth. "Building an A320 Family Assembly Line in Mobile is truly groundbreaking for Airbus. Our customers need more aircraft that cut fuel burn, emissions, and operating costs. With this assembly line, we will be able to meet our customers' needs at their doorstep, in addition to the worldwide demand for these efficient aircraft. When this assembly line opens, we will be the only one to assemble aircraft in Asia, the Americas, and Europe," he said.

The new assembly line, which is the company's first U.S.-based production facility, will be located at the Mobile Brookley Aeroplex and will facilitate assembly of A319, A320 and A321 aircraft. Major construction of the facility will begin this summer. Aircraft assembly is planned to begin in 2015, with first delivery of a Mobile-assembled aircraft in 2016. At full production, the assembly line and associated facilities would produce up to 4 aircraft a month which directly translates into employing as many as 1,000 high-skilled workers.

Airbus is a leading aircraft manufacturer with the most modern and comprehensive family of airliners on the market, ranging in capacity from 100 to more than 500 seats. Airbus champions innovative technologies and offers some of the world's most fuel efficient and quiet aircraft. Airbus has sold over 12,700 aircraft to more than 500 customers and operators worldwide. Airbus has achieved more than 7,700 deliveries since the first Airbus aircraft entered service.

Airbus already has a strong and growing presence in Alabama and throughout the United States. In Alabama, the company operates an Engineering Center in Mobile – also located at Brookley Aeroplex – which employs more than 200 engineers and support staff. In addition, Airbus' operates an even larger Engineering Center in Wichita, Kansas, an aircraft Spares Center in Ashburn, Virginia; a Training Center in Miami, Florida; and a regulatory and government liaison office in Washington, D.C. The company's headquarters for the Americas is located in Herndon, Virginia. Airbus' U.S.-based air traffic management subsidiary, Metron Aviation, is located in Chantilly, Virginia. All together, Airbus' U.S. facilities employ more than 1,000 people.

FAA strongly denies alleged Smartphone airplane hack can work on real planes



The Federal Aviation Administration is strongly denying a claim made at a hacker conference in Amsterdam that airplane navigation systems can be hacked in-flight using a mobile phone application and some cheap software.

Hugo Teso, a security consultant for the German information technology firm n.runs, recently told attendees at the Hack in the Box security conference that he had found a vulnerability in airplane flight computers that could be exploited using only an Android Smartphone app, a radio transmitter and flight management software he purchased on eBay. Teso did not use actual flight computers, but claimed to be able to effectively emulate their software in his demonstrations of the supposed exploit.

The vulnerability, Teso said, would allow a hijacker to remotely redirect an aircraft's flight path, and even send planes crashing to the ground. But when asked by The Daily Caller about the presentation, the FAA, which regulates aircraft safety standards in the U.S., said Teso's findings were inaccurate.

"The FAA is aware that a German information technology consultant has alleged he has detected a security issue with the Honeywell NZ-2000 Flight Management System (FMS) using only a desktop computer," said Les Dorr, FAA spokesman, in a statement to TheDC.

"The FAA has determined that the hacking technique described during a recent computer security conference does not pose a flight safety concern because it does not work on certified flight hardware," he said. "The described technique cannot engage or control the aircraft's autopilot system using the FMS or prevent a pilot from overriding the autopilot," said Dorr. "Therefore, a hacker cannot obtain 'full control of an aircraft,' as the technology consultant has claimed," said Dorr.

FEDEX EXPRESS TO BUY 14 B757 AIRCRAFT FROM UNITED



On March 8, FedEx Express (FDX) entered into an agreement with United Airlines (UAL) to purchase 14 B757 (BA) aircraft, the delivery of which will occur in 2013 through 2015. After delivery, these passenger aircraft will be modified for cargo transport. The agreement also provides for FedEx Express to purchase up to 16 additional B757 aircraft, subject to the satisfaction conditions.

We sell 14 retiring Boeing 757s to FedEx Our hard work to sell the aircraft that we plan to retire paid off earlier this month when we reached a deal to sell 14 Boeing 757s to FedEx, with options to sell 16 more. FedEx will take delivery of the first airplane in April and convert them into freighters. According to Fleet Transactions Director Steve Herzberg, "Once United decides to retire an aircraft, our team goes to work. The sale of these aircraft to FedEx is a great outcome for us, as we are able to find productive uses for our retiring aircraft. We plan to replace our older domestic, non-p.s. 757s with new 737-900ERs. A new 737-900ER provides a superior passenger experience while burning 25 percent less fuel than a 757."

HONOLULU MAYOR BANS SMOKING AT OAHU'S BEACHES AND PARKS



Honolulu Mayor Kirk Caldwell signed a bill that would ban smoking at Oahu's Kapiolani Park, Kuhio Beach Park, the beach side of Ala Moana Regional Park, Sandy Beach Park, Duke Kahanamoku Beach Park, Kapiolani Beach Park and Kapiolani Park Beach Center.

The ban goes in effect immediately. Violators will be fined \$100 for a first offense, \$200 for a second offense within 12 months and \$500 for subsequent offenses.

Prior to this bill, smoking was allowed at all city parks and beaches, with Hanauma Bay Preserve being the only exception.

According to Parks Director Toni Robinson, an additional bill will be needed in order to fully enforce the new law. Due to a technical glitch, language changes to the Revised Ordinances of Honolulu will be needed to allow enforcement of the ban. Mayor Caldwell also implied that he would support a smoking ban at all city beaches and parks.

UNION BLASTS TSA FOR PUTTING INTERESTS OF KNIFE LOBBYISTS OVER FLYING PUBLIC



Knife industry lobbyists appear to have played a key role in getting the Transportation Security Administration to allow knives back on commercial aircraft for the first time since 9/11.

After intense lobbying by knife manufacturers and knife industry groups, the policy change that will allow small knives on airplanes is set to take effect April 25. While knife advocates had their voices heard at TSA headquarters, TSA failed to consult with the American Federation of Government Employees, the union that represents 45,000 Transportation Security Officers.

In a press release issued after the decision was made, the American Knife & Tool Institute – a lobbying group run by knife manufacturers – touted itself as being "instrumental" in TSA's decision to remove small knives from its list of prohibited items.

"So now we know where this reckless and dangerous policy change came from," said J. David Cox Sr., national president of the American Federation of Government Employees. "This wasn't strictly about improving the screening process at our nation's airports, as TSA has claimed. The knife lobby fought for the change, but TSA never disclosed closed-door meetings with knife advocates when the policy change was announced.

"This decision compromises the safety of TSOs, flight attendants and the flying public for the benefit of the knife industry. Congress must step in and reverse this misguided policy change," Cox said.

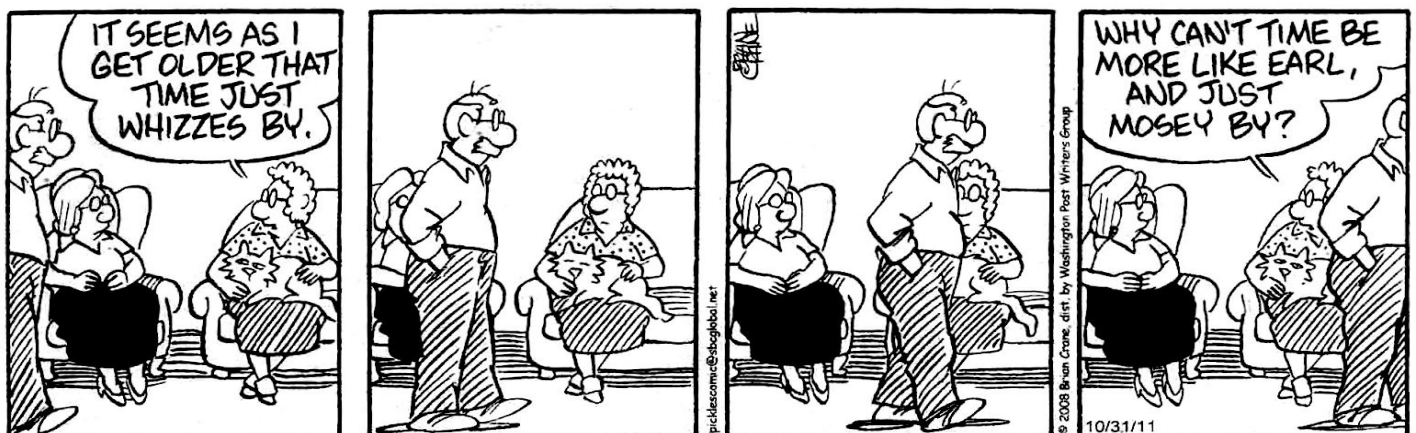
According to the American Knife & Tool Institute, six of its most senior lobbyists met with several top level officials from the Homeland Security Department on Sept. 20 to argue for lifting the knife ban. In its press statement, the group quoted an unnamed senior advisor at TSA as saying the meeting was "invaluable" in the agency's decision to allow small knives aboard airplanes.

Even more troubling, it seems that the lobbyists have been emboldened by their victory and plan to push for allowing even more knives on airplanes. ATKI Vice President Rod Bremer, president of Columbia River Knife & Tool, complained that the knives TSA will allow on airplanes "are somewhat limited" but that the policy change "is a huge step in the right direction."

AFGE has joined with the Association of Flight Attendants-CWA in calling on TSA to reverse its policy change and supports ongoing efforts by lawmakers in the House and Senate to pass legislation that would keep all knives off airplanes.

The Association of Flight Attendants-CWA (AFA), continues a series of leafleting events at airports around the country to directly enlist passengers in the fight to keep knives out of the aircraft cabin. Leaflets encourage passengers to sign the petition to the White House and call members of Congress to support legislation to overturn TSA Administrator Pistole's abrupt policy change.

Pickles/Brian Crane



FIRST SINGLE-AISLE AIRBUS AIRCRAFT JOINS HAWAIIAN AIR'S FLEET



Following a Memorandum of Understanding in January 2013, Airbus today announced a firm order for 16 A321neo aircraft from Hawaiian Airlines – the first single-aisle order of Airbus aircraft for the carrier. The aircraft will feature a comfortable two-class cabin with approximately 190 seats. Hawaiian has not yet announced its engine selection.

“As our Airbus fleet expands, so does our destination network,” said Mark Dunkerley, President and CEO of Hawaiian Airlines. “Our fleet of A330s has prompted great response from our customers and employees alike. And the addition of the A321neo to our fleet is expected to generate around 1,000 new jobs at our airline.”

“Airbus prides itself on being part of our customers’ growing successes, and this order is the perfect example of how the right plane at the right airline can alter not just a business culture, but a local community,” said John Leahy, Airbus Chief Operating Officer, Customers. “The A320neo family brings a further greening of our product line, and considering the environmental consciousness of the Hawaiian people, this aspect of the aircraft is another driver for eco-friendly, sustainable growth at the airline. It’s also the most comfortable single-aisle flying today.”

Incorporating new engines and large Sharklet wing tip devices, the A320neo family will deliver fuel savings of 15 percent. In addition, the A320neo family will provide a double-digit reduction in NOx emissions and reduced engine noise. The A320neo will enter into service from late 2015, followed by the A319neo and A321neo in 2016.

More than 9,150 A320 family aircraft have been ordered and more than 5,450 delivered to more than 385 customers and operators worldwide reaffirming its position as the world’s best-selling single-aisle aircraft family. The A320neo has over 95 percent airframe commonality making it an easy fit into existing fleets while offering up to 500 nautical miles (950 kilometers) more range or two metric tons more payload at a given range.

SAMOA AIR CEO DEFENDS "PAY AS YOU WEIGH"

WELLINGTON—In an era where cash-strapped carriers are charging for luggage and meals, a tiny South Pacific airline is pioneering a radical pricing model that no other airline has dared to try: charging passengers based on their weight.



Customers flying Samoan upstart carrier Samoa Air Ltd. on short international hops to neighboring American Samoa are set to pay US\$0.92 per kilogram, or \$0.42 a pound, for each flight. Passenger weight is a major concern for Samoa Air because it only flies a fleet of small propeller planes that seat between three and 10 passengers each. That means a significantly overweight passenger could

drastically reduce a plane's capacity, which could threaten revenue.

"It's a pay by weight system and it's here to stay," Samoa Air Chief Executive Chris Langton told The Wall Street Journal Wednesday. He noted that while a 160-kilogram person on Samoa Air will pay four times as much as a 40 kilogram person, the airline would ensure more space for the bigger passenger. "We are like a shopkeeper; we are selling weight. But with the weight goes the responsibility of being able to seat the passenger comfortably," he said.

Mr. Langton said knowing each passenger's weight ahead of time allows the airline to change the configuration of an airplane to accommodate larger passengers. Samoa Air, which launched in June, flies regularly between Samoa and American Samoa, along with a handful of domestic flights.

Mr. Langton said the new model is considered family friendly as it charges children not for the seat they use but by their weight. The airline plans to extend this pricing model when it introduces the Airbus A320 jet aircraft later this year. "We're going to craft the aircraft so that the passenger who pays more because of their weight, gets more," said Mr. Langton.

NEW QUALIFICATION REQUIREMENTS FOR U.S. PILOTS



In 2010, the U.S. Congress passed a bill entitled the “Airline Safety and Federal Administration Extension Act of 2010” requiring first officers in FAR Part 121 operations to hold an Airline Transport Pilot (ATP) certificate. This bill, which was signed into law as Public Law 111-216, may also have the effect of requiring all U.S. airline pilots to hold a first-class medical and to be at least 23 years old. A degree of uncertainty surrounds this issue for the entire industry, because the FAA is expected to publish new regulations that expand upon and clarify the law before it goes into effect.

The law gave the airlines three years to comply with this new provision, so it will take effect on August 2, 2013. Accordingly, unless the FAA modifies the regulations regarding the requirements of the ATP, pilots not holding an ATP by that deadline may not be permitted to fly for a carrier in Part 121 operations.

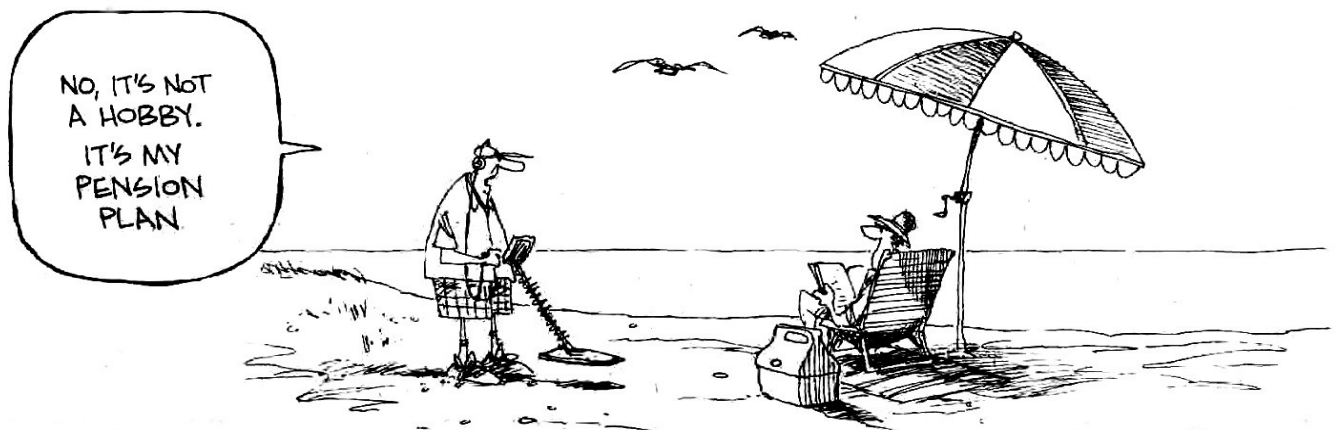
However, per the law’s provisions, the FAA last year published a notice of proposed rulemaking to modify and create a new “restricted privileges” ATP. The proposed FARs included a requirement that all pilots serving in Part 121 operations be type-rated in the aircraft flown. It would also give flight-hour reductions to earn the restricted privileges ATP by pilots who are at least 21 years old and have military flight experience or professional flight training from an accredited university. ALPA supported these provisions, but also called on the agency to “grandfather” those pilots who are currently flying in FAR 121 operations so their employment will continue uninterrupted beyond the August 2, 2013, deadline. We understand that the FAA may also qualify pilots for the “restricted” ATP if they are at least 21 and have at least 1,500 hours flight time without military qualifications and without formal flight training through a college or university. The FAA has not yet published a final rule on these issues, but it is anticipated to come out very close to the August 2, 2013, legislative deadline.

The FAA has approved changes to airline training programs so pilots can be issued an ATP and type-rating during recurrent training. Some airlines, but not all, have been very proactive and are helping their commercial-certificate holders obtain both of these authorizations in advance of the requirement.

Furthermore, the FAA has indicated that all Part 121 pilots will be exercising ATP privileges on August 2, 2013, and may thus be required to hold a valid first-class medical. Pilots not holding a valid first-class medical should endeavor to obtain it before that deadline in order to be in compliance with the current law in the event that FAA does not address the matter in regulation by the August 2nd deadline. A first-class medical is valid for a period of 1 year for pilots under the age of 40 and valid for 6 months for those age 40 or older.

ALPA continues to encourage the FAA to ensure that the employment status of current airline pilots not be altered by the 2010 law, but it is incumbent upon affected pilots to be fully aware of what may transpire on August 2, 2013, and to prepare accordingly. ALPA will pass along additional information on this important subject as it becomes available.

NON SEQUITUR | Wiley



DRONES TO HELP PROTECT WILDLIFE IN NAMIBIA



The World Wildlife Fund will start testing a new drone surveillance program in Namibia next month that aims to coordinate data from the air and ground to give park rangers an edge over poachers, according to Crawford Allan, Director of the Fund's TRAFFIC North America project.

"It will be a great advantage to protect both wildlife and the rangers," Allan said. "We will know where the animals are; the (drone) relays the location to ground control, and you can mobilize rangers on the ground to get in between the animals and form a shield. We see this as an umbrella of technology."

Crawford said it's the first time that such technology has been used in the field. It's a three-year project at two sites in Africa (the second is being negotiated) and another two in Asia. The project is funded by a US \$5 million grant from Google Global Impact Awards. Eventually the goal is to use cellphone (GSM) technology to connect to the drone flights.

A group called Conservation Drones has also been working with independent researchers at 15 to 20 sites around the globe to help them track wildlife better and develop information that could help them stop poaching. They have worked to monitor rhinos in a national park in Nepal and count orangutan nests in the dense jungles of Sumatra, Indonesia.

Conservation Drones are inexpensive, autonomous, and operator-friendly unmanned aerial vehicles for surveying and mapping forests and biodiversity. Non-technical operators can program each mission by defining waypoints along a flight path using an open-source software.

The Conservation Drones are able to fly pre-programmed missions autonomously for a total flight time of up to 50 minutes and over a distance of 25 km. Depending on the camera system installed, these drones can record videos at up to 1080 pixel resolution, and acquire aerial photographs of <10 cm pixel resolution. Aerial photographs can be stitched together to produce near real-time geo-referenced land use/cover maps of surveyed areas.

It is believed that Conservation Drones have great potential for environmental and conservation applications, which include near real-time mapping of local land cover, monitoring of illegal forest activities, and surveying of large animal species.

US AIRLINES ACHIEVE 83 PERCENT PASSENGER LOAD FACTOR



Airlines for America, the industry trade organization, announced that in 2012 the U.S. airlines achieved an 82.8 percent load factor, the highest level for scheduled service since 1945, according to the U.S. Department of Transportation's Bureau of Transportation Statistics report released today.

In addition, the U.S. airline industry enplaned 736.6 million passengers in scheduled service last year, up 0.8 percent from 2011, which includes a record-setting 83.4 million international passengers. The all-time annual high for passengers carried was 769.6 million in 2007. System-wide capacity, as measured by available seat miles, rose 0.2 percent.

"Last year, U.S. airlines set a modern-day record for passenger load factor, which speaks directly to their efficient utilization of seating capacity," said John Heimlich Vice President and Chief Economist for Airlines for America. "While the U.S. airline industry operated approximately 2 percent fewer flights than in 2011, it carried 737 million passengers, the most since 2008. In fact, our nation's carriers accommodated more than 83 million passengers internationally, reflecting our increasing presence and service offerings in highly competitive global markets."

BERLIN AIRPORT FIASCO AN EMBARRASSMENT FOR GERMANS



Rabbits scamper over quiet runways. Only the call of a crow disturbs the silence around a gleaming, empty terminal that should be humming with the din of thousands of passengers.

Willy Brandt International Airport, named for Germany's famed Cold War leader, was supposed to have been up and running in late 2011, a sign of Berlin's transformation from Cold War confrontation line to world class capital of Europe's economic powerhouse. Instead it has become a symbol of how, even for this technological titan, things can go horribly wrong. After four publicly announced delays, officials acknowledged the airport won't be ready by the latest target: October 2013. To spare themselves further embarrassment, officials have refused to set a new opening date.

The saga of Berlin's new airport has turned into a national joke and a source of humiliation for a people renowned for being on time. Yet it is just the highest profile in a string of big-ticket projects - including a concert hall in Hamburg, railway tunnels in Munich and Leipzig, a subway line in Cologne and a Stuttgart underground train station - that have been plagued by huge cost overruns and delays.

The airport fiasco presents a staggering picture of incompetence. German media have tracked down a list of tens of thousands of technical problems. Among them: Officials can't even figure out how to turn the lights off. Thousands of light bulbs illuminate the gigantic main terminal and unused parking lots around the clock, a massive energy and cost drain that appears to be the result of a computer system that's so sophisticated it's almost impossible to operate. Every day, an empty commuter train rolls to the unfinished airport over an eight-kilometer-long (five-mile) stretch to keep the newly-laid tracks from getting rusty, another example of gross inefficiency. Meanwhile, hundreds of freshly planted trees had to be chopped down because a company delivered the wrong type of linden trees; several escalators need to be rebuilt because they were too short; and dozens of tiles were already broken before a single airport passenger ever stepped on them.

The airport itself points to problems with the fire safety system as the immediate cause of the delays: The fire safety system incorporates some 75,000 sprinklers, but computer programming glitches mean it's not clear whether all of these sprinklers would spray enough water during a fire. And the system's underground vent system, designed to suck away smoke, isn't working. Here, again, technology's getting in the way: It's so advanced that technicians can't figure out what's wrong with it.

Critics say that the difficulties with handling today's complex technology have been compounded by hasty, negligent work due to the intense time pressures. Underlying these problems appears to be a culture of political dishonesty. "Many politicians want prestigious large-scale projects to be inseparably connected with their names," said Sebastian Panknin, a financial expert with the Taxpayer's Association Germany. "To get these expensive projects started, they artificially calculate down the real costs to get permission from parliament or other committees in charge." In addition to that, politicians at the city, state and federal levels then often come with extra demands once construction is underway, which leads to expensive modifications. In the case of the Berlin airport, said Pankin, there were about 300 ad hoc change requests by politicians which created an explosion of costs and several delays - among them a last-minute wish to expand the terminal to include a shopping mall.

"The airport is a classic example of the incompetence of our politicians," said Sven Fandrich, a 28-year-old Berliner who works for an insurance company. "We've seen this happen with many big infrastructure projects in Germany. Nobody feels responsible. The politicians are more concerned about winning the next elections than devoting their service to the people."

Hamburg's concert hall was to have opened by 2010. Instead it's nowhere near complete and costs have more than doubled to 575 million euros. It's now due to open in 2016. Construction on Cologne's North-South subway line began in 2004. After cost overruns and a collapse that killed two people in 2009, officials say the entire line may not be open until 2019. Costs have soared from 780 million to 1.08 billion euros. In Leipzig, the city tunnel for commuter trains was expected to open in 2009. Construction is still not finished, and costs have jumped from 572 million to 960 million euros.

Of all the bungled projects, the Berlin airport is the biggest embarrassment. The initial plan foresaw building a stately airport that would be financed by private investors and replace the city's two Cold War airports - Tegel in former West Berlin and Schoenefeld in what was the communist east. After a series of disputes with private investors, the city, state and federal governments eventually took over the airport project. In 2006, costs were estimated at 2 billion euros, but after four delays, the figure spiked to 4.4 billion euros. Companies like Air Berlin, Germany's second biggest carrier, have been severely affected by the delays and are suing for lost revenues. Small businesses like coffee shops, restaurants, retail stores or bus operators - who had already hired staff and invested in new stores at the airport - are facing bankruptcy. Twitter users asked the mayor to "please open this gate," playing off President Ronald Reagan's famous 1987 appeal to Moscow to "tear down" the Berlin Wall. And by the time the airport finally opens, it may face a new headache.

Some aviation experts are warning that by its inauguration date, the airport will already be too small to handle the rising number of passengers. The nearly 3.9 million square foot (360,000 square meter) airport complex was designed to handle 27 million passengers. But the existing two city airports handled 25 million passengers last year - and the city keeps attracting more visitors every year.

"The airport is too expensive, too small and too much behind time," said aviation expert Dieter Faulenbach da Costa, who recently caused a stir when he proposed that the airport ought to be torn down. In an effort to salvage the mess, Hartmut Mehdorn, the hardnosed former boss of the German railway system with a reputation for turning around failing corporations, was named chief executive of the airport in early March.

"The whole world says: it's not possible at all," Mehdorn said when he took over. "I say: It should be possible.

"I just don't know how yet."

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT STILL THE BUSIEST IN THE WORLD



Atlanta's airport is still the busiest passenger airport in the world. More than 95 million passengers passed through Hartsfield-Jackson Atlanta International Airport in 2012, an increase of 3.3% over the previous year, according to Airports Council International's preliminary traffic results.

Beijing Capital International Airport came in second place, with more than 81 million passengers last year, an increase of 4.1%. London's Heathrow Airport came in third place with more than 70 million passengers, an increase of 0.9%, according to Airports Council

International, the worldwide association of airports.

Tokyo International Airport (also known as Haneda Airport) handled more than 66 million passengers, a 6.7% increase in passenger traffic that was enough for fourth place. Chicago O'Hare International Airport, which handled more than 66 million passengers but saw a 0.1% decrease in traffic, landed in fifth place.

"Southwest is the largest airline in the country in terms of domestic passengers boarded and we're so proud to serve the world's busiest passenger airport," said Southwest Airlines spokesman Brad Hawkins, via email.

Worldwide passenger traffic increased 4% while cargo movements saw no increase over 2011.

Despite worldwide economic troubles, five airports in "emerging markets" with more than 40 million passengers in 2012 saw double-digit growth: Istanbul (20.6%), Dubai (13.2%), Jakarta (12.1%), Bangkok (10.6%) and Singapore (10%).

"As the global economy and international trade gradually picks up steam, we are optimistic to see stronger demand for air transport in the latter half of 2013," said Rafael Echevarne, Airports Council International director of economics, in a news release.

Rounding out the top 10 busiest passenger airports were Los Angeles, Paris, Dallas/Fort Worth, Jakarta and Dubai.

TOP 10 AIRPORTS IN THE WORLD

This year's edition of the Skytrax survey set a new record with more than 12 million respondents. In the World Airport Awards, passengers take a close look at international airports and airlines every year. Skytrax asks them to evaluate airports under 40 criteria, including quality of handling and services, staff courtesy and efficiency, shopping and leisure amenities, and transit facilities.

For a 9th consecutive year, Munich Airport was named Central Europe's Best Airport in the World Airport Awards by the London-based aviation consultancy Skytrax. In the overall European rankings, Munich was number two, behind Amsterdam, as in the previous year. At the global level, the surveyed passengers ranked only five airports ahead of Munich: Singapore, Seoul, Amsterdam, Hong Kong, and Beijing.

With these results, the Bavarian hub maintained its number 6 position from the previous year, and placed among the world's 6 best airports for the ninth consecutive year. In its "weight class" – airports with 30–40 million passengers a year – Munich was actually number 2 in the world.

Commenting on the excellent results, Munich Airport's CEO, Dr. Michael Kerkloh said, "Despite the major construction work on the new satellite Seite 2 von 2 terminal, we obviously succeeded in maintaining our high service and quality standards even when measured against the world's best."

In individual categories, strong results were posted for airport dining and the Kempinski Hotel Airport Munchen. In the opinion of the passengers, Munich has the world's best airport restaurants. And the Kempinski Hotel Airport Munchen was chosen as Europe's number one airport hotel and the fourth-best in the world. Michael Kerkloh said: "These excellent ratings show that Munich Airport is noted for its outstanding hospitality even at a global level."

The world's top 10 airports:

1. Singapore
2. Seoul
3. Amsterdam
4. Hong Kong
5. Beijing
6. Munich
7. Zurich
8. Vancouver
9. Tokyo (Haneda)
10. London (Heathrow)



U.S. SUPREME COURT RESTORES COMPARISON-SHOPPING FOR AIRLINE CONSUMERS

The U.S. Business Travel Coalition (BTC) applauded a decision taken by the U.S. Supreme Court to refuse to deliberate the consumer protection authority of the U.S. Department of Transportation (DOT) that promulgated a rule requiring airlines to advertise the full cost of tickets, including government taxes and fees. Today's ruling is the last airline-imposed barrier to the DOT moving forward with a much-needed rulemaking that will hopefully restore true comparison-shopping of the all-in price (base fares, ancillary fees and taxes) of airline travel. Airlines have refused for five years to provide travel agencies with fee information for services such as for checked bags greatly frustrating consumers' ability to comparison shop.

Whether it is fighting DOT rule makings, contesting DOT's authority to police unfair and deceptive marketing practices at the Supreme Court, or boldly proposing a new joint airline scheme to eliminate fare transparency and comparison shopping on a worldwide basis, there is a full-throated airline assault on price transparency and the consumer, stated BTC Chairman Kevin Mitchell. Today, Allegiant, Southwest Airlines and Spirit Airlines represent Exhibit A in this offensive against consumer protections in an industry, unique, because it's had so few of them. DOT is the consumers last bastion of defense against anti consumer airline policies and behaviors, added Mitchell.

VISA TARGETING AFFLUENT CONSUMERS WITH AIRPORT-SECURITY SERVICE



Visa Inc. is offering users of its high-end credit cards a service that allows travelers to move to the head of the security line at a small number of airports as the world's largest payments network battles for more high spenders. The service, called CLEAR, is now available to consumers who use Visa Signature credit cards, which are typically targeted

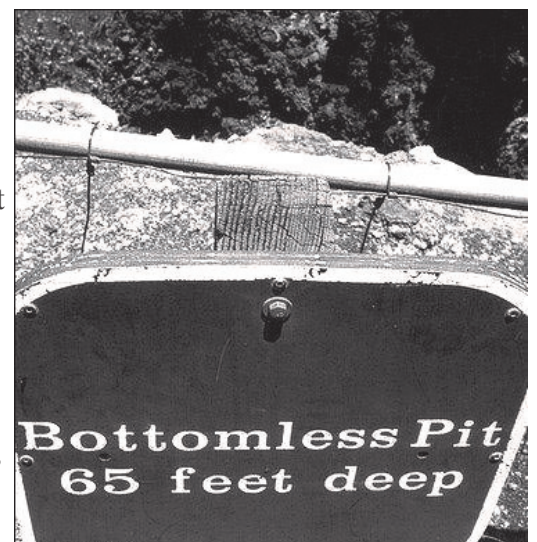
by banks to borrowers with higher household incomes than other borrowers. The perk is among several new benefits Visa expects to add to its Signature platform under a five-year plan the company embarked on six months ago to beef up its presence in the U.S. affluent market, Nick Talwar, head of North America consumer credit for Visa, said. "Visa's strategy overall is for us to be ... the undisputed, unequivocal, obvious network of choice for issuing clients who want to cater to the needs of the affluent segment," said Mr. Talwar. Affluent consumers have become a bigger focus for both payment networks and lenders who issue cards since the financial crisis, when credit losses resulting from unemployment and the housing-market crash prompted banks to retrench. Since then, banks have tightened their lending criteria, making it harder for consumers to qualify for credit cards and other loans unless they have good credit histories.

The shift has nudged many lenders to more directly target a market traditionally associated with American Express Co. which is both a payment network like Visa and MasterCard Inc. and a credit-card issuer that is known for its well-heeled customer base. Mr. Talwar said Visa is investing an "incredibly substantial amount of money" in the next five years to beef up its client programs targeted at affluent customers, but declined to specify the amount. "The affluent segment seems to have been very resilient over the last few years, both coming out of the recession and dealing" with global economic pressures, Mr. Talwar said. Visa is making CLEAR an "evergreen" benefit available to all Signature cardholders, Mr. Talwar said.

The service, developed by New York City-based Alclear LLC, is currently available in airports in San Francisco, Orlando, Denver, Dallas and Westchester County, N.Y. The service normally costs \$179 a year, but Visa Signature cardholders are eligible to receive six months of service for free, after which their annual rate will be \$119. Some banks that issue cards on the Visa network are testing offering the service entirely free to some Signature cardholders. To enroll in CLEAR, a customer first signs up online and then must provide a fingerprint, iris scan, driver's license and passport information by visiting a special kiosk at a participating airport. The company also does on-site visits at companies to enroll their employees in the program. To use the service, customers visit a CLEAR kiosk set up by airport security lines to input a CLEAR card, scan their fingerprint or iris as well as their boarding pass. Once the system verifies their identity, CLEAR customers can move to the front of the security line to go through security screening. The service can allow a traveler to make it through airport security within a few minutes. Customer data is protected through encryption.

The company plans to expand to additional airports in the next three years, but it must strike deals with individual airports or their operating authorities. Visa, like its next biggest competitor MasterCard, operates a network that helps process card transactions for the banks that issue consumers their credit cards and those that work with merchants. As such, it doesn't normally interact directly with consumers, though it develops marketing programs that banks can use to entice customers to open and do their spending on Visa cards.

Among those is Visa Signature, a platform Visa debuted in 2005 that gives cardholders discounts on travel-related purchases, including food vouchers at hotels, and entertainment events. Banks must issue Visa Signature cards with a minimum credit limit of \$5,000, though most of its bank clients offer credit lines that are "substantially higher than that. The plan focuses on converting more cash and check transactions, which account for as much as a third of the purchase volume driven by affluent spenders, to electronic payments and converting more card spending to its network from competitors.



PASSPORT 101: HOW TO APPLY, RENEW, REPLACE, CHANGE NAME....

Caroline Costello, SmarterTravel.com



The process of obtaining, renewing, or updating a passport is exactly what one would expect when working with a government agency: tedious, mind-numbing, and overly complex. While you'll find everything you need to know about the often befuddling process on the U.S. State Department website, we've made things a little simpler for you by breaking down the basics—from forms to fees to IDs—and providing helpful links to the appropriate forms and websites.

Getting your first passport: To get your first passport, you'll have to show up in person. Make an appointment at an acceptance facility or passport agency; search for the one closest to you here. You likely live near a facility where you can get a passport. Many post offices and even some public libraries can accept passport applications. Arrive at your passport agency with:

- Your filled-in [DS-11 application form](#).
- Evidence of U.S. citizenship. Find a [list of acceptable documents here](#).
- Valid identification. Find a [list of acceptable ID here](#).
- A photocopy of the front and back of the identification you're bringing on clean, white 8½" x 11" paper.
- Your [application fee](#). For a first-time adult passport, the total fee is \$135.
- Passport photos. You can read more about the [specifications for passport photos here](#). But most major drug stores, such as [Walgreens](#) or [CVS](#), will sell appropriately sized passport photos that comply with government standards; this makes things a little easier.

Renewing a passport: You have two options here: Either you have your old passport or you don't. If the former's true, you can apply through the mail as long as your most recent passport is undamaged, was issued when you were at least 16 years old, and isn't more than 15 years old. If you are nodding "yes" to all of that, simply mail in your old passport with the required documents and photos, and you'll receive a new one in the mail in roughly four to six weeks. (Don't worry. You'll get your old passport back.) Here's what you need: [Form DS-82](#), your renewal fee (\$110 for an adult), passport photos, and your old passport. Get more information about renewing a passport through the mail [here](#).

Keep in mind that if you've changed your name since your last passport was issued, include an original certificate or court order that documents this; those without such papers must apply for a renewal in person. Don't have your old passport? Then you can't get a passport renewed by mail. Head to a [passport agency](#) in person.

Lost or stolen passports: If your previous passport was lost or stolen, you'll have to apply for a new one in person. You'll need to bring two forms in this case: the standard [DS-11 passport application](#) and [Form DS-64](#), which asks you to describe what happened to your little blue book.

Unfortunately, a replacement passport isn't free. You'll have to pay the standard application fee—\$135—when applying for your new passport. Refer to the "Getting your first passport" section above; it lists everything else you'll need to bring with you, including passport photos and identification.

Remember to always report your passport as missing the moment you're sure it's gone. You can do this by calling 1-877-487-2778.

Lost or stolen passports abroad: First and foremost, be prepared! Always travel with a photocopy of your passport and other identification, such as a driver's license or birth certificate; this will make your situation much easier if (knock on wood) your passport disappears.

The State Department advises that American travelers get in touch with the closest U.S. embassy or consulate if they lose their passports while abroad. You'll have to go there in person to get a new passport in order to return home. In [What to Do If You've Lost Your Bag, Wallet, Everything](#), Rick Steves writes, "A replacement passport costs \$140 and can generally be issued within a few days, or faster if you make a good case that you need it right away. If you don't have the funds, the embassy will help you contact someone at home who can wire money directly to the embassy."

Adding pages to a passport: Do you require additional passport pages? If so, we're totally jealous. Beef up your blue book by mailing in [Form DS-4085](#) along with your almost-full passport and the required \$82 fee. According to the State Department, it's the right time to ask for more paper when you have two to four empty pages left in your passport. So keep a close eye on the status of your visa pages if you're an avid traveler.

Expediting a passport: You can get your passport expedited in roughly two to three weeks (door-to-door) via the State Department when you pay an extra \$60 plus \$12.85 for overnight delivery in addition to the standard processing fees. (Processing times can vary, so check the [State Department site](#) for the most up-to-date estimate.) Need it sooner? Schedule an appointment to show up in person at a regional passport agency if you require a passport for travel within two weeks.

We don't normally recommend using passport expediting services, which sometimes charge hundreds of dollars to secure passports in as little as 24 hours, unless you're desperate. If you have enough time to get your passport directly through the traditional government channels, do it that way. It'll save you a ton of money.

Changing your name on your passport: Good news: There's no fee for changing the name on your passport if your passport was issued less than a year ago. If the book's more than a year old, though, you must pay standard renewal fees. To change your name, fill out the appropriate form (use [Form DS-5504](#) if your current passport is less than a year old and [Form DS-82](#) if your passport is more than a year old) and mail it with your current passport, original proof of name change, a passport photo, and renewal fees, if necessary. Read more about [tweaking your name on your passport here](#). And congratulations on your new moniker.

Passports for kids: For children ages 15 and younger, the fees and requirements for getting a passport are a little different than those for adults. Essentially, parents need to provide identification in addition to proof that they are legal guardians for child applicants. Guardians in two-parent households must appear together with the young applicants or provide a notarized statement of consent from the absentee adult. Single parents must appear in person as well. And all parents must show [proof of legal guardianship](#); this would include a birth certificate or a court order.

A passport for a minor costs \$105: And the usual—[Form DS-11](#), a standard passport photo, and the appropriate identification for parent(s) and child—must be brought to your local passport office.

BLOOD PRESSURE AND YOUR BRAIN

When you think of the effects of high blood pressure, you probably think of heart attack and stroke. And for good reason—many patients with high blood pressure develop coronary artery disease or heart failure, and many die as a result. But all parts of the body depend on the circulation, and many organs suffer from the impact of untreated high blood pressure. One of the organs at greatest risk is the brain.

High pressure, short memory: A variety of illnesses and medications can contribute to memory loss—and as research continues to come in, it's increasingly clear that high blood pressure takes a toll on the aging brain.

Mild cognitive impairment can be a problem, but it's usually quite manageable. But severe memory loss is a disaster; it causes severe disturbances of memory, reasoning, and judgment.

The details vary from study to study, but the weight of evidence now suggests that high blood pressure increases the risk of mild cognitive impairment, a type of dementia called vascular dementia, and even Alzheimer's disease. Both high systolic (the top number of a blood pressure reading) pressure and high diastolic (the bottom number) pressure take a toll. In general, the higher the pressure and the longer it persists without treatment, the greater the risk.

Most investigations focus on older adults. For example, a study of 2,505 men between the ages of 71 and 93 found that men with systolic pressures of 140 mm Hg or higher were 77% more likely to develop dementia than men with systolic pressures below 120 mm Hg. And a study that evaluated blood pressure and cognitive function in people between 18 and 46 and between 47 and 83 found that in both age groups high systolic and diastolic pressures were linked to cognitive decline over time.

AUSTRALIA HAS WORLD'S WORST TRAVEL TAX



Australia's exorbitant tax on international travel, the passenger movement charge (PMC), has put the country in the global spotlight this week for all the wrong reasons, according to the country's leading industry body Tourism & Transport Forum (TTF).

The world tourism leaders at the World Travel & Tourism Council's (WTTC) Global Leadership Summit in Abu Dhabi were told the PMC is now the highest departure tax in the developed world for short-haul travel.

TTF's Passenger Movement Charge Explained fact sheet was provided to WTTC summit attendees, who include former US president Bill Clinton.

TTF Acting Chief Executive Officer Trent Zimmerman said the fact the PMC has reached the agendas of world bodies including the United Nations tourism agency shows federal government action on the issue is overdue.

"The international tourism community has long lobbied against countries that threaten the growth of their tourism sectors by imposing excessive air travel taxes," Mr Zimmerman said. "We are not surprised to see Australia join the ranks of the worst offenders. Last year's A\$8 rise to A\$55 coupled with a strong exchange rate has catapulted the PMC up the travel tax league table to second, behind only the UK's air passenger duty.

"As bad as the UK's air passenger duty is, you can fly from London to Algeria, Greenland or Turkey and pay one-third of the tax you would pay on a flight from Darwin to Dili – Australia's shortest international sector.

"The world is taking note. Last month the World Economic Forum's Travel & Tourism Competitiveness Report recently ranked Australia 130 out of 140 nations for its air ticket taxes.

"Australia's PMC also featured in the agenda yesterday in Paris of the Travel Facilitation joint working group of the United Nations World Tourism Organization and the Organisation for Economic Cooperation and Development," Mr Zimmerman said. WTTC Chief Executive David Scowsill said the industry globally is fighting to get governments to realize the economic potential of tourism.

"High departure taxes like Australia's PMC dampen demand and work against the goal of delivering economic growth through tourism," Mr Scowsill said.

IT IS CALLED THE "C-NILE VIRUS."

I thought you would want to know about this e-mail virus. Even the most advanced programs from Norton or McAfee cannot take care of this one. It appears to affect those who were born prior to 1960.

Symptoms:

1. Causes you to send the same e-mail twice. Done that!
2. Causes you to send a blank e-mail! That too!
3. Causes you to send e-mail to the wrong person. Yep!
4. Causes you to send it back to the person who sent it to you. Aha!
5. Causes you to forget to attach the attachment. Well darn!
6. Causes you to hit "SEND" before you've finished. Oh, no not again!
7. Causes you to hit "DELETE" instead of "SEND." And I just hate that!
8. Causes you to hit "SEND" when you should "DELETE." Oh No!

HANDY CPR METHOD SAVES LIVE

Cardiopulmonary resuscitation, or CPR, can save the life of a person who collapses in sudden cardiac arrest. But would you be the one to administer it? If your answer is no, you wouldn't be alone. As it turns out, a vast majority of Americans wouldn't give CPR either, because they've never learned CPR or because their CPR training has significantly lapsed.

For the past two years, the American Heart Association has recommended a technique called hands-only CPR, which involves chest compressions only. Mouth-to-mouth breathing previously taught in CPR trainings turned out to be not particularly essential in saving the life of someone in cardiac arrest. Going straight to chest compressions yields better survival rates. The person administering CPR should give 100 compressions every minute.

WHO WOULDN'T WANT TO BE A US AIR FORCE FIGHTER PILOT?

By David Radcliffe



Who wants to be a fighter pilot? If you asked the question 20 years ago, almost everyone would raise their hand, but today this is no longer the case.

The state of the US Air Force's (USAF's) fighter force and the morale of its airmen and women have been in a steady spiral of decline since Chief of Staff General Michael Moseley and Secretary of the Air Force Michael Wynne resigned at the behest of then Secretary of Defense Robert Gates in 2008.

So, who wouldn't want to be a fighter pilot? Apparently at least 900 people as judged by the current training and retention shortage within the air force. The problem is so severe that there are currently 50 open pilot slots at the Air Force

Academy and the USAF's flying training syllabus is being cut by 18% to expedite candidates through the system. Further compounding this is the fact that just 45% of academy students are pilot qualified, down from the previous low of 70%.

While the USAF is not feeding the pipeline with enough new pilots, an even worse problem exists in that the service has fighter pilots leaving in large numbers, either exiting active duty posts for the Air National Guard (ANG) or Reserves or just getting out completely. Many fighter pilots opt out of the cockpit role due to back-to-back operational cycles and are actually asking for a staff job to build résumés for their next career. There are currently 100 Air Mobility Command pilots in fighter staff jobs due to the shortage of qualified fighter pilots to fill these posts.

Indeed, more than 50% of US pilot training candidates do not want fighter assignments; they want transport or cargo assignments to prepare them for a career in the airlines. There is a definite shift away from anything that has long-service commitments, demanding training, or regular deployments. This is made even worse by the airlines facing the "most acute shortage of pilots since the 1960s", as recently reported in the Wall Street Journal. A high-ranking friend of mine recently told me this situation is now "scary". That the Federal Aviation Administration is considering a rule allowing commercial pilots at 1,500 hours flight time but military pilots at 750 hours only exacerbates the problem.

So why are trainee pilots shunning the fast jet community? The post-2008 'Qweep', or career-broadening requirements, are a huge cause. This requires pilots to get their master's degree, have community involvement, etc, on top of deployment, training, and platform-centric requirements. The USAF has even instituted the Director of Operations Screening Boards and openly says that those not being promoted early are not considered for further enhancement. Thus, in the activeduty air force career broadening needs to be complete in order to compete. Those not selected are, in many cases, simply headed in the direction of the ANG or out of the active-duty air force between the 8- to 11-year mark. A friend of mine in the ANG calls activeduty career broadening the best recruiting tool he has to get pilots to join the guard, as the premium is placed on that and not how capable and proficient the pilot is.

A recent deployment had one fighter squadron augmenting another with 10 pilots. It is hard to believe that one squadron could be that many pilots short. The augmenting squadron had just returned from its own deployment and one of the three pilots who spoke to me said that he is to leave as soon as possible and that the fighter community is a mess. Pilots are getting little flying time: eight to nine sorties a month, although in Europe, with poor weather and no ranges, it is down to two to three sorties with four to five simulator rides. This is not what they signed up for. This low flight time and the impacts of sequestration, which could further cut flight hours and training, could put the force at risk and contribute to future incidents similar to the Aviano Air Base F-16 crash on 28 January that resulted in the death of the pilot.

So what has happened to every kid's dream job? No matter what anyone says about the new career-broadening activities and other such 'opportunities', the fact is that the trend as it relates to pilot retention is headed the wrong way. Even the 'Home Of The Fighter Pilot' sign on the front gate at Nellis Air Force Base has been removed, damaging pilot morale even further.

The job of the fighter pilot is to defend the country, and it is not clear how that mission is being served by the current situation. As long as we have a volunteer force, the feelings of those volunteers matter. The USAF's greatest strength is its people. Many nations have the same or newer variants of the aircraft flown by the

United States, but none can come close to employing them in the same integrated manner. It is time to take care of our greatest resource and to address its concerns and needs.

David Radcliffe is an Air Power Advocate with the Air Force Association and a member of the Nellis Support Team: a non-profit organization formed and organized to support Nellis and Creech Air Force Base personnel, activities and operations.

WILLIAM PATTERSON

Entrepreneur Enshrined 1976, 1899-1980



Strong demand for air travel arose during the post-World War II economic boom that swept through the U.S. Patterson met the demand by expanding United Air Lines' workforce, acquiring new air routes and purchasing United's first jet aircraft. But with all the improvements he never forgot the importance of his employees. "Stockholders and employees are equal partners," he stated.

As vice president of United Aircraft and Transport Corporation, he introduced the first flight stewardess in 1930. In 1934 he became president of United Air Lines Transport Corporation and introduced air express services, flight kitchens and sleeper services, and improved passenger safety and comfort. Planned the DC-4 airliner, began flights to Hawaii in 1946, and established specifications for the DC-8 jetliner. After the Korean

War, he equipped airliners with weather-mapping radar and began nonstop transcontinental flights. Installed the first airdeck and electronic reservation system.

Biography

William Allan Patterson, an outstanding pioneer of commercial aviation, began his career as a banker. He became involved in aviation when he gave a loan to the struggling Pacific Air Transport Company in 1927, and later suggested its sale to the Boeing Airplane Company.

Patterson so impressed Boeing's president that he hired Patterson to be his assistant in 1929. Patterson later became Executive Vice President and General Manager of Boeing Air Transport. Soon he was promoted to Vice President of United Aircraft and Transport Corporation and managed its Boeing Air Transport, Pacific Air Transport, National Air Transport and Varney Air Lines. Patterson made an important contribution when he introduced the first airline stewardess on a flight in 1930. Later he led the newly-formed United Air Lines and forged the four small airlines into the nation's largest.

In 1934, Patterson became President of United and introduced air express service, free fare for wives and created the first flight kitchen to insure quality food service aloft. He also established a **"Rule of Five": Safety, Dependability, Passenger Comfort, Honesty and Sincerity, as operating goals for United**, and introduced important employee benefit programs.

In 1936, Patterson laid plans for the advanced DC-4 airliner. But World War II started and the DC-4 served as a vital wartime transport. During the war, more than half of United's DC-3s joined the Military Air Transport System, its facilities modified bombers, its planes hauled supplies to Alaska and to the Pacific Theater and its employees trained over 7,000 military navigators.

After the war, Patterson introduced coast-to-coast cargo service, purchased improved DC-6s, and opened flight service to Hawaii with pressurized Stratocruisers, followed by DC-7s. But he never forgot United's employees, saying: "Stockholders and employees are equal partners."

Patterson soon launched programs for weather-mapping airborne radar, and the DC-8 jetliner. In 1954, the first airdock was installed. Patterson went on to sign a \$175 million dollar order for DC-8s, and opened an advanced electronic reservation system. Later, United also acquired Capital Air Lines.

In 1963, Patterson became Chairman of the Board and Chief Executive Officer and before he retired, he placed a \$750 million dollar order, the largest in history, to complete his quest for an all-jet airline. **William Allan Patterson's outstanding contributions to aviation can be measured by his professionalism in airline development and his innovations in passenger service, as well as by his personal concern for employees, who he said were United's greatest resource.**

After a lengthy illness, William Allan Patterson died in June of 1980.

WRIGHT BROTHERS NOT FIRST TO FLY

By Robert Goyer/Flying, Published: Mar 14, 2013



In a startling announcement a few days ago, *Jane's All the World's Aircraft* has named an August 1901 flight by Connecticut aviation pioneer Gustave Whitehead as the first successful powered flight in history, beating the Wright Brothers by more than two years. *Jane's*, which calls itself the world's foremost authority on aviation history, with great authority, has traditionally backed the Wrights as first in flight. Now they say the evidence for Whitehead's flight is strong enough for the publication to reverse course and recognize it as the first successful powered flight.



Jane's Editor, Paul Jackson, describes what happened in Bridgeport, Connecticut, on August 14, 1901. "It was in the summer of 1901 that Whitehead flew his airplane, which he called the Condor. In the early hours of 14 August 1901, the Condor propelled itself along the darkened streets of Bridgeport, Connecticut, with Whitehead, his staff and an invited guest in attendance. In the still air of dawn, the Condor's wings were unfolded and it took off from open land at Fairfield, 15 miles from the city, and performed two demonstration sorties. The second was estimated as having covered 1½ miles at a height of 50 feet, during which slight turns in both directions were demonstrated." The length of flight and altitude reached make the Wright's first powered foray pale in comparison.

Jackson credits the long work of aviation researcher John Brown for much of the recently uncovered evidence that Whitehead's flight was indeed number one. Brown's website, www.gustave-whitehead.com, is packed with evidence.

The evidence that *Jane's* presents is compelling. There are multiple photographs, overwhelming evidence of Whitehead's preparation for the first flight — Condor was the 21st airplane he built — eyewitnesses, dozens of newspaper accounts of the story and ample evidence not only of an engine sufficient for the flight but one whose basic design was used on many subsequent successful airplanes by other designers, including Glenn Curtiss. Moreover, Whitehead made another successful powered flight in an airplane with three-axis controls in 1902, more than a year before the Wright's first flight.

The decision by *Jane's* is sure to fuel the most controversial discussion in aviation, perhaps ever, as aviation enthusiasts take sides, either with the Wright Brothers, who made history on the North Carolina dunes in December 1903, or Whitehead, who, the evidence now seems to indicate, did the same two-and-a-half years earlier on the quiet streets of Bridgeport, Connecticut.

Look for more on this story, unfolding 112 years after the fact, in the coming days and weeks in *Flying* and on flyingmag.com.

AND NOW THE REST OF THE STORY!!!!

By Ten Wilkinson

The only book I'm aware of about Gustav Whitehead was written by William O'Dwyer and Stella Randolph and is titled "History By Contract". It was published in 1978 (in English) in West Germany and is currently out of print. I found two copies available on the 'net, one for \$190 the other for \$199. I own copy # 323 of 1,000 printed in the first edition. This book is filled with photographs of Whitehead's flying machines and newspaper articles telling of his exploits.

This book not only recounts several of Whitehead's successful efforts to fly, and it includes a photocopy of the Nov 17, 1901 issue of the "Bridgeport Herald" which tells about Whitehead 'flights'.

It also contains a letter to Mr. Louis Casey, Curator of the Smithsonian from Dr. Paul Garber, Director Emeritus, Aviation, dealing separately with several of the Whitehead claims to having achieved controlled, powered, sustained flight. Dr. Garber stated in part; "There is rather positive evidence that Whitehead made some sort of short hop with some sort of contraption. The contraption was of the sort that would fly if it had sufficient power. For that matter, a barn door could be made to fly, but we would not call that flying in the matter of a successful airplane flight.

It seems evident that Whitehead had no control over his machine, even though he was able to get it off the ground. Flight is the ability to leave the ground at will and to return at will. Certainly, Whitehead's contraption was not capable of being maneuvered at will. (Recall that Whitehead used differential thrust through the (2) propellers to accomplish yaw, and thereby roll.)

There is a quote from Wilbur Wright along the same subject as that below quoted from Dr. Paul Garber, that I have always liked.

"From our knowledge of the subject we estimate that it is possible to jump about 250 feet, with a machine which has not made the first steps toward controllability and which is quite unable to maintain the motive force necessary for flight. By getting up good speed a machine can be made to rise with very little power, and can proceed several hundred feet before its momentum is exhausted... There is all the difference in the world between jumping and flying." Wilbur Wright.

He subsequently suggested as follows," It was to help clarify the historical perspective on claims to powered flying that I suggested in "The Times" some years ago that a minimum distance of about a quarter mile through the air should stand as a minimum criterion of a simple powered and sustained flight."

Sir George Gardner, the then Director of the Royal Aircraft Establishment at Farnborough, included these words in an answering letter to "The (London) Times" April 30, 1958: "Clearly it is necessary to distinguish between an undoubted sustained, powered, and controlled flight and a 'powered leap'... We agree with others that nothing much less than a quarter of a mile would seem to remove doubt that a flight was indeed sustained. "He goes on to say, "There is nothing mystical about this proposed distance of 1/4 mile, but it effectively rules out any merely tentative effort. It also rules out a "flight" in which the airplane cannot be held in adequate equilibrium by the pilot operating controls."

It is also worth noting that by September 20, 1904, the Wrights were flying complete circles in the presence of spectators at Huffman Prairie. No contemporary accounts claim that Whitehead or anyone else was flying circles, or in fact flying other than slightly banked turns at that time, and at a maximum distance of hundreds of feet through the air, as opposed to the Wrights who's fourth flight on Dec. 17, 1903 surpassed 1/2 mile through the air. (And lasted 59 seconds)

Interestingly, Clement Ader lifted off in his 'Eole' in 1890 and remained aloft for 164 ft. Samuel F. Cody made several liftoffs encompassing 300 ft. jumps, and A.V. Roe (AVRO) made 'flights' of up to 1,500 ft. all of which he considered merely tentative attempts.

Finally, in the Wright's patent infringement suit against several French aircraft manufacturers, (concluded April 29, 1911) the court concluded that the Wrights had invented the system of control that made it possible to fly, and they were upheld on every particular on appeal. The Wrights were completely vindicated. *Ted*

THE WORLD

Author unknown

You see them at airport terminals around the world. You see them in the morning early, sometimes at night. They come neatly uniformed and hatted, sleeves striped; wings over their left pocket; They show up looking fresh.

There's a brisk, young-old look of efficiency about them. They arrive fresh from home, from hotels, carrying suitcases, battered briefcases, bulging, with a wealth of technical information, data, filled with regulations, rules.

They know the new, harsh sheen of Chicago's O'Hare. They know the cluttered approaches to Newark; they know the tricky shuttle that is Rio; they know but do not relish the intricate instrument approaches to various foreign airports; they know the volcanoes all around Guatemala.

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

They understand short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency.

They marvel at the exquisite good taste of hot coffee in Anchorage and a cold beer in Guam. They vaguely remember the workhorse efficiency of the DC-3s, the reliability of the DC- 4s and DC 6s, the trouble with the DC-7 and the propellers on Boeing 377s. They discuss the beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707 on a clearway takeoff from Haneda, and a Convair. The remoteness of the 747 cockpit. The roominess of the DC10 and the snug fit of a 737. They speak a language unknown to Webster

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

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

They buy life insurance, but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves and what they are doing.

They concede the glamour is gone from flying. They deny a pilot is through at sixty. They know tomorrow, or the following night, something will come along they have never met before; they know flying requires perseverance and vigilance. They know they must practice, lest they retrograde.

They realize why some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror." As a group, they defy mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic, yet bonded together. They are family people. They are reputedly overpaid, yet entrusted with equipment worth millions. And entrusted with lives, countless lives.

At times they are reverent: They have watched the Pacific sky turn purple at dusk and the stark beauty of sunrise over Iceland at the end of a polar crossing. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow on the Rockies.

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

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

A pilot experiences all this. It is their world.

And once was mine.....

LETTERS

MRS. SUE ARMSTRONG--Castle Rock, CO
Thank you for continued news through the magazine. I haven't tried to use passes but once and it was a nightmare!

I share your news articles with a retired TWA pilot and his wife and they love it.

I notice more widows sending in dues. Time does fly when you're having so much fun. Not reduced to playing Bingo in my retirement apartment as yet. *Sue* (Wife of Fred R. Armstrong)

BOB BECK--West Palm Beach, FL
Dear Cleve, How truly stunning it was to find an article extolling the virtues of none other than Frank Lorenzo gracing the pages of the RUPA magazine, and by stunning I mean flat out ENRAGING.

Having read and considered this article, I concluded that the author of this offensive and insulting story, Ted Reed, who was a speech writer for S. Wolf at USAir, is either on Lorenzo's payroll as his publicist (or wants to be) or has no concept of "journalistic integrity." His fanciful story is replete with inaccuracies, misstatements and out-and-out falsehoods.

Lorenzo was not an airline builder--he was, in fact, an airline destroyer and union buster. I know it first-hand as I was an Eastern pilot and on the MEC during the Borman/Lorenzo era. As such, I had a front row seat to watch the destruction Lorenzo brought to the airline, more than 40,000 careers, our families and our futures. By publishing this article you have provided Lorenzo the opportunity to tell his side of the story. I trust that I am not the only ex-Eastern/UAL pilot who is appalled at your "gift" to Lorenzo. All UAL pilots should share in this feeling since they played the largest role in standing with us all the way to the bitter end of Eastern and beyond.

Never forget that Lorenzo used every legal and illegal tactic to break unions. All too often, we found ourselves in Federal District Courts successfully blocking many of his unscrupulous attempts to do away with us. Fortunately, most judges easily saw through his schemes which severely undermined the safety aspects of our airline and held him in contempt.

Among the many inaccuracies, Lorenzo didn't "combine the assets of EAL and CO," he **stripped** EAL's best assets and **illegally transferred** them to Continental.

Lorenzo didn't "leave Continental" on friendly terms, he was **ousted** by the Board and then had to pay SAS back after they claimed he **fraudulently misrepresented** the worth of the airline which they had purchased.

Moreover, Lorenzo didn't just "leave the industry in 1990." In 1993, the Maryland Legislature, before which I testified, **prevented him** from establishing and operating the start-up, no-frills Friendship Airlines, based in Baltimore. This was followed by a similar and even more dramatic action by the Department of Transportation when they found him to be **"unfit to operate an airline"** thus preventing him from ever again being in the airline business. **THIS RULING WAS UNPRECEDENTED.**

His legacy is anything but interesting or commendable. Rather, it should be relegated to being only a lesson used in "Business" schools as how **NOT** to do business. Like his alter ego in *WALL STREET*, Gordon Gekko, he is a despicable character who deserves not a whisper of praise or admiration. (Is it but a coincidence that Lorenzo wound up in the same industry as Gekko?)

But thanks for reminding me that as long as he is alive, Lorenzo will desperately attempt to rewrite history to improve his image. Those of us who know better have an obligation to speak up loudly and clearly and say: **STOP! THAT IS ABSURD AND RIDICULOUS!**

Fraternally, *Bob Beck*

PS-I implore you NOT to publish similar articles on Wolf and Ferris.

(Thank you Bob for your excellent and factual letter. I proudly walked the picket line with my union brethren in 1985. The article wasn't printed to extol the virtues of Frank Lorenzo, as we all know he doesn't have any, and never will. There certainly isn't anything commendable about the man, and all of us who were around when he was, know what a despicable man he was and is. It was printed to show how one unscrupulous individual helped to start the degradation of the airline industry as we knew it. As Edmund Burke (1729-1797) stated, "Those who don't know history are destined to repeat it." Ed.)

BOB BROCKMEIER--Villa Park, CA

Well, another exciting year has passed and we are still here!

Last August after a very pleasant stay in Balboa Island we were very fortunate to have the entire family, 4 sons, 4 daughters in law and 9 grandchildren all together for an afternoon. It was unplanned, but what a great experience! We do see them through the year but hope to repeat this gathering this year.

So far in 2013 we have cruised only once on our favorite cruise line, Silver Sea, and that was from Valparaiso to Buenos Aires. Great weather and unbelievable sights. We went South to Punta Arenas, through the Beagle Channel (beautiful views of glaciers), Ushuaia, jumping off point for Antarctic cruises, Port Stanley in the Falklands, Punta del Este and Montevideo Uruguay, and Buenos Aires. We finished with a trip to Iguazu Falls. The Falls were spectacular from both the Argentinian side as well as the Brazilian side. We flew on a 787 (LAN Chile, a very good airline, and we paid for business class, imagine that!) to Santiago, and returned on a 767 from Buenos Aires. I was very impressed with

the professionalism of the Chilean pilots as well as the excellent service in the cabin.

Our health remains good. Barbara is busy doing needlepoint and I stay busy doing repair work on apartments as well as spending time at the American Aviation Historical Society where I am cataloguing information.

I like the RUPA magazine, and hope someone comes up with a way to encourage the recent retirees to join. The 5 year gap didn't help the numbers, and the younger set does not seem that interested in joining anything. **Bob**

BUDDY DECOSTERD--San Rafael, CA

Buddy was diagnosed with Alzheimer's about 5 years ago. Unfortunately, this devastating disease has progressed to the point that we have recently moved him to an Assisted Living facility near our San Rafael home.

Needless to say, we both miss our lovely Kaneohe condo, but it was important to move back to California to have the support of our family.

Warmest regards to all our wonderful UAL friends who gave us so many happy memories over the years.

Alice DeCosterd for Buddy Decosterd 1965-2000

CARL EBERLE—Geneva, Illinois

Still in Geneva, with wife Bonnie. Bob Helfferich (UAL retired) and I were enjoying (mostly) flying a Challenger 600 in a part 135 charter operation, but that went away in June of 2011 due to the economy and the fact that the plane was due a 10 year inspection. Might get back to it but not much chance after all this time away.

Bob and I go on some trips together in his Cardinal with our fold up bikes in the back. We're heading towards Sun & Fun soon but I'll just meet Bob in Beaufort for some bike riding and thawing out from our frigid Chicago March. Then I'll fly home on UAL from MCO as soon as we get to Lake Wales since Bonnie and I are leaving for a river cruise out of AMS on April 14th. We do s/a on pretty much all our trips and with just a few exceptions, it works pretty well. Lots of planning and a little patience seems to be the key.

My youngest son, Andy, got married in Seattle last August and now lives in Washington DC. He finished a year working in Mumbai last October. I did



visit him for a week, but Bonnie decided to wait until he returned to the USA to see him.

My oldest son, Eric, lives here in Geneva after being in various cities on the west coast for about 10 years. They have a 3 year old so it's nice to have them just 2 miles away.

Regards, *Carl*, ORD (mostly) 1968-2005

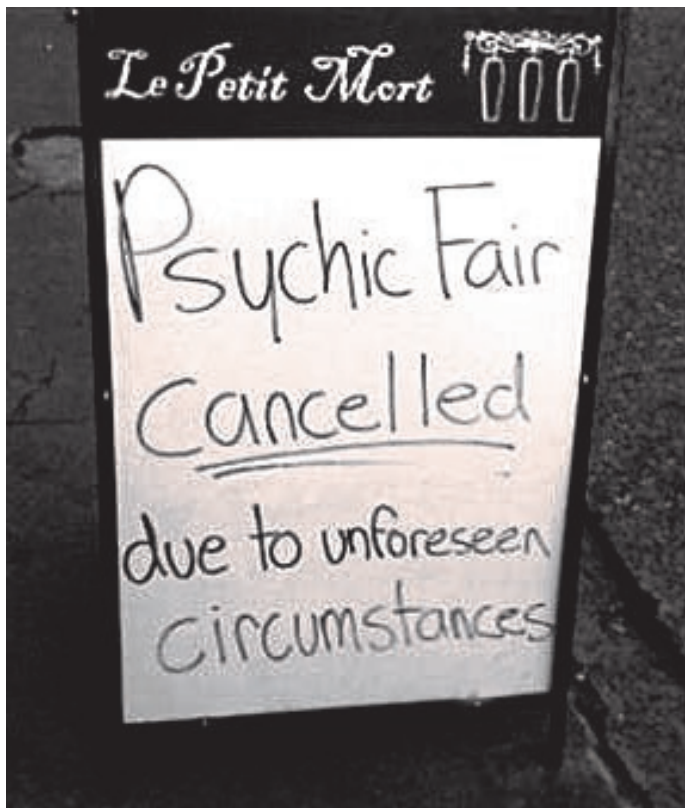
TOM HELMS -- Lake Villa, IL

By now everyone has had a chance to read the Feb.2013 issue of RUPANEWS and the article on pages 28 and 29 entitled "SAD COMMENTARY" by Dick Borrelli. So who is Dick Borrelli and what is his background and history?

Captain Dick Borrelli was hired by Eastern Airlines on May 6, 1957 and was an EAL Captain on the Airbus A300 based in Atlanta. On March 4, 1989, with 32 years of service, Captain Borrelli joined 4,000 Eastern pilots on the picket lines in sympathy with the IAM strike. He never flew another Eastern airplane. Dick is one of the founders and is active in the "Silver Falcons", a exclusive group of EAL pilots who never crossed the picket lines. WE shall never forget!

Son, Don, is a B747-400 Captain in SFO with 34 years on the seniority list so I do have a pony in this race!

All the very best, *Tom*



May, 2013 RUPANEWS

GEORGE KROSSE--Newport Beach, CA

I finally made 90 on the 9th of April, 2013. After many years of good health, last fall my cardiologist surprised me with the news that I had severe aortic stenosis and needed a new aortic valve. During the work up for that, they discovered 2 blocked coronary arteries. First, I received 2 stents through an artery and one month later a new heart valve also through the aortic artery. This is a new procedure called TAVR (trans aortic valve replacement) No chest cracking! I was home from the hospital in 3 days and feeling good. I'm looking forward to the future with my family and friends.

My renewal check is in the mail. *George*

BOB LANGEVIN--Stuart, FL

First of all, let me say a big THANK YOU to one and ALL to the entire RUPANEWS staff for the Phantastick job, effort and work that goes into producing our Periodical each and every month. I for ONE, appreciate what you do for ALL OF US.

It seems very hard to believe that it's been 10 years since I set the brake on the -400 at ORD for the last time. Needless to say, it was a very much up and down 34 years of my life (more ways than one) that ended on 3/31/03 (11 months early due to the threat to our Pensions). It was a job that I had dreamt about doing since I was 5 years old and I would not have changed the FLYING PART at all, the friendships, the layovers, and yes, even the commuting to CLE and ORD from SE Florida. There are a few things I would change, but NOT too many. Overall, it was a GR8 ride.....and I'm glad that I took it.

God is GOOD, after surviving Cancer back in 1989-1990, my Health is Excellent and I'm very active with a variety of things down here in SE Florida. -- such as hosting the Treasure Coast RUPA Group here in the Stuart area, attending and participating in RUAEA, Politics, E-Mailing, QB's, Golfing, Boating, Miami Dolphin Season Tickets, FSU Football, following my Boston Red Sox and my every other week Poker night down in the Boca Raton/Delray Beach area with Jerry Bradley and a bunch of other GR8 guys in a game that has been going on for 25+ years. My UAL Pass Travel experience up to PVD and GRR to visit family and friends has been VERY GOOD.....so, ALL is GOOD, thank you Jesus.

I can only hope that things will continue the way they are going right now. Of course, we must remember the old truism, IF YOU WANT TO MAKE GOD LAUGH, TELL HIM YOUR PLAN. But I can hope, can't I?

I wish all of my fellow Retirees well and I'll continue to look forward to hearing from all of you as your Birthday month comes around each and every year.....for a long-long time. So, until next year, take care, travel safe and keep the *RUPANEWS* coming.

Best Regards to All, *Bob*

DON LEISSNER--Hilton Head Island, SC
This has been a good year for us. We departed Hilton Head July 6th, flew to London and to Dover by bus to board Holland America for a two week cruise to St Petersburg and back with stops in Helsinki, Stockholm, Visby, Germany and Copenhagen. We spent two days in London and left two days before the Olympics started. Back to Hilton Head where Rachel started working on where to go in 2013.

We are both doing great and enjoying golf and all the other things that are fun and keeping us busy. Rachel did have some minor eye surgery that kept

her off the golf course for a couple of weeks. The kids and grandkids are all doing fine.

Thanks for all the hard work, *Don & Rachel*

R.L. "PETE" MAURY--Florence, OR

Hi There, Well I've transitioned to the 21st century. After 20 something years, I finally used some of my passes, with the help of Cleve and others. UAL had dropped me from their data base. The actual travel was fairly easy once I got an i-pad and learned how to get through the company sites.

My son Rick's wife, Carol, died from cancer at 52. She and I always had great times together. I miss her. Rick's doing fairly well with his EAA work, RV-7 project, and his US Airways flying.

At 82, I'm still dancing Friday nights, volunteering as Airport Manager a couple times a month, and I just bought a Genesis Coupe with a six speed, my fourth second childhood.

No significant changes since last year.

Thanks again for all the help from Cleve and the rest of the RUPA staff, and to the group for all the health and travel info.

Checks in the mail. *Pete*

HOWARD MORGAN--Longmont, CO

Good job on the magazine. I look forward to it every month. Since going to color, you have had some nice photos on the cover!

Another birthday comin' up which is better than not! Things are going along in fine shape. I have a Cessna 185 and a C-150 in the hangar which I fly regularly. Last summer's adventure was a trip to OSH in the C-150. A hangar neighbor just finished a Legend Cub [J-3 clone] and wanted me to fly along with him to Airventure. The two airplanes were fairly well matched so it worked out well. We stopped at Poplar Grove airport [Illinois] both coming and going. Great place to visit as there are a lot of nifty airplanes and good friends there. WX was perfect. Total time, 22 hours. The Cub gathered crowds the whole time we were at OSH. Built by a perfectionist and it shows!

Meanwhile, back in Longmont, I have started a total restoration job on my 1955 Austin-Healey car which I have owned since 1958. These cars were never intended to last this long as there was absolutely NO attempt to prevent rust. Fortunately, a company in Australia makes enough parts to build a



chassis from scratch if need be. Mine was in fair shape and we hope to have it ready for the English Car show this September.

As for travel, we have not gone on many trips, but the ones we did on passes went very well. My daughter/grand kids live near RIC and we've been there a couple of times. Patti got a new Ford in November and we DROVE to my sons place at DAL/FTW. It was kinda fun to do a road trip. The thing that we saw over and over was the devastation that has taken place in small towns due to the recession. Folks out in the country are hurting...BIG TIME!

My son, Butch, is flying a Piaggio P-180 Avanti. It's kind of a goofy looking airplane that goes like a scalded dog and lands at around 135KTS. For those not familiar, It's a twin engine pusher with a big wing towards the rear and a smaller wing towards the front [It's NOT a canard]. He likes flyin' it but is hoping to get a call from UAL soon.



I'm still heavily involved in the Longmont airport as a member of the airport board. A highlight of this past year was the planning and completion of a race between a new Lexus LFA car [a new sporty car that Lexus has just introduced] and an Eclipse 500 jet. The car was driven by Scott Pruitt [NASCAR]. Our runway is 4,800ft long and he reached a speed of 170 mph numerous times. It was a race down the runway...turn around... and back. It was done a number of times so that the jet and the car each had a chance to win. The prize of \$10,000.00 was given to charity. You may have seen this as a TV ad.

All in all, Things are goin' along pretty good. We'll be at OSH [only missed a couple since 1964], If you're comin' through Longmont...you can find us at Hgr 33H where there's beer and hamburgers in the fridge and plenty of stuff to talk about. *Howie*

BETH RAPHAEL--Kailua Kona, HI

It's been another great year. We had a wonderful trip to New Zealand and saw everything Hobbit.

I'm still working at Onizuka Space Center and doing taxes for AARP.

I also traveled from Kona to Dulles. Why didn't they just call it Continental Airlines? *Beth*

DIANA RAYMOND—Tucson, AZ

I kicked off my 59th birthday last year with a trip to Las Vegas to see an Elton John concert for the start of the "Prelude to my 60th." Well, it's arrived (almost) and it's been a great year of travels, a few tribulations along the way, but for the most part a pretty good year. I traveled by car from Tucson to Orlando in a marathon drive (2^{1/2} days). Last time I did that it took me 3 days to cross the state of Texas! New record for me...22hrs and yes I did stop (briefly). Then I worked my way north to the Philadelphia area for a niece's graduation.

I spent 5 glorious days in Chicago in August during the water and air show weekend. The weather was fabulous and I've always loved the city of Chicago and all it has to offer.

September and October I spent on an Ocean Cruise traveling around the Iberian Peninsula and Mediterranean. It was one of those "bucket list" items. Then I discovered I'm not an ocean cruise person. Oh, well. It was still a great trip and a real thrill passing through the strait of Gibraltar around midnight and climbing high enough on the ship to be able to see the lights off both continents. It was very interesting to watch how the transition was made pretty much just like "slot times" for the airlines. We would hang out for a while and turn away and then back towards the Strait. One could see other ships in the area making similar turns.

In January I made it back to Maui (hadn't been there in 8 years) for whale watching season (another bucket list item). And boy, they did not disappoint me. I went out on a boat and was surprised how close you could come to these mammoth creatures.

Carmel was my February trip and I hadn't been in that area for nearly 20+ years. I was able to catch a couple of RUPA luncheons. It was great seeing some familiar faces from my early years at United.

Now it's off to Washington, DC in time for the Cherry Blossoms.

I find that as I check off items on my bucket list I keep adding new ones. I think that's a good thing because what would one do if you finished your bucket list early?

Anyway, thanks for putting together a great magazine each month and it's always nice to read about some of these people you haven't heard from in years, and of course, always sad to see those who have passed. Safe Travels, *Diana*

KEN SCHROEDER--Rapid City, SD

I did not write last year (2011). I could not stop crying. Besides, nobody out there gave a spit! Just one lowlight from that time. HAIL! HELL it was 2-3 pounds, jagged and tore up my roof, three autos and a fishing boat. Cost me \$25 K out of pocket.

Black Hills National Forest contains 1.2 million acres of mostly pine trees. Presently, 400K acres have succumbed to the Mt. Pine Beetle and spreading. By 2015 we will rename it The Barren Hills National Stump Park.

Last July my 19 foot fishing boat sank at the dock in ten feet of water; a weld had failed at the stern. I lost 8 beautiful 18 inch walleye out of the live well. It was dredged, transported to Missouri and repaired free; six thousand bucks. Those deadbeats would not compensate me for my fish!

Had my first two episodes of sciatica-90 days 30 day relief and then 60 more days. Now I am finding that it is a popular spine/nerve ailment. Acupuncture helps oh so slowly.



Quit smoking March 11, 2012-after 55 years. Two weeks later I felt worse than I can ever remember. Joints ached, headaches, if you could find it in Gray's Anatomy it ached.

Lois took a buyout in August with 15 years and 2 weeks. She just made the cut. I was a bachelor for 12 years before I met her and am finding that all day/every day is a challenge.

My English bred female yellow Lab died at sun up on October 3rd. She was 10 years 11 months and hands down the best pheasant hunter in the Dakotas.

Planning an excursion to Minnesota this fall. Lived next door for 40 of 73 years and other than an emergency landing at Hibbing and layovers in MSP plus one trip to the Mall of America, I have never enjoyed a visit. I want to see Paul Bunyon and Babe. I especially want to visit Austin and the Hormel SPAM plant. Hey! 16 million GI's from WWII and the native populations of Hawaii love the stuff. I hear you get free samples. Either regular or 25% reduced salt. No, I do not want to watch them make it.

No final letter from the Peoples Bank Going Collapsed.

So how was your day? *Ken*

JIM TIGHT--Palm Harbor, FL

While based in Cleveland during the eighties it was always a pleasure to be assigned a trip, or even catch a line with Dave Specht. One such occasion comes to mind. It was my leg on a blistering hot summer day into Orlando. Just before touchdown we caught a major thermal off that huge Air Force runway and floated...and floated. I closed the throttles, and we continued to float some more. It was then that Dave said, "My God! Is the gear down!!?" Let me tell you, with that my entire nervous system shut down and my heart stopped. My whole career was flashing before my eyes as the wheels finally settled on the runway. It was fortunate that the captain had to taxi the guppy as I would have been unable. At the gate, in a disrespectful tone, I informed Dave to "Never, ever, do that to me again." Of course Dave just sat there, staring at me with a big s--t eatin' grin on his face.

As it turned out we had the same trip a few days later. Yes, he did it to me again, and got the same reaction. My comment?, "You bastard! You did it to me again!" This time we both had a good laugh.

For a long time after that, whenever Dave and I would meet around the system, he never said "hello" instead I would hear, "Got your gear down?."

Dave, if you're reading this, thanks again for a fun memory. *Jim*

DON URQUHART--Castle Rock, CO

Hi Cleve, Thanks again as always for all you and everyone do to keep us informed. I think the pass info is much better than what we get from the company.

Having to do with passes; I just verified that vacation passes are not given to our surviving spouses as I had first read in the *RUPANEWS*. That means that my wife will find it difficult, if not impossible, to visit the grand kids and travel as we have become so use to. This problem never existed in the past with our seniority. I find it difficult to believe that the current employees have so little feeling for their spouses that this can continue. Anyway enough venting.

Check is in the mail for another couple of years plus a little extra. At 78 I'm feeling well and spending time on my bike, weather permitting, and walking the hills around here.

We have enjoyed traveling on passes, up until last March, and traveling in our motor home and an occasional cruise. We did spend nine weeks in Hawaii a year ago this past fall with some conflicts with road closures because of the Obama's' presence. This fall we traveled to the northwest after Christmas with family at a resort west of Coeur d'Alene, ID.

We love this Castle Rock, CO area, but Ludene is having difficulty with the steps so changes are coming. It is so nice to shoot clay pigeons out in back, sight in a rifle, etc. but whatever.

As much as we have enjoyed the motor home it is not as much fun as it used to be. Bought it with a Caterpillar engine on a Freightliner chassis and I'm told is just getting broken in at 70 thousand miles. Just put new Michelin tires on it too so may reconsider.

And it is still great to hear about what is going on with so many that made my time with the Real United Airlines such a joy. *Don*

WAYNE WALCZAK--Leander, TX

Another year has passed and this makes seven since pulling the brake handle on the -400 in Chicago. Often asked if I miss it, my response is much like everyone else: "I miss the people!" But just like most everyone, I do not miss the machinations of management's methodologies attempting to improve the product, while creating a hostility amongst the employees and the purchasers of the high priced tickets. The present management team seems to be excelling in this exercise, and it is distressing to think history is being repeated like that of other legacy carriers. Am watching if the airframes are being repainted since this is what occurs just prior to the demise!

The past year has seen some travel, and must report the gauntlet of gov mint thugs has not become more traveler friendly. Once the radiation machine and the cup check are completed, the challenge of the "shares program" begins. Flying non rev has always been a challenge, but has become even more so with RJ 50 seaters, reduced frequency, and the new "board date," which was supposed to be a fairer way of who gets the middle seat in the forward part of the cabin just aft of the bulk head. The promise of the retiree travel card/ID badge being over a year late is supposedly going to make this process somehow more efficient. I have my doubts. Since Nani continues to be an active employee I get to travel on her seniority date of 1969, which makes the process less onerous.

Enjoyed a few pleasant days in HNL in October staying at the Marine Surf (next door to the Seaside, which has now become an 'expensive boutique hotel'), with all the units turned into condo units with a kitchenette, balcony(s), free WiFi, and laundry facilities on site. We rented for a five day period at the same rates we used to enjoy next door and all was paid in cash. If you want to know more about this, email me at captwayne777@yahoo.com and I can provide the names and numbers; but suffice it to say the cost is a fraction of the other hotels and still within walking distance to Dukes for the happy hour music & bar scene, or to the Surfrider Moana for the fantastic mai tai's while sitting on the back patio at sunset. Getting off the island is still a non rev nightmare and watching the loads becomes a challenge, even with a Smartphone. Looked heavy for the nonstop to ORD so rebooked on Continental metal (a B767-400) to IAH. It too is an all nighter,

and the seat belt sign remained illuminated for 8 of the 9 hour flight. Apparently this is common practice on CO metal with the sign "turned OFF when the sun comes UP." Although not policy, it is pervasive amongst the golden tail flight crews. The flight attendants all verified this was standard practice and that the sign should just be ignored with the caveat to 'just be careful'. Not sure how this comports with the regulatory agency allowing cabin staff telling passengers to ignore a placard, and in my estimation, compromising safety. But this could be but another feature of the takeover, err, merger!

Last summer had the opportunity to be part of a NASA study attempting to tweek the ADS-B navigation which is an integral part of the NEXGEN (Next Generation) air traffic network. Sitting in front of desk top computer screens and a mouse to control the throttles, FMC inputs, and MCP changes of a B777, while taking clearances from "Ft Worth Center" made the experience almost real. Hopefully the data collected will make the system work better and make navigation and aircraft separation more efficient. I am glad to have been part of this and would welcome an invitation to return to San Jose in the future.

Looking to make some of the lunches offered by those on the back page of the RUPA magazine. Might be fun to visit with former contemporaries and share some of those tall tales. Until then, live long and prosper! Aloha, *Wayne*

WALLY WELLER--Blakely Island, WA
Hello to old friends and maybe one enemy. I'll be 77 tomorrow, and have missed a couple of reports, so will try to catch up.

Joanne and I are well, 6 months from our 50th, and quibblingly happy. Must be the anos. All eight kids/grandkids live nearby, are drug free, staying



legal, and giving us tremendous pleasure. Can it be better?

We are in the process of 'moving to America'. That's an island joke, as we are about to move from our second island to our third, but this one (Fidalgo) at least has the town of Anacortes, and a bridge to the mainland.

Airplanes are phasing out. The Lake of 22 years is sold and the Seawind homebuilt of more years, and too much more money, will be soon. My medical goes away this month, so what's left but a LSA?

Our most used toy has been our trawler 'Skookum', with two major trips. Sitka, AK in 2010, and around Vancouver Island in 2011. I guess I can still be called a two dimensional Captain.

For those of you who remember Bob Elliott and Ray Goulding (Bob and Ray) of radio days, "write if you get work," etc. *Wally*

WALT WHEATLEY--CASTLE ROCK, CO
"Ride Hard or Stay Home!" Not ready to stay home yet, but maybe experience some Freedom of the Road on Route "66." I renewed my H.O.G. (Harley Owners Group) club membership with a 2013 Harley Davidson Heritage Softail Classic motorcycle in October 2012. I was an H.O.G. member in my teens, so only been half a century, but Freedom of the Road was calling or I'm regressing to my childhood, but riding sure feels good again. I enjoyed the fall riding into January, global warming or Indian Summer whatever they call it these days? Tied a record low in Denver yesterday, global warming-April fool! Jane says she will get a tattoo if I grow a pony tail. Well, maybe not.

I just turned 66 with a Social Security club membership added to my club list. Now that my Honey-Do club list is manageable and funds still available in social security system, I will be fixing up my classic car I've had since the sixties for a drive to Sturgis. Wait, I have that backwards, ride H.O.G. to Sturgis, cruise Route "66" in Shelby.

Well, looks like year 66 is going to be a club membership sort of year, maybe Route 66 and Sturgis have memberships available or at least T-shirts? In the mean time I will try to keep the RUPA, RUAEA, PBGC, H.O.G., S.S., and Shelby clubs straight.

Seems like retirement is all about clubs. Praying

that I make the normal transition from the H.O.G. to the Bridge Club with plenty of fuel for the holding pattern while I finish my Bucket List before joining the Flown West club. Remembering there is a club for old bike riders and bold bike riders, but no old bold bike riders club.

Salud. *Walt & Jane* '89-'07

DEN, ORD, LAX, SFO, DEN, ORD, SFO, DCA

GERRY ZIMMERMAN--Brighton, CO

Hi all, Just a word to prove I am still around. I live in Savanna, GA part time which is a good place to hide from the snow.

For pass time I still fly. I have a V-tail Bonanza and a Super Decathlon in which I occasionally do a loop, spin and roll. I have an 18.5 ft. Weltcraft boat that I scoot around the Savannah rivers looking for a Seafood restaurant with a dock and stop for a meal.

At 86 I still feel very good with none of the big bullets nipping at me. I did have open heart surgery in '07, but was back on the road in a short time good as new.

Planning to attend Oshkosh this year with my two sons and Wife.

Enjoy the Mag. Keep up the good work! *Gerry*

IN MEMORIAM

LORAS F. DIEDRICH

Loras F. Diedrich, 92, passed away peacefully on March 1, 2013.

Loras was born in DeKalb, IL on March 10, 1920. He married his college sweetheart Doris in 1942 and they raised 10 children together. During WWII, Loras served as a flight instructor and then flew missions in the Pacific to transport wounded soldiers.

Following the war, he flew for United out of Chicago, ORD/MDW, until his retirement in 1985.

After retirement Loras volunteered as a literacy tutor for children and enjoyed spending time with his 14 grandchildren and 5 great-grandchildren, with a little time in between for golf.

Loras was preceded in death by his beloved wife Doris and 3 sons. He is survived by 7 children and 14 grandchildren.

W. R. "RUSS" DONALD

Russ Donald, 82, of Millbrae, CA, flew west on his final flight December 14, 2012 after suffering a massive stroke three days earlier, never regaining consciousness.

Born June 6, 1930 in Oakland, CA, his early years were spent in Manhattan, NV where his father worked for a gold mining company. The family then moved to San Francisco where he remained. He served two years in the Air Force in Korea.

Russ' passion was flying seaplanes. He was a regular at the seaplane base in Sausalito, CA where he flew charters and did some teaching, eventually buying his first seaplane. He had the pleasure of teaching Ernie Gann (The High & Mighty author) to fly seaplanes! In later years, he bought his second seaplane, which was amphibious, and kept it at the San Carlos, CA airport. This plane he practically rebuilt from the pontoons on up.

Russ joined United Air Lines in August 1957, where he proudly spent 33 years. He flew just about all UAL equipment: CV-340, DC-6, 7, 8, B-747, retiring off the DC-8 as Captain in 1990. His favorite schedule was SFO-HNL-SFO. In 1965 while a reserve F/O, he was called for a local flight for a movie company. If you saw the movie "Guess Who's Coming To Dinner", in the beginning before the title and credits, you hear and then see a UAL plane come across the screen and then land at SFO. The film crew was on top of Mt. Diablo for the in-flight sequence. He also donated many off-duty hours with the UAL Employee Assistance Program at SFO as a mentor. In 1967 at an employee award dinner in Chicago, Russ and his crew received commendations from then President George Keck and former president Pat Patterson for successfully landing their fully loaded cargoliner with gear trouble at Travis Air Force Base in SAC.

Russ had many talents, including designing & making gold jewelry. He even built a lab in the lower level of his Millbrae home for his hobby. For years, he made the championship ring for the Greenhills Golf Club in Millbrae, CA, of which he was a member.

No services were held, per his wishes. His ashes were scattered at sea off Half Moon Bay, CA, with the help of retired B-737 Captain George Mendonca



and his good friend/co-pilot, Bob, who graciously offered his services and plane.

Russ is survived by his "significant other", Joan, and our son, Scott. We miss him so very much, but he lives on in our hearts and our memories. And, watching the planes landing/taking off at SFO in the view from our home keeps him alive.

PAUL E. FERGUSON

Paul E. Ferguson, age 85, a resident of Wheaton, IL, passed peacefully at home on February 2, 2013.

He was born February 12, 1927 in Boone, Iowa and raised on a farm in Napier, Iowa with his six sisters. After a fire burned down their home the family moved to a farm in Cambridge, Iowa.

Paul joined the army in 1945 and served in Germany as a truck driver. After the Service he attended Iowa State College on the G.I. bill, and worked for the agricultural engineering department. He loved working there with the latest machinery. Then he got the flying bug and started flight training. He took a job with Howard's flying service mowing the runways and working on aircraft and engines, as well as being a flight instructor. This is where he learned to be meticulous with his maintenance. As his students came back with stories of working for the airlines, he decided to do the same and began working for Capital Airlines in 1956. Three years later Capital merged with United Airlines where he flew for 31 years, 20 years as captain.

Paul never lost the love of farming. Over the years he had several farms including a 250 acre dairy farm, then a 100 acre crop farm, and finally a 10 acre farm closer to home.

He enjoyed working on projects and could build and fix almost anything. He was always ready to help anyone who needed it. He loved his family and was devoted to them. And he was loved.

Paul was an active member of The People's class of Wheaton Bible Church for 30 years, the Retired United Pilots Association, and Sons of the American Revolution. He also assisted Judy Stanley, his devoted partner of 22 years, in running Operation Christmas Child in the Chicagoland area for 13 years.

He is survived by his four children, 10 grandchildren, and a great-grandchild.



W. DONALD KILE

Wilfred Donald (Don) Kile passed away on January 15, just a few weeks from having his 96th birthday.

Don was born in Marshall, IL on March 19, 1917. In 1938 he joined the Navy and served on the sub tender Holland and the submarine Salmon. In 1941 he had the opportunity to become an officer and also attend flight training. He received his wings and commission, and initially flew the Consolidated PB1Y in the Pacific with Patrol Squadron VPB-108. Later, he flew the PB4Y, the Navy version of the B-24 Liberator. In 1946 he left the Navy and was hired by United. He flew the DC-3, DC-4, Convair 340, DC-6, DC-7, and the Boeing 727 in 1965 until his retirement in 1977.

Don was flying out of Newark when I first met and flew with him on Convairst and other planes. Later, he transferred to Los Angeles. He was a great man, never angry or upset, and a skilled pilot.

In 1947 he met and married Anne Serwat. At the time of Don's passing, they had been married for 65 years. They had a son and daughter together.

After retiring, he and Anne moved to Phoenix. To escape the hot summers there, they rented a place in California in a cooler climate. This enabled Don to attend some of the RUPA meetings in San Marcos, and it was great to see him again. Don and family will always be in my memory. *Bob Harrell*

LARS R. WARN

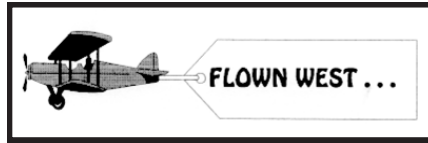
Lars Warn died May 29, 2012 after battling brain cancer for 8 months. He was 78 at the time of his passing.

Lars was born in Minneapolis, MN on 2/28/1934 and moved to Siren, WI in his childhood.

He met the love of his life, Jo, in Siren, and they were married shortly after he received his commission with the Marine Corps. They had 3 children and settled back in Minneapolis for 6 years before moving to Chicago.

He went to work for United Air Lines in March, 1967 and retired as a 757 Captain in February, 1994. He retired in Clearwater, Florida and enjoyed boating and living near the water. He lived a great life and was loved and respected by many.

He is survived by his wife of 58 years, Jo, and their 3 children, and 4 grandchildren.



Lars R. Warn	May 29, 2012
W. Donald Kile	Jan. 15, 2013
Thaddeus S. "Ted" Bochniarz	Feb. 06, 2013
James W. Savage, Jr.	Feb. 13, 2013
Loras F. Diedrich	Mar. 01, 2013
*Charles W. Yeates	Mar. 02, 2013
*James A. Gordon	Mar. 27, 2013

**denotes non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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



From:

RUPA
P.O. Box 400
Vineburg, CA 95487-0400
May 2013 Edition

\$25 Subscription—**Check Renewal Date on Label**

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson Toros (Jan. 22, 2013)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908
Los Angeles South Bay (2nd Thursday, Even Months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (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 Crazyes (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