
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER



Welcome new members: Capt Donald R. Tanner of Thousand Oaks, CA; Capt Norman C. Paulsen of Coupeville, WA; Capt Michael S. Ross of Fairfield, CA; Capt Robert C. Mays of The Woodlands, TX; Capt A. R. “Buzz” Shiely of Barrington, NH; John W. Craig of Denver, CO; Capt Lindsay G. Johnston of University Place, WA; Capt Kenneth J. Sobzack of Castle Rock, CO; Capt Michael L. Weidler of Westminster, CO; Capt Robert C. Granville of Walnut Creek, CA; Capt Robert T. Moorman of Lake Forest IL; Capt David W. Sullivan of Porter, TX; Capt Timm Gilmore of Lakeway, TX; Capt Daniel R. Leo-Toulouse of Smyrna, GA; and Capt Herbert M. 'Bud' Himes of Scottsdale, AZ!

The RUPA Board voted this month for the new officers for the 2013 – 2015 term. Your new President is Jon Rowbottom, Vice President is Tony Passannante, and long time incumbent Leon Scarbrough is Secretary/Treasurer! Congratulations to Jon, Tony, and Leon and thank you for your continued volunteer spirit! These three gentlemen will serve with the integrity and the dedication that they have repeatedly demonstrated throughout their airline careers and with their recent volunteer work with RUPA.

In October RUPA will celebrate 50 years!!! Though our airline is gone our association is strong and we continue with our mission of keeping our retirees informed and providing opportunities to socialize maintaining the camaraderie and friendships we established well flying the line.

It has been my pleasure and honor to have served the RUPA membership. It has been the best of times and occasionally not so enjoyable. Dealing with the change over of management from United personnel to Continental personnel has presented some problems that normally would not have been encountered. Change is difficult and watching our airline disappear and so many of the people we knew with it was very difficult indeed. Knowing part of our livery is all that is left of our heritage and careers is nothing new in the airline industry. It was such a long sad goodbye!

This was also a period of slow growth for RUPA because of the change in the FAA's “Age 60 Rule” to age 65 which created a long period of few new members. But since December that has changed! We are growing and with that we are reestablishing old relationships lost with retirement. The primary mission of RUPA is to maintain the camaraderie we knew on the line. Our retirement years provide more opportunities for enjoyable times with some old and new friends and colleagues. Lunches, local events, our cruises, and an occasional game of golf or tennis or an airshow gathering keeps that contact and activity available for all of us to share and enjoy.

We have accomplished many goals because of the many hours of time and dedication given to RUPA so generously by our volunteer Officers and Board, making RUPA the best it can be - all to better serve our membership. Without the enthusiasm and follow through of Jon, Leon, and Cleve we wouldn't have the association we enjoy today. Others like Bill Powell, who has worked behind the scenes for years, and Tony Passannante, who joined the Board last year as Membership Chair, confirms a quality team produces bountiful results. Please join me in thanking these hard working gentlemen who have so benefited my term as President and you through your membership.

FYI: for those of you using the old SKYNET website that will soon be phased out. The preferred website is <https://flyingtogether.ual.com>.

Our sincere thoughts and prayers to you and yours who were affected by the recent forest fires, tornados, and flooding. No doubt many UAL employees/retirees were impacted by the Black Forest fire near Denver.

Thank you all for your many emails and phone calls over the last two years. RUPA did open doors to old and new friends! RUPA is a wonderful association and I'm glad to have had the opportunity to be a small part of its continued success.

See you at the airport - over! *Phyllis Cleveland*



ABOUT THE COVER

Our thanks go out to Mike Ray for another great cover picture of a B-737-NGX.

S.E. FLORIDA TREASURE COAST SUNBIRDS (June) LUNCHEON

Our June Luncheon was held on another DELIGHTFUL day at Shrimper's which has been our hangout now for several years since we no longer have access to Mariner Sands CC.....and once again, we were not disappointed. The food was appreciated and ENJOYED by ALL and we were VERY WELL attended to by our Primary server, Gabrielle (aka 'Gabby').

We had a total of 8 attending the Luncheon and the conversation(s) covered many subjects including, but not limited to, the Best Dr's. to go to for various needs, Smart Phone App's. and capabilities, how WELL Pass Riders are being treated by Continental CSR's and F/A's, QB (Quite Birdmen) Meetings and activities, and various new Restaurants opening in the area and the planned Summer travels of our Attendees. Lots of good conversations, that's for sure.

Those in attendance were: Ted Osinski, Jim Dowd, Jack Boisseau, Dick Starita, Paul Andes, Frank Guglielmino (CLE Crew Scheduler), Don Jefferson and myself, Bob Langevin.

Wishing you all a Happy and Safe Summer, and if your Summer travels should bring you down to SE Florida around Tuesday, July 9th, we'd love to have you join us at our July Luncheon at Shrimper's (starting at 11:30 AM). It's EZ to find on the SE corner of A1A and Salerno Rd. in SE Stuart, The Sailfish Capital of The USA.

Best Regards, *Bob Langevin*

S.E. FLORIDA TREASURE COAST SUNBIRDS (July) LUNCHEON

July was a 'Good News & Bad News' Month for our Luncheon at Shrimpers. FORTUNATELY, the GOOD News far outweighed the BAD News.....and that's a good thing. 1st, the Bad News -- the WX was Nasty with a 100% cloud cover, windy and intermittent rain showers, some of which were HEAVY along with a windy condition.....not ideal WX for our Luncheon. BUT, the GOOD News was -- our Shrimper's food and

service was TERRIFIC as usual (our waitress, Darien, spoiled us rotten with smiles 🍷 and excellent service) and in spite of the WX, beautiful Manatee Pocket was very picturesque with all of its nautical beauty and the beautiful Boats that grace its waters. Of course, the Hi-Lite of the afternoon was the GR8 guys that were there along with the Good and very Interesting conversations.

Our own Dick Starita gave a terrific overview and his entire flying experience about his recent trip to Europe. His main points were: how GREAT the Continental people were in treating him and his travel companion, Zsuzsa; tighter Security than he's used to, the seating on different airplanes (he loved the 737-900), Baggage handling and how his was routed to MIA.....YES, it was an overall--Very Good trip and he especially enjoyed getting moved up to 1st/Business Class on one of the Longer Flight Segments. Some of the other conversations had to do with the 777 accident in SFO, Cell Phone Service (AT&T vs. Verizon mainly) and experiences here in SE FL. (AT&T doesn't seem to be too popular with a lot of dropped calls) and, of course, our new United Retired ID's. As usual, lots of good conversation participated in by ALL.

Yes, another fun couple of hours with The Guys. 🍷

Those in attendance were: Ted Osinski, Del Gartner, Dick Starita, Paul Andes, Jim Dowd, Jack Boisseau and myself, Bob Langevin.

At this point, we are ALMOST 1/2 way thru Hurricane Season and so far - so GOOD. We will continue to hope that we will remain 'H' free for the remainder of the 'H' Season (end of November) as we look forward to the return of our Northern members who 'evacuate' from the area during the Summer. If any of you are in the Stuart, FL area on Tuesday, August 13th.... please join us at Shrimper's (Salerno Rd. and Dixie Hwy.) at 11:30 AM....we'd love to spend a couple of hours with you. Until next month, wishing you all a SAFE and Happy Summer with GR8 WX. Best Regards, *Bob Langevin*(MIA, CLE and ORD)

DCA BOYS NIGHT OUT IN HAGERSTOWN, MD

Hi, everyone from the DCA BOYS NIGHT OUT celebration, June 12, 2013. This is a Quarterly get-together in Hagerstown, MD at the Schmankerl Stube Bavarian Resturant. We always have a good time and we are recreating our layovers in Frankfort, Germany, when a MANDATORY DINNER MEETING was always held at the Baseler Eck resturant, just a few blocks from the hotel. Featured at this meeting was a pork dish of immense proportions, swinehauxen. About half of the crew orders this in Hagerstown, but, THESE DAYS, most take a good portion home for another meal.



Pictured around the table, left to right, are Lou Myer, JC Black, Dave Anderson, Bill Nolan, EK Williams, Bill Wellborn, John Easton, Stokes Tomlin (photographer), Paul Davis, Jim Turner, Gill Coshland, Earl Jackson, Charlie Schwab (PAA), Gary Cook and John King.

LOS ANGELES SOUTH BAY LUNCHEON

Hi all, The June 13th meeting had some competition. Four (4) people showed up at the Hacienda for the June 13 luncheon. I was in Seattle visiting my granddaughter so was not one of them.

Those present were; Helena & Tom Reidt, Loyd Kenworthy, and Rex May. With such a sparse attendance we were concerned about the South Bay RUPA group and were rethinking our get-togethers. However, the new Thousand Oaks group, who also had their meeting on June 8, has decided to meet on the odd months in the future. They will have a July meeting - 2nd Thursday of the month. We will continue with our 2nd Thursday of the even months - i.e. August 8 and, hopefully, will have a full slate in attendance. Of course, anyone can attend any and all of the luncheons. *Arví*

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



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Stewardesses **Laurel Morrison & Patricia Bowers** “take-a-shine” to the Mainliner 230 “Los Angeles”. The 27-1/2 foot tall DC-4 rudder outmoded existing hangar facilities.

The first five of twenty-five C-54s (DC-4s) leased by United from the Reconstruction Finance Corporation were received in November 1945. They were converted to commercial operation by the Douglas Aircraft Company. Forty-four seats were installed, more than twice the number of seats in United’s DC-3 Mainliners. In 1946 new designations referring to the “cruise-speeds” were adopted for United’s planes. The DC-4s were named “Mainliner 230”, the (on order) DC-6s were “Mainliner 300” and the DC-3s were renamed “Mainliner 180.”

In March 1946 the 4-Engine DC-4 brought new levels of speed, comfort and operating efficiency to United’s “Main Line.” Ads stated that the “230’s flew coast-to-coast (from SFO) in 13 hours, carrying 44 passengers and 5,000 lbs. of cargo. Flights from the Pacific Northwest to the Atlantic Coast took 16 hours.



1945 San Francisco - a C-54 and the first group of United Maintenance personnel to complete familiarization training on four-engined aircraft. Second from left front row is **Murl Goodyear** UAHF President **Tom Goodyear's** father.

Marvin Berryman DENTK Ret. - from 1946 “United Air Lines News” & the 1945 Annual Report.

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

S.E. FLORIDA GOLDCOAST LUNCHEON

On July 11th, we had a nice lunch and had a great turnout of 17 people, which was larger than a few of the winter lunches. We were joined by a few lovely wives and two of our long time MIA Flight Attendants. One active pilot attended. It was good to see a number of our regulars again.

The SFO Asiana accident topped the list of subjects followed by a recently concluded trial which seems to enamored a nation for some reason in a call for equal justice. How about giving us the BP-6s and our pensions back for equal justice!!! And of course, the usual subjects of hurricanes and the summer heat were hot topics. (pun intended).

We hope some of our snowbirds are enjoying their UP NORTH summers and look forward to them joining us in the Fall schedule in October when Ned and Lyn return.

Next RUPA LUNCH in South Florida is August 8th. It is the second Thursday of each month. Hope to see you next month. *Jim Morehead*

DENVER GOOD OLE BOYS AND GIRL LUNCHEON

On the third Tuesday of June as usual the Denver RUPA members and guests assembled at American Legion Post 1. First arrivals were on hand in the bar by 11:00.

Some Ruparians discussed a recent incident of an active United Captain in his last month who was on reserve. He was expecting to be assigned a flight for his last trip and had his wife ready to accompany him but instead was assigned a PC fill-in. No help from the flight office. According to reports he became ill and was unable to participate in the PC fill-in. There was a humorous discussion of bad dreams regarding flying such as can't find flight bag, can't attain enough altitude to clear obstacles etc.

Lunch was served at 12:00 in the dining room. Our coordinator, Ted Wilkinson, said for the first time ever the number of attendees exactly matched the estimate he gave the caterer. Well done Ted.

Attending were: Ted and Rose Wilkinson, Bob Sannwald, Steve Pahs, Dick Garbrick, Denis Getman, Dick Shipman, Tom Hess and guest Erica Mercer, Stanley Boehm and guest Marilyn Gifford, Carl Harder, Bob Blessin, Tom Johnston, Barry and Marianne Edward, Al Dorsey, Bill Bates, Bob and Penny Dietrich, Jim Adair, Jim Krasno, Casey and Gail Walker, Ed and Mary Lois Riehl, Dwayne Searle, Susan Hytinen, Dick Kobayshi, David Horwitz, Chuck kahl, Cliff Lawson, Russ Ward, Joe Collard, Bill and Cherie Fife, Bob Crowell, and finally Ray Bowman.

Heads Up: The July meeting will be held at American Legion Post 1 at 5400 East Yale, Denver as usual but the August meeting will be the annual picnic/camping outing to be held on the 3rd Tuesday, August 20th at the Chief Ouray Group Site, Cherry Creek State Park. The event begins in the afternoon of the 20th and extends into the next day for those wishing to camp over night. Contact coordinator Bob Blessin 303-377-9114 or rhblessin@juno.com for full details. Your Co- Scribe, *Tom*

FRANK AND ERNEST | Bob Thaves



THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings to all RUPA from the Intrepid Aviators of Southern Oregon. As you can see from our group picture, we again took most of the chairs at the Pony Espresso for our lunch in June, but still missed several of our 'regulars'. We also welcomed to our group Gary and Dee Plavan, recently moved to the Rogue Valley. Gary, a former Continental pilot until Mr. Lorenzo took over there. Long time RV'ers, they've finally settled here in Jacksonville. Welcome!

And so we start with Dee sitting, Gary behind over her left shoulder, then Dan Kurtz, Doris Segner-Miller, Marty Niccolls, Janet Russell (friend of Bill Monfort), standing behind is Art Lumley, Rob Miller, Bill Monfort, George Elliott and Catherine Dimino, (George's daughter). Standing (back to the left), Bob Niccolls, Scot Lee, Harvey Saylor, and last but certainly not least, Steve Fusco.



Fun time and a good group. What a delight it is to be able to come together as we do to share past memories but also what's current, active and ongoing in our lives. Cheers to RUPA and to all of us. **Bob**

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Not a lot to report due to the small number of members attending. Another very hot day and being the day before the fourth of July and vacation trips and travel reduced the attendance to fifteen members. And our fearless leader, Bob, was absent due to being a little under the weather.

Everyone seemed to be in a good mood during the social time in the lounge despite the hot weather. Lots of laughter and not many complaints regarding UAL/CON airlines.

After our waitress, Wendy, took our food and drink orders George gave us his Health and Welfare report regarding the huge amount of calories in some of the Starbucks fancy coffees. Nothing like 2,000 calories in your coffee to get you going! Clyde passed around his new retiree photo ID for all to see. I do not travel on UAL so will not spend the money for an ID and am not sure of the purpose of it. Seems that most airlines want a letter from UAL verifying your status as a retiree. Galen had three books, "US Navy Aviation" and two different editions of "The Ships and Aircraft of the US Navy Fleet" which he offered to anyone who wanted them. No takers so I took them and will give them to the Pacific Coast Air Museum or some other museum for their library.

In attendance: J. R. Hastings (who arrived early for change), Dan Bargar, Galen Wagner, Jules Lepkowsky, Bill McGuire, Dick Lammerding, George Hise, Deke and Merle Holman, Dick Hanna, Gardner Bride, Jim Mansfield, Gary Webb, Clyde Wilson, Wayne Heyerly (who arrived late) and me, Bill Greene

Advice from Will Rogers

The quickest way to double your money is to fold it and put it back into your pocket.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

The July lunch at Edgar's started with a new menu, higher prices, less choices, old favorites missing, all due to a new "organic" chef. We glanced at the dinner menu – expensive! Those enjoying the good food and conversation were Milt and Sunee Jines, Carlos and Judy Quintana, Barrie and Sharon Nelson, Paul and Brigitte Olson, and Pete and Donna Walmsley (our hosts), and yours truly. Many of our regulars were out-of-town!

Needless to say there was a lot of discussion about the Asiana accident in SFO. Other conversation touched on the election of our new RUPA officers with local favorite Jon Rowbottom being elected President for the 2013-2015 term! Congratulations Jon!!! We also discussed the RUPA cruise planned for May 2014, our Golf Tournament in September, our Christmas Party at the Beach House, and our Rocky Point lunch that was held at the end of June. We will plan another Rocky Point lunch in late August.

Our Forth Annual RUPA Golf Tournament is set for September 11th beginning "T" times at 1:00 p.m. That is our regular scheduled lunch day. The lunch will start early that day at 11:00 to order by 11:30. For further golf information contact Pete Walmsley at 831 624-7786 or email at: PeteWalmsley75@gmail.com. Out-of-towners are welcomed to join us!

The next regular RUPA lunch will be at Edgar's at Quail Lodge on August 14th. Please RSVP by the Tuesday before. Happy summer! *Phyllis Cleveland*

OHIO CLEVELAND CRAZIES

We had a great meeting back in April at the Liberty Aviation Museum in Port Clinton, Ohio. Because of the overwhelming interest in that "Road Trip" we are planning another outing in September.

On our normal monthly meeting day in September, 9-19-2013, we are planning lunch at the 356 Fighter Group Restaurant near the Akron-Canton Airport. Following lunch we will tour The MAPS Aviation Museum that is located on the west side of the airport.

Because of lunch planning with the restaurant and the scheduling of a tour guide at the museum, I am asking anyone interested to let me know their plans no later than the August meeting at TJ's in Wooster. Or you can simply call (330-653-8919) or e-mail (jach@gwis.com) me your plans any time between now and the August 15th meeting.

I will have details (Directions, Addresses, Timing, etc.) of the day for everyone signed up at a later date. This is a "heads-up" for your consideration and planning.

As you know, friends, wives and active UAL pilot families are all welcome. We already have three signed up for the day. *Phil Jach*, e-mail: jach@gwis.com, phone: 330-653-8919

Rhymes With Orange Hilary B. Price



THE COLUMBIA RIVER GEEZER'S LUNCHEON

Three new faces gathered around our table today July 10, 2013 for our Columbia River Geezers monthly Luncheon. Starting with the right side of the table moving counter clockwise are two first time attendees.... Retired 747 SFOFO Captain Dick Ruitter from Bend, OR and retired Captain Steve Laurance SFOFO who lives in Redmond, OR. They both drove the 2 hour and 45 min drive North from Central OR together. Next in line is Bill Park, Ron Blash, and retired SFO American flight attendant Lynne Vyfvinkel who is married to Benno Vyfvinkel at the end of the table. Continuing Counter Clockwise beyond Lynne is camera shy and current RUPA membership chairperson, Tony Passannante, Doug Howden and Benno Vyfvinkel. Benno and Lynne drove down from Battle Ground WA.



Benno is a retired SFO 747-400 Captain who was born in Amsterdam and speaks fluent Dutch and is also fluent in ATC English and beyond. He provided me with the proper pronunciation of the few Dutch words that I thought I was familiar with. Steve Laurance, pre-United, flew B-52s then Birddogs in Vietnam. Steve retired off the 767 in SFO while collecting B-777 pay for his last 14 months. Way to go Steve. Doug entertained us with some interesting stories about taxiing his A4 fighter around the deck of an aircraft carrier when he was recalled during the Gulf of Tonkin incident. One of his favorite experiences in hitting or departing the boat was while in cockpit he was able to ride the boats elevator up and down from the hangar deck to the flight deck and vice-versa while looking over the edge of the elevator's platform straight down towards the rolling seas. Something about keeping his hand close to the ejection handle in case the aircrafts brakes failed and he started to slip over the side. Doug also stated that he never had to land on the boat in a cross wind. Gosh! those landings at night must have been a slam dunk? Pardon the pun. Glad your still with us Doug.

There was lots of conversation today about the B-777 flight characteristics, VNAV approaches , Auto Throttles and Visual hand flown approaches. Most of which were centered on speculation as to what may have caused the recently attempted, unstable visual approach and landing accident in SFO. CLR?

Several stories about our First Officer years in SFO on the Basic 737. Lots of discussions about some of the great guys we had the privilege to fly with. Then..... there were some others as well.

Good times today, accompanied with good food comprised of mostly salads a chicken pot pie order and lots of ice tea and H2O.

Hope to see you all next month 1100, August 14, at the Claim Jumpers in Clackamas OR.

Ron Blash and *Tony* too.

DANA POINT RUPA LUNCHEON

Great to back in southern Cal after extended travel by air and car...read, Hertz, Mileage plus and yes Standby Passes! Thanks to Joe for covering the RUPA date for me and getting a reporting to *RUPANEWS*. Yes, the Lunch date was under the umbrellas with a fair breeze flowing across the Deck that keep it cool on a sunny day. Sounds typical!

Present were: Rusty Aimer, Park Ames, John and Cheryl Arp, Carlos Bernhard, Bob Fuhrmann, Denny Giese, Jim Grosswiler, Bob McGowan, Jerry Meyer, Al Pregler, Bill Rollins, Ted Simmons and Joe Udovch.

Top of the conversation led off with the unfortunate accident with the Asiana Airline Flt 214 and the topic carried on for quite a time including the following that Rusty Aimer sent to us in an E mail.

Rusty...We spent the whole day with the producer and the camera crew of Today Show who came to my house and later in a simulator. Most of my emphases was on how well my old pal the 777 stood up in this horrific crash. Further, I gave praise to the professionalism and courage of Asiana Flight Attendants who saved all those lives while endangering their own. I also repeated the testimony of my United friend Chris "Doc" Halliday who witnessed the approach and subsequently the crash from his 747-400 cockpit we see in some of the videos. Doc's flight was # one for takeoff behind the landing 777 on taxiway "F" leading to runway 28L in SFO. He and his aircraft, passengers and crew came within striking distance of the out of control 777 sliding by and shedding parts. He told me about the professionalism and fantastic job of his Flight Attendants, calming and taking care of their passengers who watched in horror the crash unfolding and came dangerously close to being part of this disaster themselves."

Sounds like the accidents we had with the 727s when they were new, and where the crews were new to flying a jet...time lag to bring the engine to full power from idle.

I did note National Safety Board released some names of the crew that where 'Fake', two of which were "Wi Tu Lo" and "Capt Sum Ting Wong" had gone viral and drew heavy criticism on the intranet.

On a Happier note, my personal flying standby was quite pleasant and included a 787 to IAH. I did take some advice from what was in the *RUPANEWS* and preflight followed several days that I might fly and found that I was number 1...so I went. Cheers, *Ted*

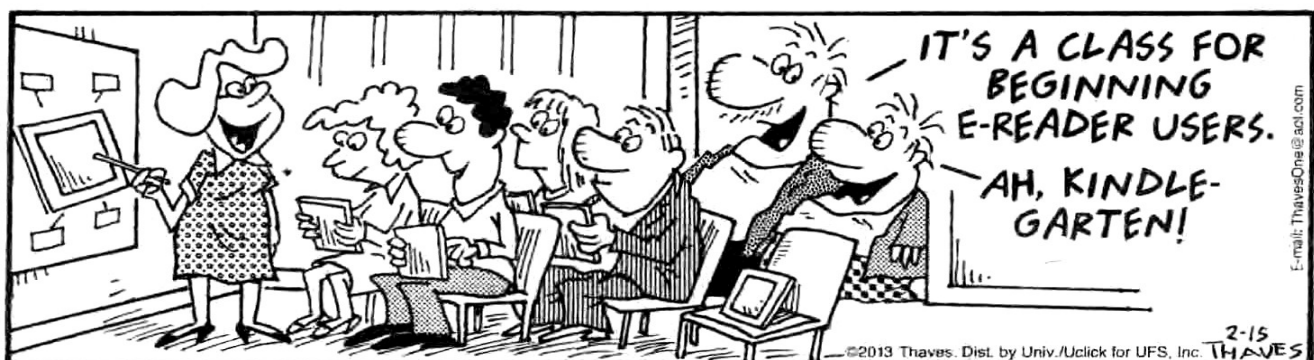
SEATTLE GOONEY BIRDS LUNCHEON

June 20, 2013 the food was good, the service was good, and the conversations were lively as the Seattle Gooney Birds held their monthly luncheon at the SEATAC Marriott Hotel. A few jokes were told and the new Retiree ID cards were discussed with little enthusiasm.

We had a good time and if you are newly retired and haven't joined our group, you are urged to join the fun the third Thursday of each month.

In attendance: Howard Holder, Chuck Westpfal, Bill Stoneman, Fred Sindlinger, Eric Malm, Dave Fahrenbach, Dave Carver, Al Haynes, Gerry Pryde, Herb Marks, Jack Brown, Jim Barber, Ray Hanson, and Bill Brett.

FRANK AND ERNEST | Bob Thaves



THE THOUSAND OAKS RUPA (July) LUNCHEON

We assembled a good group of aviators on a unusually humid day for our fair city at the Dish restaurant in the Janns Mall. As a reminder we will meet the 2nd Thursday of each odd month, which means we will convene next time on September 12th at 1100.

Doug Bielanski started the meeting and the hot topic of course was the Asiana accident which seems to highlight the lack of proficiency in pilot skills and the over reliance on automation, a pretty sad state of affairs which is all too common in some operations. The difference in decision making culture and many other aspects of the situation were discussed.

We discussed travel on uncomfortable airline seats during long flights, but I guess it beats walking. ASU has a feature that gives a rough idea on loads for other carriers since the Flyzed website is no longer in service but it requires a subscription fee. Apparently ZED fare tickets will all go electronic whereas now some need paper tickets.

Many conversations ensued throughout the group. After lunch, Claude Giddings told us a few stories, including one about blondes.

It was tough getting all 20 of us in the picture but in front and going clockwise is; Phil Landry (Retired CO



pilot and brother of Dave Landry), Bob Mosher, Claude Giddings, Gary Babcock, Pete Petersen, Harold Myers (visiting brother Dale), Dale Myers, Doug Bielanski, myself, Doug and Marcene Rankin, Gene Biscailuz, Dave Park, Tom McQueen, Don Tanner, Ivan Cox, Mike Herriott, Dick Unander, Larry Lutz and Don Hollingsworth. Regards, *Denny Fendelander*

PICKLES | Brian Crane



THE SAN FRANCISCO BAY-SIDERS LUNCHEON

It was another beautiful day for our luncheon, but we only had 20 in attendance. Apparently, the message I added to my reminder email that I would have to start putting pictures on milk cartons of those members we haven't seen in a long time had no effect. Oh well, it was just an idle threat anyway. Besides, I would probably get better results if I put the pictures on wine or beer bottles.

Most of the conversations were about the crash landing Asiana flight 214 being that it was so close to home. Bob Callaghan brought a picture that he thought was taken the later part of 1962 or early 1963 of 16 retired pilots who were at a meeting to discuss the forming of RUPA. How things change, they were all dressed in suits and ties and looked like a bunch of bankers. Bob had flown with many of them. All but two were from SFO. Maybe that's why we got the nickname of the "San Francisco Mafia." The picture will be published in the October *RUPANEWS* in recognition of RUPA's 50th anniversary.

Jan McNaughton was not able to attend, but sent a delicious tiramisu cake for all of us to share. Thank you very much Jan, it was a real treat!

Those in attendance were: Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Sam & Billie Cramb, Dick & Jeri Johnson, Bruce McLeod, George Mendonca, Walt Ramseur, Cleve & Rose Spring, Jerry Terstiege, 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*

HERE'S WHY UNITED WAS JUST NAMED AMERICA'S WORST AIRLINE

By Matt Brownell



In a week that saw United Airlines (UAL) place dead last in a customer service ranking of the major airlines, a picture surfaced that gives some idea of how the airline earned that dubious distinction. FlyerTalk A member of travel forum FlyerTalk posted this picture, which he says he snapped in the lavatory of a United Airlines flight.

"Apparently, they ran out in one lav half-way home and couldn't bother to transfer a roll from another," writes the poster. As you can see, a member of the flight crew seems to have hacked together a holder out of duct tape and filled it with cocktail napkins -- which, appropriately enough, bear the slogan "Fly by the tips of your fingers."

And this was no short flight, either: He notes that this took place on a San Francisco-to-London trip. While having to use napkins as toilet paper isn't the end of the world, it's still hard to imagine an airline like JetBlue (JBLU) running out of toilet paper and having to resort to such college-dorm-style innovation. It's that sort of lax approach to basic customer service that's led to United once again ranking dead last in the American Customer Service Index. The quarterly ranking of various consumer-facing industries and companies found that while the airline industry as a whole has slightly improved, it still rates poorly among consumers, with only TV and internet providers performing worse. And within the industry, there was United in dead last once again, with an aggregate score of 62 points out of 100. JetBlue and Southwest (LUV) led the category, scoring 83 and 81 points, respectively.

The index is compiled through thousands of phone and email surveys, and each company score is the product of 250 interviews.

Of course, United's problems don't begin and end with toilet paper. A recent ranking of airline performance that accounted for on-time arrivals, customer complaints and baggage handling likewise ranked the airline dead last.

THE BOB LEONARD 7TH ANNUAL 5K RIVER RUN/WALK

The Bob Leonard 7th annual 5K River run/walk will take place at Pottawatomie park in St. Charles, IL on Saturday August 10th. This is in support of the River Corridor Foundation, That Bob was involved in starting. The Web site is < www.signup.com/90666 >. *John O'Connell*

AIR CANADA NAMED 'BEST AIRLINE IN NORTH AMERICA'



MONTREAL, Canada - Air Canada has been named Best Airline in North America by the Skytrax 2013 World Airline Awards announced at the Paris Air Show. It is the fourth consecutive year Air Canada has been recognized as a leader in North America and ranked among the best airlines in the world. The annual poll, which is based on surveys of more than 18 million global passengers, is viewed as the key benchmarking tool for customer satisfaction by the global airline industry.

"We are delighted that the Skytrax World Airline Awards has recognized Air Canada as the Best Airline in North America, making this the fourth consecutive year we have been named a leader in one of the most competitive markets on the planet. This award places Air Canada among the very best airlines in the world and confirms our ongoing commitment to excellent service," said Calin Rovinescu, President and Chief Executive of Air Canada. "The ongoing transformation of Air Canada is indeed succeeding and our Four Star services on the ground and onboard are second to none - with such amenities as our seat back entertainment, Maple Leaf Lounges, concierge service and Executive First cabin with fully lie-flat suites. The award also reflects what our 35 million customers each year tell us through their loyalty: that Air Canada is one of the safest, most comfortable and convenient airlines to fly. I thank our 27,000 employees around the world for their pride, professionalism and dedication and who all share in winning this award."

"We congratulate Air Canada not only in winning this major award, but the fact they are continuing their success from earlier years to retain this title as the Best Airline in North America. This award for the Best Airline in North America is testament not only to the many improvements introduced by Air Canada during the past year, but to the standard of service being delivered by Air Canada staff in all customer-facing areas, on the ground and onboard flights," said Edward Plaisted, Chief Executive Officer of Skytrax.

The Skytrax Survey is operated during a 10-month period, with customers representing more than 100 nationalities from over 160 countries around the world participating. The 2013 Awards are based on 18.2 million completed customer surveys, and include over 200 airlines worldwide. The survey covered all types of airline, from largest international airlines to small domestic carriers, with customers ranking quality standards across more than 40 areas of airline front-line product and service.

United Airlines starts service to St. Lucia



United Airlines has launched weekly non-stop service to St. Lucia from its New York hub at Newark Liberty International Airport. The flights, which began on July 13, 2013, operate using Boeing 737-800 aircraft, with 16 United Business seats, 48 United Economy Plus seats and 90 United Economy seats.

United flight 1642 departs Newark Liberty (EWR) on Saturdays at 8:55 a.m., arriving at the Hewanorra International Airport (UVF) in St. Lucia at 1:48 p.m. The return flight, United 1643, departs St. Lucia on Saturdays at 2:38 p.m., arriving in Newark at 7:33 p.m. The service provides convenient connections to and from 22 cities in the United States, including Chicago, Boston and Washington, as well as several Canadian cities.

"St. Lucia, United's 17th destination in the Caribbean, is a very welcome addition to our network -- and just in time for customers to enjoy a great summer getaway," said Milagros Uriarte, United's director, Latin America Onshore & Caribbean Sales.

An old fighter pilot was asked, "At your ripe age, what would you prefer to get: Parkinson's or Alzheimer's?" The fighter pilot answered, "Definitely Parkinson's!!! Better to spill half an ounce of Scotch than to forget where you keep the bottle!!!"

United and American airlines may have to pay billions to 9/11 victims



U.S. District Judge Alvin K. Hellerstein said he will announce his decision immediately after hearing several witnesses and listening to arguments in a nonjury trial starting Monday and expected to last three days.

This judge who has presided over most of the litigation stemming from the Sept. 11 attacks will decide whether the owners of the World Trade Center can try to make aviation companies pay billions of dollars in damages.

The trial will decide whether World Trade Center Properties and its affiliates can receive more than the \$4.9 billion in insurance proceeds they have already recovered since the 9/11 attacks by terrorists who hijacked commercial airliners and flew them into the 110-story twin towers. The attacks led to the destruction of the towers as well as a third trade center building.

If the judge should decide that the World Trade Center owners were entitled to additional money, a liability trial might occur. The defendants include American Airlines Inc., AMR Corp., United Airlines Inc., US Airways Inc., Colgan Air Inc., Boeing Co. and the Massachusetts Port Authority, among others.

The airlines and other aviation-related companies were sued with the reasoning that they were negligent, allowing terrorists to board airplanes and overtake their crews before plunging the planes into the trade center complex, destroying three buildings.

Hellerstein has already said the maximum the trade center owners could recover from aviation defendants would be \$3.5 billion. The trade center owners say it has cost more than \$7 billion to replace the twin towers and more than \$1 billion to replace the third trade center building that fell.

In court papers, both sides have accused the other of unfairly characterizing their claims, with the aviation defendants saying the trade center owners were being "absurd" and the complex's owners labeling some of the aviation defendants' arguments as "nonsense."

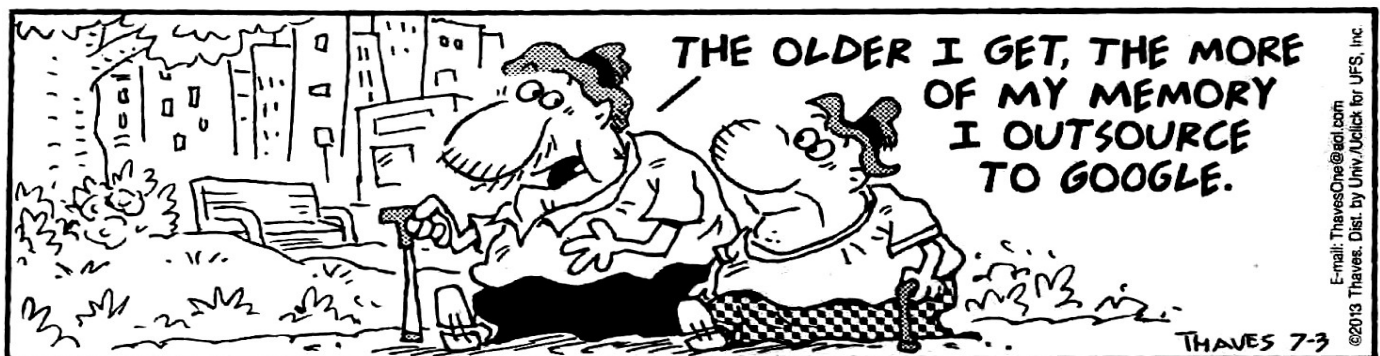
The aviation defendants say Hellerstein should conclude that the trade center owners are entitled to no award because they've already been reimbursed by insurance companies for the same damage they are trying to force aviation defendants to pay for as well. They also note that the replacement buildings are more modern and fancy than the original buildings.

Of the 7 World Trade Center building -- the first to be rebuilt after the attacks -- the lawyers wrote that the trade center owners "built a new, state of the art 'green' building that bears little resemblance to the office building that collapsed as a result of the Sept. 11 terrorist attacks."

They said they plan to call only two witnesses: an expert on law and economics and an expert in the adjustment of insurance claims. Additional evidence they will introduce will include leases, insurance policies, proof of loss, communications between trade center leaseholders and their insurers, and financial statements.

In their court papers, the trade center's owners insist that recovering money from aviation defendants would not result in a "double recovery" because of the billions they've already received from insurers. And they note that their rebuilding costs "far exceed" what they've received from insurers.

FRANK AND ERNEST | Bob Thaves



UNITED AIRLINES EXPANDS MOBILE APP



United Airlines announced refreshed applications for iPhone, Android and BlackBerry 10 that include streamlined user interfaces along with a new feature, also available on Windows Phone 8, which will enable customers to manage their travel in real time during irregular flight operations.

With the new feature, United mobile app users who experience flight delays or cancellations will be offered the option to keep their existing itinerary or, where available, the ability to change to a new itinerary. Customers whose flights are affected may use the mobile app to accept new flights that United has automatically confirmed or search for alternate routes, airports and dates of travel. "United continues to invest in mobile technology that improves the travel experience for our customers," said Scott Wilson, United's vice president of merchandising and ecommerce. "The new features and updated look of these apps give travelers increased convenience, flexibility and control. United will continue to invest in building powerful mobile tools for our customers with many significant enhancements scheduled to roll out over the next year."

Separately, the airline also announced plans to make mobile boarding pass scanning available at all of the more than 220 domestic airports it serves by the fall of this year. United was the first U.S. airline to introduce mobile boarding passes in 2007, and it is the first mainline carrier to announce that it plans to make the service available at all of the domestic airports it serves. United also offers mobile boarding passes at over 40 international locations.

UNITED AIRLINES EMPLOYEES DEBUT NEW UNIFORMS WORLDWIDE



Tens of thousands of United Airlines employees worldwide – including flight attendants, customer service agents, technical operations and ramp workers – began wearing newly designed uniforms on June 26, the first time members of these work groups will wear similarly styled uniforms. More than 64,000 United employees will debut the garments, which feature accents of blue, gold, silver and gray.

"The new uniforms project a contemporary, sophisticated look that reflects the modern airline we're building," said Jeff Foland, United's executive vice president – marketing, technology and strategy. "With significant feedback from our uniformed co-workers, we've designed pieces that are professional, stylish and functional."

United pilots will begin wearing newly designed uniforms later this year in the traditional midnight blue color with gold stripes and accents. Other uniform design concepts include:

Flight Attendants: The uniform includes a core wardrobe of black trousers, skirts, sweaters, vests and blazers with two rows of silver braid on the sleeves. Female flight attendants will also wear sweaters, vests, short sleeve jackets and two styles of dresses, including a signature blue dress with a black stripe detail. Outerwear for male and female flight attendants includes a black all-season coat and an optional gray double-breasted wool coat.

Customer Service Agents: The uniform includes a wardrobe of black blazers, trousers, sweaters, vests and skirts. Agents will also wear colored shirts and distinctive neckwear that vary depending on their job responsibilities.

Ramp, Cargo and Technical Operations: The uniform offers flexibility, comfort and durability for year round comfort. Employees will wear work shirts, polo shirts and T-shirts made with breathable and flexible fabric. The pants, shorts and coveralls for both men and women feature a soft, brushed fabric. Outerwear for ramp, cargo and technical operations workers includes a three-piece system consisting of a zip-up fleece-lined vest, jacket and waterproof outer shell. The uniform also includes waterproof wind pants, hooded sweatshirts, baseball caps and knit caps.

UNITED AIRLINES ANNOUNCES ORDER FOR AIRBUS A350-1000 AIRCRAFT



United Airlines announced an order with Airbus for new A350-1000 aircraft. The agreement converts United's existing order for 25 A350-900s into A350-1000s and adds 10 firm orders for A350-1000s, giving the airline a total order of 35 aircraft. The increased seating capacity of the A350-1000 will enable United to replace older, less efficient aircraft currently serving long-range, high-demand markets. United expects delivery starting in 2018.

"We look forward to taking delivery of the A350-1000," said Jeff Smisek, United's chairman, president and CEO. "This is a modern, fuel-efficient and advanced-technology aircraft that our customers and co-workers will enjoy flying. It will be a great addition to our fleet, and will allow us to meet demand on larger, long-haul markets in our world-leading network."

The A350-1000 is the largest member of the A350 WXB family and uses advanced materials including composites, titanium and aluminum alloys combined with the latest engine technology to make it lighter and more fuel efficient. The aircraft will consume approximately 20 percent less fuel per seat than the large widebody aircraft it will replace. It is powered by new-generation Rolls-Royce Trent engines. The cabin will offer an improved customer experience with more headroom, wider panoramic windows and more overhead storage space.

"Less than a week after the success of the A350 XWB's first flight, we see that demand for the new aircraft continues to grow, especially for the larger -1000 model. Airbus is proud to have United Airlines on board the exciting A350 program in such a significant way," said Fabrice Bregier, Airbus President and CEO.

Fleet modernization

The Airbus order supports United's commitment to improve the overall efficiency of its fleet. United also announced an order for 10 Boeing 787-10 aircraft and conversion of 10 existing 787 orders to the -10 variant, making United's total Dreamliner order book 65. In July of last year, United announced a narrowbody order for 100 Boeing 737 MAX 9 aircraft and 50 Boeing 737-900ER aircraft. The airline is also modernizing its United Express fleet by adding seventy 76-seat Embraer aircraft that will be operated by regional partners.

UNITED PLANS TO INSTALL SPLIT SCIMITAR WINGLETS ON OUR 737-900ERS



United announced plans to install new Split Scimitar Winglets designed by Aviation Partners Boeing (APB) on their Boeing 737-900ER aircraft. This new winglet design will retrofit their Boeing Next-Generation 737 Blended Winglets, replacing the aluminum winglet tip cap with a new aerodynamically shaped "Scimitar" winglet tip cap and adding a new Scimitar tipped Ventral Strake. APB estimates that, once Split Scimitar Winglets are installed on the 737-900ER aircraft, they will save more than 57,000 gallons of jet fuel per aircraft per year resulting in a corresponding reduction of carbon dioxide emissions of more than 600 tons per aircraft per

year. The fuel savings can enable a 737-900ER to increase its payload up to 3,300 pounds, extending its range up to 60 nautical miles.

"We are always looking for opportunities to improve the fuel efficiency of our fleet. The Next-Generation 737 Split Scimitar Winglet will provide a natural hedge against rising fuel prices while simultaneously reducing fuel consumption and carbon emissions," said Fleet VP Ron Baur.

In January, we announced plans to install the new Split Scimitar Winglets on our 737-800 aircraft. We anticipate FAA supplemental type certification of the 737-800 Split Scimitar Winglet in October of this year and certification of the 737-900ER winglet in early 2014.



**"The secret of staying young is to live honestly...
eat slowly, and lie about your age."**

NEW LARGER DREAMLINERS ON ORDER BY UNITED



On June 18 United increased their Boeing 787 order to 65 aircraft, ordering 10 new 787-10s and converting 10 existing 787s on order to 787-10s. United will be the first U.S. airline to operate the 787-10 beginning in 2018. The 787-10 is a stretched version of the current 787 and will offer the lowest fuel burn per seat of any aircraft in its size category. It will be used to replace older, less efficient widebody aircraft in their fleet.

"Advanced technology aircraft like the 787-10 are key to United's future, enabling us to fly fuel-efficient, customer-pleasing aircraft that are the right size for many long-haul markets in our unparalleled worldwide network," said

Jeff. "We continue to modernize our fleet to operate our airline more efficiently, while improving the flight experience for both our customers and our co-workers."

We are currently the only U.S. airline operating the 787. We have six new 787-8 aircraft in service and had previous orders for an additional 49 Dreamliners consisting of both the -8 and -9 variants. Today's order for the 787-10 puts us in a position to have a total fleet of 65 Dreamliners.

United and Boeing share a rich history together and have partnered on several new airplanes together including the 727, 737, 767, 777 and 787. We are pleased to continue this tradition by partnering to launch the 787-10.

BOEING SHOWCASES BBJ 3 FOR THE FIRST TIME AT EBACE 2013

Boeing Business Jets (BBJ) is displaying a BBJ 3 for the first time at the 2013 European Business Aviation Conference and Exhibition (EBACE) in Geneva, Switzerland.



The airplane, based on the 737-900ER, was outfitted with its custom VIP interiors at Jet Aviation in Basel, Switzerland. The BBJ 3 is currently for sale, so the exterior remains "green" or unpainted, ready for a livery to be selected by a new owner.

The range of the BBJ 3 exceeds that of other business jets in its class. It can fly 4,900 nautical miles; more than 1,500 nautical miles (3 hours) farther than its direct competitor. "The BBJ 3 range advantage is the reason why it has outsold its direct competitor by seven-to-one," said Capt. Steve Taylor,

president, Boeing Business Jets. "Our customers demand airplanes with great performance, enabling them to conduct business around the world." The BBJ 3 also features lower cabin altitude, pressurizing the cabin at 6,500 feet versus 8,000 feet of other business jets. This allows BBJ passengers to arrive at their destination relaxed and refreshed without feeling jet lagged.

The cabin interior is finished in a bright, high-gloss sycamore wood, with hand-crafted marquetry woodwork integrated in the entrance panel. It features a large main lounge and a smaller area for staff, a dining room and a bedroom suite with a queen-sized bed and bathroom with a shower. Jet Aviation has completed the interiors of two dozen Boeing commercial and private aircraft since 1978. "We value our long standing partnership with Boeing and look forward to continued success providing quality work and craftsmanship to our mutual customers," said Dan Clare, president, Jet Aviation.

The BBJ 3 on display can carry 38 passengers and eight crew members. It has a large cargo area that holds 230 pieces of luggage.

To date, seven BBJ 3s have been ordered. Three are in completion; four are in service. The next airplane is scheduled to enter into service June 1.

WANT · RUPANEWS · BY · EMAIL?¶

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

rupa.sectr@yahoo.com

RADIATION FROM AIRPORT SCANNERS - HOW MUCH DO WE GET?



A new report by an independent task force commissioned by the American Association of Physicists in Medicine (AAPM), has found that people absorb less radiation from airport X-ray backscatter scanner than they do while standing in line waiting for the scan itself.

Measurements made on two scanners in active use at (LAX), as well as seven other scanners not in active use at the time of measurement, found that full-body scanners deliver a radiation dose equivalent to what a standard man receives every 1.8 minutes on the ground, or every 12 seconds during an airplane flight.

Put another way, an individual would have to receive more than 22,500 scans in a year to reach the standard maximum safe yearly dose determined by the American National Standards Institute and the Health Physics Society, according to AAPM Report No. 217, "Radiation Dose from Airport Scanners."

"This report represents a wholly independent review of the X-ray scatter airport scanners and is the first we know of to look at multiple scanners including those in actual airport use," said Christopher Cagnon, PhD, DABR, the chief of radiology physics at UCLA Medical Center and one of the lead authors of the new report. "We think the most important single take-away point for concerned passengers is to keep an appropriate perspective: the effective radiation dose received by a passenger during screening is comparable to what that same passenger will receive in 12 seconds during the flight itself or from two minutes of natural radiation exposure."

Sources of Radiation: Natural sources of radiation on the ground include terrestrial sources such as radon in the air, cosmic radiation from space, and even the decay of potassium in the human body. Radiation doses are greater in the air because at cruising altitude, there is less atmosphere to shield passengers and crew from cosmic radiation.

To compare naturally occurring radiation with that emitted by airport scanners, AAPM convened a volunteer task force comprised of medical physicists from the University of California, Los Angeles and the University of California, Davis who donated their time. They measured the radiation delivered by Rapiscan Secure 1000 SP backscatter X-ray scanners, a model once commonly used in American airports but which the Transportation Security Administration has largely pulled from major airports due to passenger concerns over privacy.

The task force found that for a standard man -- approximately (5'10") tall and (161.4 pounds) -- one full-body scan delivered approximately 11.1 nanosieverts of radiation. (The "Sievert" is a common unit of radiation dose, and one "nanosievert" is one billionth of a sievert). On the ground, the same man receives approximately 3.11 millisieverts of radiation per year -- more than 10,000 times as much. The task force also found that the radiation dose a passenger receives during an average 2.84-hour plane flight -- 9.4 microsieverts -- is nearly 1,000 times greater than the dose delivered by one full-body scan.

"To our knowledge, all prior studies were contracted by the government and looked at a single scanner that was either of an older model or mocked up from component parts," Cagnon said. "A significant difference in our work is we were able to look at multiple working scanners both in the factory and in an international airport."

The AAPM report found that the LAX scanners emitted doses that were even lower than reported in the government contracted studies. The report also examines dose to skin and other superficial organs. To avoid any appearance of conflict of interest, this work was performed by independent physics experts volunteering their expertise, Cagnon added.

Golf Quotes

You can make a lot of money in this game. Just ask my ex-wives. Both of them are so rich that neither of their husbands work. ~ Lee Trevino

TOUCH SCREENS ARE TESTED FOR PILOTING PASSENGER JETS

By Nicola Clark/New York Times



BORDEAUX, France - As Denis Bonnet slipped into the right-hand seat of a commercial jet demonstrator in the airliner cock-pit design center here at Thales, the French electronics group, his hand reached forward to tap an angled glass screen resembling an oversize iPad. With a swipe of his finger across its surface, Mr. Bonnet called up a list of European airports and selected Charles de Gaulle, near Paris. A vivid three-dimensional map appeared, representing a proposed flight plan, which he manipulated using the familiar pinch and zoom gestures used to operate smartphones and tablet computers. The development of touch-screen technology has enabled a similar revolutionary new approach

to cockpit design.

By the end of the decade, says Thales, one of the world's largest makers of aircraft cockpits, pilots could start dispensing with buttons, trackballs and keypads for performing many routine flying tasks in favor of icons that can be dragged and slide-to-scroll menus. "The idea is to reduce as much as possible the number of buttons and control panels and replace them with virtualization," said Mr. Bonnet, the head of cockpit innovation at Thales. "We have reached such a high level of complexity today," he said, with the flood of data that streams into cockpit computers from the plane's systems and from the ground. "We want to create an interaction that is more intuitive and that reduces the workload, helping to keep the pilot focused on flying."

Since the transition more than a generation ago from mechanical flight controls to fly-by-wire systems that use computers to control many aspects of flight, avionics engineers have sought to harness the power of electronics to make air travel safer and more efficient. While marketing touch screens for cockpits is a way to get plane makers and airlines to upgrade their systems, the migration toward touch screens is advanced by manufacturers as having the potential to enhance flight safety and improve efficiency.

Touch-screen advocates list several advantages over traditional cockpits, including the elimination of physical space constraints for instrument displays, since all the information the flight crew needs can be searched for and reached from the same set of screens. The displays can also be customized to present only the relevant data and input options that the pilot needs for a specific phase of the flight, be it takeoff, cruise or landing. "It's a bit like using your iPhone to find a pizza place," said Mr. Bonnet of Thales. "You are very happy, once you have located it on your map, to be able to have the telephone number displayed as well - the right information, close to where you would expect it to be and not somewhere deep inside the user interface. The idea is to hide the complexity."

Of course, avionics makers face challenges familiar to anyone who has tried to read a tablet outdoors on a sunny day or type a text message while being jostled in the back seat of a speeding taxi. "Sunlight readability is a big one that we are working to solve, because unlike a portable device, you can't pick up a dashboard display to turn it" away from the sun, said Kenneth Snodgrass, director of technical sales at Honeywell International in Phoenix, another avionics maker. "A second is inadvertent touch. If you're flying in bad weather, in turbulence, and you need to be able to change something, you have to be able to make sure you get it right."

Touch screens first made their way into military jets two decades ago, when Thales integrated the technology into the cockpit of the French Rafale fighter. The F-35 Joint Strike Fighter being developed by Lockheed Martin will also have instrument panels with touch-screen interfaces. But the concept is still relatively new to commercial jets.

Two years ago, the Federal Aviation Administration in the United States and its counterparts in other

countries approved the use of so-called electronic flight bags. Pilots could replace reams of paper operating manuals, checklists and charts with digital versions loaded onto a tablet computer. Several airlines have embraced this paperless system. "Touch screens have had to earn their way on board," said Mr. Snodgrass. "It can't just be a bunch of pretty colors. It has to be something the pilot can use."

Honeywell won a contract from the Brazilian aircraft company Embraer to supply a cockpit system for its newest 100-seat passenger jet, due in 2018. It incorporates some touch-screen functions in its navigation and communications systems. Honeywell plans to start marketing a similar touch-screen system later this year that can be mounted in the cockpit of a private jet.

Rockwell Collins, another American avionics company, has also started to invest in developing touch screens for smaller aircraft. It has sought R.A. approval for a system it hopes to offer next year as an optional upgrade for the Beechcraft King Air, a twin-engine turboprop that can seat 13 passengers. The company expects the technology to find its way into larger planes and helicopters.

Some avionics makers are thinking beyond the iPhone screen to other new consumer technologies like Google Glasslike lenses that the pilots can wear. Some voice-activated functions are also being studied.

Mr. Bonnet of Thales said putting touch screens into passenger jets built by Boeing and Airbus, the world's biggest man manufacturers, is inevitable. But the planes those companies now have in development, including the Airbus A350-XWB and new versions of the popular Boeing 777, use conventional cockpit interfaces, making such a switch unlikely for at least a decade.

For all the industry's enthusiasm about the possibilities that touch screens present, executives readily acknowledge that the technology faces some practical limitations. "There are certain things in the cockpit that may always have to have knobs that you can touch - things like landing gear controls, throttles, the autopilot engage or disengage," said Mr. Snodgrass of Honeywell. He and others said that regulators would be unlikely to approve any system that did not give pilots the option of switching to more conventional controls in the event of a touch-screen failure or an emergency like fire or smoke in the cockpit that would render the screens unreadable.

"In the future, there may be other technologies that could eliminate that problem, but that is not so near term," Mr. Snodgrass said.

Some experts said they hoped the industry would proceed with caution. "We can't simply jump to the conclusion that if it works on the iPad it will work in the cockpit," said Najmedin Meshkati, a professor of industrial and systems engineering at the University of Southern California.

"On balance, touch screens will be an enhancement. There is no question about the advantages," he added. "But we should be careful to avoid embracing them with irrational exuberance."

YOUR BRAIN ON TECHNOLOGY OVERLOAD

by Healthy Living Blog



Are there disadvantages to using multiple technology gadgets at the same time?

Dr. Zusman says: Multi-tasking can be a wonderful thing. Any parent learns to be a multi-tasking genius. So knowing how to divide our attention is not necessarily a bad thing.

The problem arises when you are focused on a single, important task. Let's say you are a student studying for a test, or at work, engaged in a crucial project. An e-mail flashes in front of your eyes, or a text message "bings" on your cell phone. Two things happen:

- You turn your attention away from the main task. Even if your distraction is only 15 seconds, it may take your brain 2-3 minutes to fully return your attention to the primary task. Therefore, your study session or project will take longer than anticipated.
- Many neurologists also believe that with frequent interruptions, it may be harder for you to convert the information you are studying into intermediate and long term memory. You may not "own" that information in your long-term memory in the way you had hoped.

Are younger people better at this, since they grew up using their brains in this manner?

Yes, young people who grew up with these devices are better at multi-tasking with them. They are surprisingly good at processing this incoming information. However, the basic points above still apply to them: multi-tasking during an important period of learning will make students less efficient at the primary task. It's fine for socializing, but not an ideal way to learn or work on something important.

What about older people? Is this "technology overload" more difficult for the older brain to process?

I have not seen hard science on this particular topic. But in my practice, I do know that older people often have a harder time rapidly changing topics. So the advice about shutting off distractions during important work is great advice for older folks, especially.

Having said that, it is true that active stimulation of the brain is wonderful as we age. So learning new technologies such as computers and cell phones, exploring new topics, and staying connected with people are all good ideas for the aging brain.

Bottom line?

Dr. Zusman says: When it's time to focus, turn off the distracting devices. Return to them when you are done with your studying, project or intense conversation. All the information will still be waiting for you.

GADGETS' BRIGHT LIGHTS MIGHT IMPAIR SLEEP



It may seem like the screens on your electronic devices consume your every waking hour. Now, new research indicates that, if you use smart-phones and tablets before bed, they may be cutting into your sleep hours, too - or at least delaying them.

New research from the Mayo Clinic shows that smart-phones and tablets set at their brightest settings and held very close to the face emit enough light to suppress the body's production of melatonin, a hormone the brain releases when lighting is dark or dim. Melatonin helps regulate sleeping and waking, and decreased levels of it can make it harder for people to fall or stay asleep.

The good news is that dialing down the screen to its lowest or even midlevel brightness setting and holding it 14 inches from your face solves the problem. Mayo Clinic researchers tested an iPhone 4, a Wad 1 and Wad 3 with retinal display. In a dark room, when users held the screens 14 inches from their faces at the dimmest settings, the devices emitted between 0 and 3 lux, a unit used to measure light. Thirty lux is the threshold at which the body slows melatonin production. However, if you hold the devices up to your face set at the highest settings, they emit between 124 and 275 lux - up to nine times the threshold. At the brightest setting, even 14 inches away from the face, the iPad 3 registers 32 lux. The other two devices fall below 30 lux.

A separate 2012 study in the journal Applied Ergonomics showed that people who spent two hours in a dark room in front of a fully lit tablet screen had melatonin levels 23 percent lower than those who used the tablet with special goggles that filtered out the melatonin-suppressing light.

PICKLES | Brian Crane



BEST AND WORST AIRCRAFT CRASH RATES REVEALED

The world's first airline safety and product rating website has cautioned travelers to steer clear of the LET410, Antonov AN-12, Ilyushin 76, and CASA 212 aircraft which have the worst crash rate over the past 10 years.

AirlineRatings.com which rates 425 airlines for both safety and product has completed a comprehensive analysis of the crash records of 55 different aircraft in active service. Editor Geoffrey Thomas said that AirlineRatings.com had only looked at the records for the last ten years as they were relevant to today's travelers.

"The crash rates of aircraft that dominated the 1970s and 1980s but are no longer in passenger service are irrelevant today," said Mr Thomas. "We only looked at aircraft that are carrying passengers in 2013." "We have used the Boeing database which is an industry standard and supplemented that with our own records and those of Aviation-Safety.net and Ascend," he said.

The survey also ignores piston-powered planes and those smaller aircraft used mainly for charter work. "Clearly flying on pure jet powered aircraft is far safer as seven out of the ten aircraft with bad crash rates are turboprops." "Aircraft such as the 777, A380, A340, 717 and 787 have never had a fatality," said Mr Thomas.

However, Mr Thomas said that while some aircraft such as the Twin-Otter have a high crash rate it did not mean that it is a dangerous aircraft. "It's actually a great aircraft but you have to look also at which airline is operating them and how and where they are flying," said Mr. Thomas. "For instance operating into mountainous regions in a third world country with limited navigation aids can be dangerous."

Statistics 2003-2012. Worst Crash Rate Fatal Crashes:

(LET 410 -20) (Ilyushin 72 -17) (Antonov AN-12 -17) (Twin Otter -18) (CASA 212 -11)

Best safety record:

(Boeing 777 -0) (Boeing 717 -0) (Airbus A380 -0) (Airbus A340 -0) (Boeing 787 -0)

HEARING LOSS TAKES HEALTH TOLL

By Nicholas Bakalar/New York Times



Hearing loss in older adults increases the risk for hospitalization and poor health, a new study has found, even taking into account other risk factors.

Researchers analyzed data on 529 men and women over 70 with normal hearing, comparing them with 1,140 whose hearing was impaired, most with mild or moderate hearing loss.

The data were gathered in a large national health survey in 2005-6 and again in 2009-10. The results appeared in The Journal of the American Medical Association.

After adjusting for race, sex, education, hypertension, diabetes, stroke, cardiovascular disease and other risks, the researchers found that people with poor hearing were 32 percent more likely to be hospitalized, 36 percent more likely to report poor physical health and 57 percent more likely to report poor emotional or mental health.

The authors acknowledge that this is an association only, and that there may be unknown factors that could have affected the result.

"There has been a belief that hearing loss is an inconsequential part of aging," said the lead author, Dr. Frank R. Lin, an associate professor of otolaryngology at Johns Hopkins. "But it's probably not. Everyone knows someone with hearing loss, and as we think about health costs, we have to take its effects into account."

Universal Laws

Law of Close Encounters - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

INTERESTING EARLY AMERICAN AVIATION HISTORY

Source: Denham S. Scott, North American Aviation Retirees' Bulletin.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin moved from the church to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire for the factor. His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22 year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.

Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts. Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Boeing to 'stew' for a while. Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out taking Larry Bell and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend, Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber.

Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove its worth. He was later court-martialed for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster. A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory. With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors. Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft, and all of them worked together on the Douglas Aircraft's world cruiser designs.

While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann, who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would fly it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega.

The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly become a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where he and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the So California metamorphosis from a semi-desert with orange groves and celluloid into a dynamic complex supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruit on as mighty oaks.

PASSENGERS FROM HELL WEBSITE



World's first safety and product rating website has listed its 10 worst passenger types with the seat recliner and the inconsiderate parent topping the list as the most hated. Geoffrey Thomas Editor and founder of Airlineratings.com, said that "it was a tossup between parents that think their 200 fellow passengers are baby sitters or the thoughtless passengers who reclines into your space from takeoff to landing." These two passengers have been dubbed Parentus Slapdashii and Reclinus Maximus.

"Of course we all feel for the mother with the crying baby and we can always put a headset on to reduce the impact but it's the children running amok and kicking your seat that angers fellow passengers." "However Reclinus just wins according to our

editor survey.

Various global surveys back up the airlineratings.com worst passengers picks. "One by the UK's Telegraph newspaper found that nearly 70 per cent of travellers would be prepared to pay more for a child free cabin which underscores the problem of the irresponsible parent," said Mr Thomas. "Responding to that Malaysian Airlines and Air AsiaX have both moved to child free zones in the past 18 months." Another growing problem passenger is Smellus Incredibilus. "There is no doubt that personal hygiene on planes is in decline and typically "Smellus" will also leave the toilets in a mess," said Mr Thomas. Next on the list is Armrest Grabbis who hogs the armrests and typically he is become more of the problem as passengers get larger. Chatticus Majorus makes up the top five and it seems no matter what you do if Chatticus wants to talk you are in for a long and boring trip! Making number 6 is Bladder Incredibilus who for some bizarre reason always seems to request the window seat. Bladder not only affects the passengers in the same row but also the ones in front as he or she inevitably uses the seatbacks as a steadier. At number 7, often you can't decide whether Carry-on Greedicus is stupid, arrogant or just plain inconsiderate. Maybe he's all three. Greedicus is typically seated in row 30 or 40 but he thoughtlessly— particularly in the US — dumps his carry-on bag which is way too big or too heavy or both in row 2's overhead bin, rather than carry it all the way down the back. This of course causes chaos for passengers boarding after him. Holding down number eight position is High-and-Mighticus, who is almost always bathed in self glory. This tiresome traveler sees the overhead reading light more as a spotlight on their own special opening night stage rather than as reading aids. You will often hear Mighticus demanding before you see him and that tone will continue all flight. At number nine DVT – Avoidus would be funny if they were not so irritating. A real tell-tale sign of this trait is the traveler going through their yoga or tai chi routine in the boarding lounge. Once on board, they spend the entire trip doing arm stretches and leg raisers bumping the back of your seat or elbowing you in the head or shoulder. The final irritating passenger is "Window Hoggus" who takes the window seat and immediately after take-off pulls down the window shade and goes to sleep denying fellow passengers a view.

And there is a dark side to these characters' thoughtlessness in that it fuels air rage. "It is impossible to get accurate figures but one reliable estimate puts the air rage incidents count in the US alone as 10,000 a year," said Mr Thomas. Extrapolated across the globe the number of air rage incidents could top 40,000 a year.

"Another survey of frequent flyers found that 37 per cent occasionally felt a sense of rage on a flight," said Mr Thomas. And it's no longer just one passenger causing grief. Recently, US airline Air Tran off loaded 100 school children and their chaperones, after a number refused to turn their mobiles off and sit down.

AIRLINE PASSENGERS STRIKE BACK!

By Sharon Van Wyk, Etn Reader South Africa



I travel frequently by air and agree that some fellow passengers leave a lot to be desired... as outlined in the recent >**Passengers from Hell** story.

However... And here's the rub - the airlines do nothing to help the situation, which seems to worsen every time I fly. Airline seats are getting smaller, for a start. In the US it may be that passengers are getting bigger, but in my experience the seats are shrinking in width particularly. I am a regular size 12/14 and I can still feel the sides of the armrests between each seat against my hips when I sit down. And anyone over 1,5m in height is

going to invariably struggle with leg room issues.

For the average man squeezing into anything but the aisle seat is a mission requiring hanging on to seat backs for balance and walking sideways as if on a tightrope merely to angle into a position where he can lower himself gently and slot into the space allocated for his backside.

And I don't blame the so-called "Reclinus Maximus" – who invariably spends the time in the air with his or her seat fully reclined - for wanting to put the seat as far back as it will go. Is it this passenger's fault that the airlines don't give us enough room to allow him or her to sleep and me to eat or work with my tray table down? Must we all sit bolt upright (the only position, incidentally, where any chance of the "brace" position in the event of an emergency is vaguely possible and only then achievable by an extremely petite contortionist) for the duration of a flight for fear of upsetting the passenger behind us?

Unruly children on a flight, particularly a long-haul or late-night/early morning departure, are a pain in the derriere, but I feel for the parents who, aside from drugging them, have no hope whatsoever in getting them to sleep sitting up in space that is equivalent to putting them in a small box. An overtired child is a demon unleashed, as any parent will tell you.

And gone are the days when you could bargain on having a three-seat section to two people, allowing your child to actually assume a position similar to laying down and sleep. These days, even if you are lucky enough to get an empty seat next to you, the armrests invariably do not lift or lift all the way up allowing you or your child to lay flat. And you dare not recline seats as outlined above!

Children get bored on the shortest of journeys, and even the most modern of in-flight entertainment systems are not geared up to catering specifically for children. More's the point, today's flight attendants are not geared up to catering for people, let alone children.

The three most recent international flights I have been on all departed late at night, with arrival at the destination scheduled at around 05:30 in the morning. And yet the airlines concerned all insisted on giving a full service dinner an hour after taking off and nothing for breakfast except a cup of tea or coffee. Why on earth not just give us all a night-cap, turn off the lights and let us get whatever sleep we could and wake us up with breakfast? Who wants a three course dinner at 1am?

In my youth all passengers on a flight more than two hours in duration would get a little bag with in-flight essentials, like socks, an eye-mask and ear-plugs in them, no matter what the time of departure. Not anymore. These days we're lucky to get a 24-hour old cheese roll thrown at us and have it included in the price.

And while we are at it, let's look at the price of being treated like cattle awaiting slaughter in the air... Whilst actual ticket prices are relatively affordable, it's the surcharges that are killing the tourist trade... For example, I have recently purchased a return ticket with South African Airways to travel from Johannesburg to Lusaka, Zambia and back. The cost of the ticket was R1280.00 The taxes (SA passenger service charge) was R328. Insurance and fuel levy charges were R1770, R490 more than the actual cost of the ticket and R162 more than the ticket and taxes combined. Add on a paltry R16 for the passenger safety charge and another R20 for the passenger security charge (safety and security are evidently not the same thing) and another R485 for "all other passenger service charges" (not specified) and you have a whopping R2619.00 on top of the actual price of travelling in extreme discomfort with invariably shoddy service and no frills for almost two hours.

If I invoiced a client in this way I would expect that my client would query this and take exception to all of the add-ons, especially the exceptionally "iffy" R1770 for insurance and fuel levy charges which no-one at SAA can break down for me or explain to me where this money actually goes.

So yes, airline passengers today can be difficult, but are they not a product of an industry which has become little more than airborne haulage? Treat us like cattle and we will behave like them, is what I say to the airlines. If you want your passengers to behave better, give us better service, more comfort, more space, better conditions and, most importantly, stop ripping us off.

HOW CAN US AIRLINES COMPETE IN TODAY'S GLOBAL MARKET?

By Juergen T. Steinmetz / ETN Publisher



For most business travelers from overseas, flying domestically in the United States is becoming a nightmare. Strict security and long delays for most travelers, and substandard or no services even on long-haul flights make US airlines like United, American Airlines, Delta, US Air, and others the laughing stock of the world.

On almost all international carriers, passengers get a tasteful warm meal - in economy class. Recently I flew on a one-hour flight on Sri Lankan from Colombo to the Maldives in economy, and a spicy tasteful hot meal was served. I flew on a 30-minute flight from Doha to Dubai, and I hardly had time to finish my hot snack. I sat back in a comfortable economy seat on a brand-new aircraft and enjoyed a pillow and blankets. No way to listen to thousands of songs or watch even the beginning of hundreds of movies and TV features on demand on this flight, and I loved my own

bottle of cold water for the short flight. On a domestic flight on Garuda from Bali to Jakarta I enjoyed a delicious hot meal, plenty to drink, a blanket and pillows, and a good entertainment system.

Back home in US, flying on domestic carriers even on 5-, 8- or even 11-hour domestic flights from Hawaii to the US mainland or back is a nightmare these days. Forget pillows, cold meals are for sale, and every 3 hours a flight attendant will go through the aisle and offer a small cup of warm water. Recently on my way back from Los Angeles to Honolulu, I had the pleasure, or should I say experience in order to be polite, to fly on the brand-new UA 737-800 on United Airlines in First Class. Flying this route for many years there is not much you expect from first class these days. Forget about sleeper seats or even comfortable reclining seats with space to stretch out. Imagine an economy plus seat on SAS with the service of a charter flight – this is first class domestic in the US today. And as for economy itself, seats have a 31-inch pitch, 17.3-inch width, and a mere 3 percent recline. It took almost 6 hours to fly from LAX to Honolulu and I sat in seat 1A.

For many years, when I flew, I always looked forward to a large salad plate before my meal. This has been gone for several years now. The warm meal in First Class is now lasagna or chicken – no Hawaiian Mahi Mahi or delicious meals created by Hawaiian master chefs – those times are ancient history. The only thing left is the Ice Cream Sundae for dessert, but there is no cheese, no caviar, no appetizer with roasted nuts before your meal, and no snack at the end of the flight – all these first-class niceties are gone. The seats in First Class on the brand new B737-800 are small, and there are no leg rests. And I always brace myself for a headache, as there are no more pillows available in any class on United domestic flights. First class seats are 38 inches in pitch (approximate legroom), 21 inches in width, with a 7.5 percent recline... yes, percent, not inches. This compares to a 35-inch pitch and 17.3-inch width, plus a 5 percent recline in economy plus. The blanket is not the one United used to have in first and business class – now it's a thin polyester blue piece of material. I do have to say I enjoyed the crew having to go into demo position, because the plane had no entertainment system at all. I mean, there was no audio, no video, no TV, and no movies. This was the first time in 25 years I flew this route without a movie. The flight attendants were very friendly and accommodating, but passengers had to constantly ask for water. It would have been great to have your own bottle. The last straw was the bathroom. I flew last month on the new A380 from Thai International on a flight about the same distance (Bangkok to Tokyo) and there was a couch and dressing room in the bathroom. In the United B737-800, I had to enter the bathroom sideways to get in, and then I had the hardest time trying to turn around. Fortunately, I managed to close the door – but I will skip the Ice Cream Sundae next time.

The United flight attendants were well aware of all these shortcomings, and one even fondly remembered the good old days of PAN AM flights. I remember that a decade ago, Continental Airlines had a bar for first class passengers. At that time, passengers like myself were happy to pay premium rates to sit up front – these days 92% of all seats in first are occupied by those receiving an upgrade due to status or those flying on a complimentary mileage ticket.

A year ago I had a first class ticket on United Airlines from Honolulu to Frankfurt (value \$14,200.00 one way) After an all night 9 hour flight I had a 5 hour layover for my United Airlines nonstop flight to Frankfurt. I went to the First Class Lounge. The lounge was empty and had 3 showers available. I asked for a key and to my surprise I was denied the same. Forget my 1K status and a First Class ticket valued almost

\$15,000.00 - only passengers arriving in Chicago on international flights and connecting to international flights were allowed to take a shower. In other words if arriving on a 1 hour flight from Toronto the shower is available. I tried to complain to the manager. He told me I should have asked him nicely instead of demanding and he would have made an exception. Unfortunately no exception for me.

Overall as a 1K flyer with United Airlines I had been treated well and professional. Flight attendants bring decades of experience to most flight and agree with the situation. I understand competition is tough, but cutting service to this level will not encourage those that can pay more to do so. It will be a battle of cheap, cheap, cheap - because what is the alternative?

RENEW? I JUST RENEWED IT LAST MONTH!

By John Hebbe/RUPA Member

The July issue of *RUPANEWS* contained a reminder that this is 2013 and not 1985. See Heads-up! on pg.3. Comparing the universe of scams then and now is like putting B&W TV up against wide screen HD surround sound. In a world of rare guarantees, write this one down: Everyone will get bitten at some point. I lost my virginity again two months ago. Read on.

The big players fleece a few big boys. And get rich. At the other end of the spectrum, the bit players ping away at you and me. A little here and a little there. You've heard it before: For them, it adds up. Well, the few big boys bring in their legal muscle and, if they're lucky, get a few bucks back. We are the smaller fish with everyday fins. Worse yet, a school of real fish are organized and we are not. This arrived in the mail recently:

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July 5, 2013	\$599.95	July 5, 2013	\$599.95	July 5, 2013	\$599.95

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LPS NORD 03/12 RENEWAL OFFER - NOT A BILL

Familiar. One arrived two months earlier. That one was for a science publication. My favorite so I renewed it for two years. Sent a check (\$62.50) so my wife wouldn't know how much it costs. Two weeks ago I received a renewal notice from the same pub! I called, asking them to bring their books up to date. I had just renewed, and provided the details. They were already familiar with this scam. You are notified of a forthcoming renewal by a company whose business it is to handle magazine renewals. It looks so straightforward. So legitimate.

The lady was aware that this was going on. There was no agreement between the two companies. She recommended that I request a refund. Which I did. That was a laugh. Science Digest was unable (or unwilling) to pursue the issue.

Then today's notification arrived. Wall Street Journal. Big bucks. Look at that. Exactly the same format as my first mistake. Just as authentic as an Amazon web site. These 'renewal notices' may arrive from several different companies, almost all of them fraudulent. Call the parent publication first to see if an agreement exists between the two.

Getting my money back? Let me see: Relatively small amount. Out of state. P.O. Box address in (for both of these) White City, Oregon. I don't recall flying into WCO.

If you ever thought about legal proceedings across state lines for small amounts, it must have fallen into the category of 'fleeting thought.' Too obtuse to pursue. Just learn from the experience.

Just for drill, call 1-707-266-6673 and ask the lady if they can renew your TV Week. Or Sports Illustrated. Pick a popular name. But don't send any money.

HARMING OUR HEALTH WITH EYES WIDE OPEN

By Jane E. Brody/New York Times

Chronic failure to get enough sleep can compromise the functioning of body and mind.



THINK YOU DO just fine on five or six hours of shut-eye? Chances are, you are among the many millions who unwittingly shortchange themselves on sleep. Research shows that most people require seven or eight hours of sleep to function optimally. Failing to get enough sleep night after night can compromise your health and may even shorten your life. From infancy to old age, the effects of inadequate sleep can profoundly affect memory, learning, creativity, productivity and emotional stability, as well as your physical health.

According to sleep specialists at the University of Pittsburgh School of Medicine and Western Psychiatric Institute and Clinic, among others, a number of bodily systems are negatively affected by inadequate sleep: the heart, lungs and kidneys; appetite, metabolism and weight control; immune function and disease resistance; sensitivity to pain; reaction time; mood; and brain function. Poor sleep is also a risk factor for depression and substance abuse, especially among people with post-traumatic stress disorder, according to Anne Germain, associate professor of psychiatry at the University of Pittsburgh. People with PTSD tend to relive their trauma when they try to sleep, which keeps their brains in a heightened state of alertness. Dr. Germain is studying what happens in the brains of sleeping veterans with PTSD in hopes of developing more effective treatments for them and for people with lesser degrees of stress that interfere with a good night's sleep.

The elderly are especially vulnerable. Timothy H. Monk, who directs the Human Chronobiology Research Program at Western Psychiatric, heads a five-year federally funded study of circadian rhythms, sleep strength, stress reactivity, brain function and genetics among the elderly. "The circadian signal isn't as strong as people get older," he said. He is finding that many are helped by standard behavioral treatments for insomnia, like maintaining a regular sleep schedule, avoiding late-in-day naps and caffeine, and reducing distractions from light, noise and pets. It should come as no surprise that myriad bodily systems can be harmed by chronically shortened nights. "Sleep affects almost every tissue in our bodies," said Dr. Michael J. Twery, a sleep specialist at the National Institutes of Health.

Several studies have linked insufficient sleep to weight gain. Not only do night owls with shortchanged sleep have more time to eat, drink and snack, but levels of the hormone leptin, which tells the brain enough food has been consumed, are lower in the sleep-deprived while levels of ghrelin, which stimulates appetite, are higher. In addition, metabolism slows when one's circadian rhythm and sleep are disrupted; if not counteracted by increased exercise or reduced caloric intake, this slowdown could add up to 10 extra pounds in a year.

The body's ability to process glucose is also adversely affected, which may ultimately result in Type 2 diabetes. In one study, healthy young men prevented from sleeping more than four hours a night for six nights in a row ended up with insulin and blood sugar levels like those of people deemed prediabetic. The risks of cardio-vascular diseases and stroke are higher in people who sleep less than six hours a night. Even a single night of inadequate sleep can cause daylong elevations in blood pressure in people with hypertension. Inadequate sleep is also associated with calcification of coronary arteries and raised levels of inflammatory factors linked to heart disease. (In terms of cardiovascular disease, sleeping too much may also be risky. Higher rates of heart disease have been found among women who sleep more than nine hours nightly.)

The risk of cancer may also be elevated in people who fail to get enough sleep. A Japanese study of nearly 24,000 women ages 40 to 79 found that those who slept less than six hours a night were more likely to develop breast cancer than women who slept longer. The increased risk may result from diminished secretion of the sleep hormone melatonin. Among participants in the Nurses Health Study, Eva S. Schernhammer of Harvard Medical School found a link between low melatonin levels and an increased risk of breast cancer. A study of 1,240 people by researchers at Case Western Reserve University in Cleveland found an increased risk of potentially cancerous colorectal polyps in those who slept fewer than six hours nightly.

Children can also experience hormonal disruptions from inadequate sleep. Growth hormone is released during deep sleep; it not only stimulates growth in children, but also boosts muscle mass and repairs damaged cells and tissues in both children and adults. Dr. Vatsal G. Thakkar, a psychiatrist affiliated with New York University, recently described evidence associating inadequate sleep with an erroneous diagnosis of attention deficit hyperactivity disorder in children. In one study, 28 percent of children with sleep problems had symptoms of the disorder, but not the disorder.

During sleep, the body produces cytokines, cellular hormones that help fight infections. Thus, short sleepers may be more susceptible to everyday infections like colds and flu. In a study of 153 healthy men and women, Sheldon Cohen and colleagues at Carnegie Mellon University found that those who slept less than seven hours a night were three times as likely to develop cold symptoms when exposed to a cold-causing virus than were people who slept eight or more hours.

Some of the most insidious effects of too little sleep involve mental processes like learning, memory, judgment and problem-solving. During sleep, new learning and memory pathways become encoded in the brain, and adequate sleep is necessary for those pathways to work optimally. People who are well rested are better able to learn a task and more likely to remember what they learned. The cognitive decline that so often accompanies aging may in part result from chronically poor sleep. With insufficient sleep, thinking slows, it is harder to focus and pay attention, and people are more likely to make poor decisions and take undue risks. As you might guess, these effects can be disastrous when operating a motor vehicle or dangerous machine. In driving tests, sleep-deprived people perform as if drunk and no amount of caffeine or cold air can negate the ill effects.

At your next health checkup, tell your doctor how long and how well you sleep. Be honest: Sleep duration and quality can be as important to your health as your blood pressure and cholesterol level.

ISOLATION CAN KILL

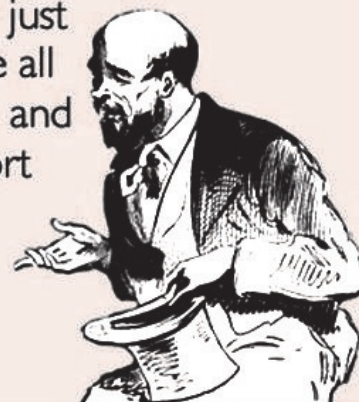
Social isolation can substantially shorten your life. A new seven-year study of 6,500 British people over the age of 52 found that those who were the most socially isolated were 26 percent more likely to die during the study period than were those who were the most engaged, regardless of whether they reported feeling lonely. "Social connections can provide emotional support and warmth, which is important, but they also provide things like advice, such as, making sure people take their medication," University College London psychologist —Andrew Steptoe tells *BBC.co.uk*. "There are plenty of people who are socially isolated but who are perfectly happy with that. But even then we should be trying to make sure there's enough contact with them so that if something does go wrong, they're going to be advised and supported." Research shows that physical contact, such as handholding, can also improve health by lowering blood pressure, stress-hormone levels, and inflammation.

GETTING A DISCOUNT AT A FEDEX/KINKOS OFFICE

By RUPA Member Steve Jakubowski

So I was driving by the local FEDEX/Kinkos office, which I don't do often because it's 35 minutes away, when I decided to ask them if spending \$35 for a retiree ID would get me a discount. They said why do you want to do that? Just write down your old file number and show us something that has United written on it and you're good to go. All I had on me was my BCBS health card and they said that will do. Go figure. I did ask if they would mind checking their computer and sure enough, we retirees are approved. It certainly appears to be a done deal. If you have a problem with your local FedEx, have them check the computer. *Steve*

I'm not saying let's go kill all the stupid people....I'm just saying let's remove all the warning labels and let the problem sort itself out.

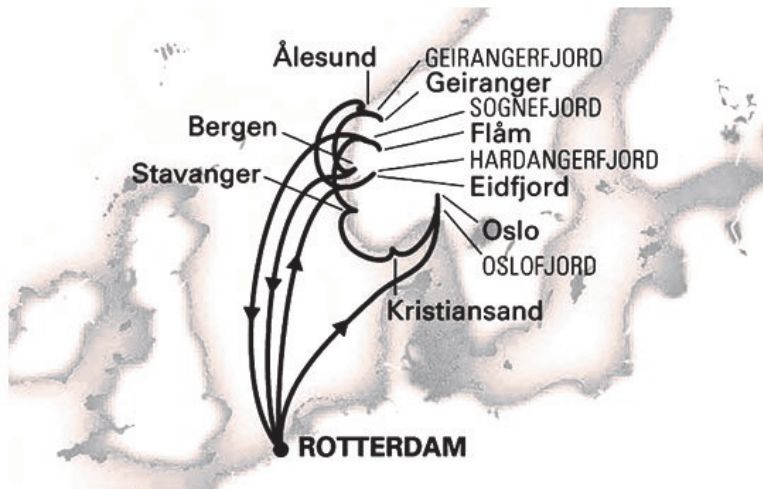


2014 RUPA CRUISE

I am pleased to announce the RUPA cruise for next year. It will be the **14-day Norse Legends & Viking Sagas** Cruise on Holland America. Your options are: book the first 7 days of the cruise or the last 7 days of the cruise or the full 14 days. The ship will be the MS Rotterdam which is a small ship by today's standards; it only holds 1,400 passengers compared to today's mega ships which hold 4,000 passengers or more. The cruise will depart from Rotterdam, The Netherlands on May 10, 2014.

Welcome to the land of the midnight sun and Norway's never-ending summer days. Norwegians say they don't sleep much in summer, and it can readily be understood why, from the breathtaking views of the fjords, and jagged snow-covered mountains, to the many Massive waterfalls, there are so many things to see and do. Yes, this is a cruise to explore the wonderful sights and sounds of Norway and its magnificent fjords. Though there will not be 24 hours of sunshine during this cruise, the days will be much longer than most of us generally experience.

This cruise begins and ends in Rotterdam, which is often called the gateway to Europe. It is the second largest city in the Netherlands and one of the largest ports in the world. The harbor offers amazing views and a maze of wharves and canals, along with towering spires, making for a beautiful sight. For history buffs, only three pre World War II buildings in the city center survived the German bombing which completely destroyed the heart of Rotterdam.



The first port of call on this cruise is **Eidfjord**, Norway. The village of Eidfjord has only 1,000 inhabitants located at the foot of a steep Valley. At the head of the valley is the Hardanger Mountain Plateau which is the largest mountain plateau in Northern Europe. It is also the location of Norway's largest National Park and one of the few places in the country where wild reindeer herds still exist. From this valley can be seen the Voringfossen Waterfall which cascades some 600 feet down into the valley and feeds a major Hydroelectric Power plant. The entire next day is comprised of cruising through the scenic Hardangerfjord, which is the second longest fjord in the country; it has a lot to offer with many scenic gems; mountains, waterfalls, glaciers and orchards. The 179 kilometer long fjord offers scenery that even the most well travelled tourists will find spellbinding. The next port of call is **Alesund**, the largest town on Norway's northwest coast; it is built on several islands stretching out into the ocean and is considered to be the most beautiful city in all of Norway. After being destroyed by a raging fire in 1904, Kaiser Wilhelm II had the city rebuilt in the distinctive Art Nouveau style. Now its buildings dazzle with fairytale turrets and ornate carvings of dragons and mythical figures. Nature has played its part too; the nearby Hjordfjord is considered to be one of the most magnificent in Norway being 1,443 feet deep and surrounded on both sides by a dramatic landscape of mountain peaks. The next stop on this cruise is the small village of **Geiranger**, and it is one of the most visited locales in Norway's fjord lands. If you love waterfalls, this is the place for you. In steep, stunning Geirangerfjord, the Seven Sisters, Geiranger's scenic waterfalls, will keep you spellbound, while another cascade dazzles you on the opposite side. Cruising through the Geirangerfjord

will keep you enthralled with its towering, steep, magnificent mountainsides, numerous waterfalls, and farms clinging to the hillsides; truly a memorable experience. **Bergen** is the last stop before the ship returns to Rotterdam. Bergen was founded in 1070. During the 12th and 13th centuries, when the Kingdom of Norway was at the peak of its power, Bergen was its busy capital. The Norwegian Kings resided here, and many historic events took place in this active port. Bergen owed its wealth and prominence to the fish export trade—mainly dried fish—one of the most important products in the Middle Ages when refrigeration wasn't even on the radar. The town grew to become the largest in Norway. Today, however, Bergen has a population of 250,000 and is the second-largest city in Norway, surpassed only by Oslo. The city has a beautiful setting between the mountains and the ocean, and is sheltered from the North Sea by a myriad of islands. There is a funicular ride here to the top of the mountain behind the city, as there is also at Eidfjord, Alesund and Geiranger, to take advantage of the magnificent view of the surrounding area.

After the ship returns to Rotterdam to disembark the passengers from the first seven days of the cruise, the rest of the passengers who are continuing on for the remainder of the cruise have a chance to revisit or visit the city once again. After the ship departs Rotterdam for the second time, the first stop is the City of **Oslo**, the capital of Norway. Oslo is the oldest and least populous capital in Scandinavia. The city offers superb theatres, great cafés, and excellent shopping as well as churches, palaces, parks and museums befitting of a capital. The city emits a warm, welcoming atmosphere of a small village in a spectacular setting of fjord and forested hills. Oslo really is a wonderful place to explore. One of its several museums is the Viking Ship Museum which contains several well preserved Viking ships; an example of the Viking period's daring initiative and ship building craftsmanship. The Kon-Tiki Museum houses original boats and exhibits from Thor Heyerdahl's world famous expeditions to Ra, Tigris, Fatu-Hiva, Kon-Tiki, and Easter Island. The next port of call is **Kristiansand**. Situated on the southern coast of Norway, Kristiansand is a charming 17th century town, which was named after its founder King Christian IV in 1641. Norway's Summer City seamlessly knits together culture and nature. Inviting beaches stretch right into town, while its main street leads you past shops and cafés to a wooded countryside. Here also are colorful houses, boardwalks, a pretty marina with its little boats and peaceful atmosphere. The next stop along the way is **Stavanger**. Stavanger is blessed with history and natural beauty. From the old port, the city radiates across a network of islands interlaced with graceful bridges. Stavanger's Romanesque cathedral and old medieval lanes blend beautifully with the modern city and spectacular countryside. Journey back in time on a tour of Utstein Cloister, a beautifully preserved Augustin Monastery from the Middle Ages or an exploration of Old Stavanger, a lively area that hosts well-preserved 18th and 19th century wooden houses, mostly built for seafarers, craftsmen and traders. This is an important rehabilitation project that has meant this is now northern Europe's largest and best-preserved 'wooden house' settlement. Lysefjord, the nearby fjord, is Norway's most southern major fjord; it stretches for 25 miles and is the location of Pulpit Rock. The Pulpit Rock is a famous natural rock formation which protrudes vertically 1,500 feet from the mountainside above the fjord. **Flam** is the last port on this cruise. It is a small village at the inner end of the Aurlandsfjord. The Aurlandsfjord is a magnificent fjord in its own right, with its glassy waters and snow-frosted peaks towering more than 3,000 feet over the water. The cliffs crowd ever closer as you near the village and when you get there, it seems there's nowhere to look but up. The scenic Flam Railway begins here and is a masterpiece of engineering climbing from sea level to 2,800 feet, crossing back and forth over rivers and through 20 tunnels. This is the steepest rail trip in all of Europe. Returning to the ship, the cruise continues through the Sognefjord, the longest in Norway, 127 miles long and 4,192 feet deep. The average width of the fjord is about 2.8 miles and the cliffs surrounding the fjord rise almost sheer from the water to heights of 3,300 feet and more. At the head of the fjord is Jostedalbreen glacier, continental Europe's largest glacier. Once the ship returns to Rotterdam, its time to say good-bye and return home.

We are using the same travel agent, Jerry Poulin, who we have used in the past. He has obtained discounts for all of the categories available. By booking early you have the opportunity to secure the cabin of your choice with the knowledge you can receive a full refund for any reason up to 75 days prior to the date of departure. This cruise is available to all RUPA members, their friends, and family.

2014 RUPA CRUISE PRICING

Pricing for both of the 7 DAY cruises is the same for departure dates May 10th or May 17th

CAT L	inside	\$1199 pp
CAT FF	outside	\$1399 pp
CAT D	outside	\$1579 pp
CAT B	Verandah	\$2349 pp
CAT AA	Verandah	\$2649 pp
CAT SA	Suites	\$3049 pp

Govt. fees \$132.50 not included.

Deposit \$350 pp refundable up to 75 days prior to departure.

A cocktail party and welcome bottle of Champagne are included with each cabin booked

Pricing for the 14 DAY Cruise May 10th / 24th is as follows

CAT L	inside	\$2149 pp
CAT FF	outside	\$2549 pp
CAT D	outside	\$2839 pp
CAT BB	Verandah	\$4049 pp
CAT AA	Verandah	\$4849 pp
CAT SA	Suites	\$5649 pp

Govt. fees \$243.70 not included

Deposit \$600 pp refundable up to 75 days prior to departure

A cocktail party and a welcome bottle of Champagne are included with each cabin booked.

Check out the deck plans, staterooms and itineraries on the Internet at www.hollandamerica.com.

Go to Video & Virtual tours; choose the Rotterdam to see the various categories on each deck as well as cabin layout. All categories are available for booking subject to availability. Rates are subject to change until booked.

If lower pricing becomes available you will be rebooked at the lower price.

Airfare is not included in the pricing but is available through Holland America.

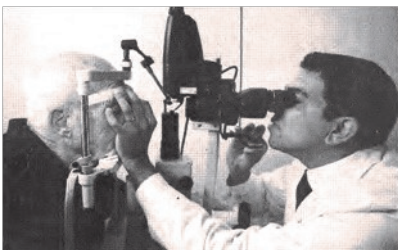
For further information contact: Jerry's Travel Service, 36 Mark Bradford Drive, Holden, MA 01520-2119, Phone 508-829-3068 or 1-800-309-2023 ext.33 or gpsp@aol.com.

Submitted by: Rich Bouska, rbouska1@comcast.net

AN EYE ON YOUR EYES

By Elizabeth Devitt

A flash of light startled Anne Collins as she stood at her kitchen counter chopping onions. She figured the blast of brightness came from sunshine bouncing through a skylight. Then a horde of black specks surged across her sightline. Something was wrong. But friends were coming for dinner and Collins was looking forward to the evening, so she didn't get her eyes checked right away. That decision could have cost the San Bruno resident her sight.



Sudden flashes of light and streams of floaters can be signs of a tear in the retina, the light-sensitive surface at the back of the eye, said Dr. Rahul Khurana, a Bay Area retinal specialist. Although the occasional splotch of debris drifting across an eye is common - and retinal tears are not - ignoring these symptoms could lead to retinal detachment and permanent vision loss, he said.

"I discounted the signs," said Collins, who was 71 when the odd intruders affected her vision. "Now, every time I go out for coffee, I'm telling everyone to pay attention to their eyes."

Although she went to an emergency room two days later, Collins said she was told the haziness would eventually clear, and she drove home. She looked up her symptoms on the Internet and discovered it could be a serious problem. That's when she made an appointment to see her eye doctor. A five-minute office procedure can fix a tear if it's caught in time, said Khurana, who rotates through six offices between Monterey and San Mateo. Patients need only eye drops for anesthesia and then are carefully positioned to

allow the edges of the sensitive eye tissue to be laser-sealed against the back of the eye.

"I've always had floaters that are perfectly harmless," said Holly Angeloty, a 53-year-old San Jose resident who said she also has always had poor eyesight. "Then one day I woke up with streams of black junk surging across my eye." Angeloty chalked it up to being Monday-morning tired coupled with weariness from recent travels. Luckily, she had an appointment with an optometrist the following week, which led to an immediate referral to Khurana. "If I'd known, I would have been in there right away," she said.

"I hear that story all the time," said Dr. Robert Bhisitkul, a professor of clinical ophthalmology at UC San Francisco. But people can't feel the subtle changes that take place inside an eye before the retina rips, he said. Every eye has a clear gel, called the vitreous, that fills and gives shape to the back part of the eyeball. As people hit their 50s and 60s, the vitreous becomes less like Jell-O and more like sticky fluid, Bhisitkul said. Sometimes, the changing fluid moves and sticks to the eye, dragging pieces of the retina with it. When the sticky fluid tugs on the eye tissue, the retina fires off a flurry of electrical signals to the brain. Those signals are interpreted as light, causing the flashes. The floaters are bits of debris and red blood cells that slip into the liquefying vitreous when the retina peels off the back of the eye. If the gel contracts or folds, people describe seeing curtains or the appearance of objects.

It's delaying the checkup than can be so damaging, as Dean Bagley discovered. The 74-year-old San Mateo accountant worked through a week of cloudy vision in his left eye before he called his ophthalmologist. Bagley got an immediate referral to Khurana, who found three torn spots and retinal detachment. "Now, I'm walking around with pretty good vision," Bagley said. But it took two procedures and days of immobility before his retina was reattached and sight was restored. These days, he checks his vision daily for cloudy spots or obstructions. "I'm watching out for my own best interests," he said.

Although age is one risk factor for retinal tears, so is a history of cataract surgery, Bhisitkul said. Severe nearsightedness also increases the chances of tears, he said, because the eye is elongated, and that can stretch the retina. Trauma can cause retinal tears or detachment at any age. However, there's no evidence that playing high-impact sports makes this problem more likely, Bhisitkul said.

"I wanted to know what I could have done differently to prevent this," said Mark Hutchinson, a former San Jose resident who watched a cobweb pattern billow through his eye while driving home one day. It's not considered a hereditary condition, and there's no genetic test that can predict who is at risk for retinal tears. Unlike some other age-related eye diseases, vitamins and supplements won't stop the vitreous from changing with a.

FIVE WAYS TO PROTECT YOUR VISION

Experts say these healthy habits have a protective effect on vision:

Exercise regularly. Eyes rely on good circulation.

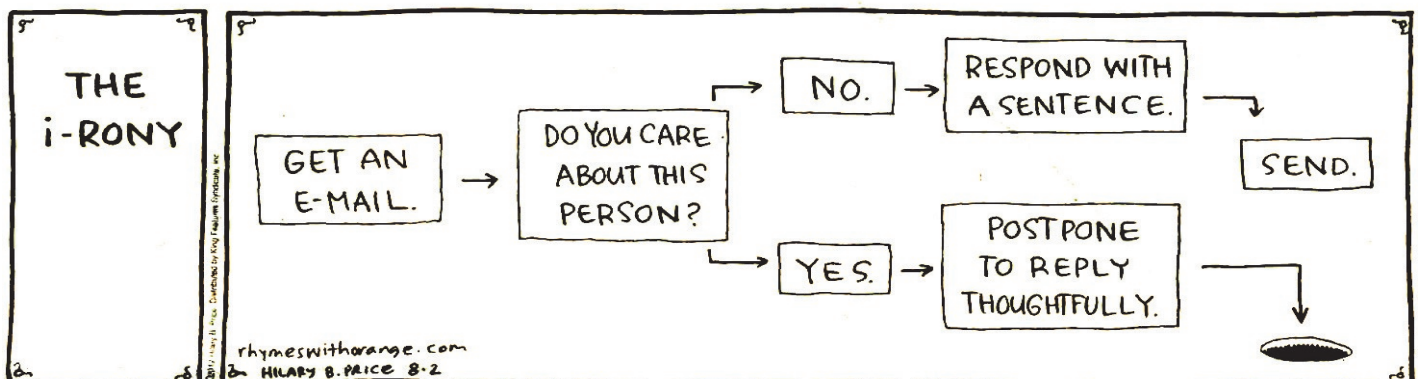
Avoid smoke and other environmental irritants, such as dust and allergens.

Eat your greens. A diet rich in antioxidants, especially lutein and zeaxanthin (found in green leafy vegetables), vitamin E (found in nuts) and vitamin C (found in citrus) has been shown to promote eye health.

Get some shut-eye: Sleeping eyes are continually bathed in tears, which helps clear away dust and allergens.

Get regular screenings: After a baseline exam at 40, go back as often as your doctor recommends; after 65, have an exam every one to two years.

RHYMES WITH ORANGE | Hilary Price



A BIT OF AVIATION HISTORY

This really exists: giant concrete arrows that point your way across America



Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a enormous concrete arrow, as much as seventy feet in length, just sitting in the middle of scrub-covered nowhere. What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals? No, it's...

~ *The Transcontinental Air Mail Route* ~



On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon.) Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.

Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds. But they're still out there.

LETTERS

BOB AHRENS--Belmont, CA,
Birthday month, dues, check—in. Seems like a short time ago I became a member of the Octogenarian Club with a ten year free membership. I still have one year to go before paying dues.

I still walk standing up right, travel local and do most of my driving during the days. The only fishing partner I have left is my son-in-law, all the rest are already at the lake.

So until next year take care and stay healthy.
Regards, *Bob*

PARK AMES--Laguna Niguel, CA
Thanks for all you do for all of us. We realize and appreciate the time (so much time) and effort it takes.

Cheers and God bless, *Park*

JACK ASHFORD--Mead, CO
I am 81 this year. My health is good but I have a physical problem. When I stand up - it's like my feet are glued to the floor. I can't take a step without a cane or walker. They have tested my muscles electrically and they all work. Some are not getting signals from my brain; probably caused by injuries in my younger years. About 40 years ago it started with a slight limp in my left leg. Over time this developed into toe drop. The progress was slow, but steady. Several years ago I started using a cane. Now I prefer a walker.

With all the Brain and Stem Cell research going on - it would be nice if they could regenerate my nerves. Probably won't happen in my life time! I had an insurance physical recently and the Nurse said "you've got the BP, heart and lungs of a teenager. You will probably live to 100!" I am grateful that I don't need to take any medications for any problem. Fortunately my wife of 19-1/2 years, Jenni, is 15 years younger than I am and is still able to do things I'm not able to.

We down-sized from a large two-story home to a single level house. Lots of hardwood floors and I can get around well with the walker. I can still drive; which is fortunate. A few years ago - retired Captain Lou DaHarb and I owned a Grumman

Traveler airplane. We sold it when I could hardly get in and out. DC-3 to 400 - almost 37 years.
Thanks for all you do for RUPA.
Best regards, *Jack* LAX-DEN-SFO

AL BARBOUR--Marshall, VA
First 6 years of retirement: President and Historian for the USMC Combat Helicopter Association (still serving as Research Historian). Breeder of British Fox Red Labradors (retired).

Last 6 years: I have been involved with environmental research at the Smithsonian Conservation Biology Institute (Front Royal, VA) and the Shenandoah National Park with various mammal and ornithology projects after completing my certification as a Virginia Master Naturalist thru VA Tech. Finally putting my Environmental Science and Forestry degree from Syracuse to work. If any of you are visiting Shenandoah NP, look for our concealed game cameras on the side trails (amazing what we see occasionally other than bears and bobcats).

Decided that too many of my fellow birdmen were flying west and wanted to reestablish contact with those still with us. EK Williams (DCA rep) has kept me up to date on a regular basis. Married for 40 years to the same flight attendant, Suzy. Eleven grandchildren. Dave Peat said it would never last.

Actual reason I did not re-up in the past few years - just lazy about writing checks - and looking for a three year membership which I could not find available. Check is in the mail today. 72nd birthday Saturday 6/29.

Thanks for keeping RUPA flying.
Al Barbour, ADFO (ret. 7/1/2001)

GENE ELLIS--Kerrville, TX
1. 21 years in retirement from UAL.
2. 35 years in retirement from U.S.N.
3. Hello to my friends.
4. Life has been good.
5. Thanks to RUPA for a fine magazine.
6. Enclosed check for dues, etc.

Gene

STEPHAN R. FUSCO--Medford, OR
No exciting trips to exotic places this year, but did become great grandparents.

LeeAnn and I enjoy reasonably good health for our age and have a happy life. Still enjoy flying my RV-6 light plane.

Once again a "THANK YOU" to RUPA volunteers.
Steve SFO 50-84

BOB GILLETTE--Stone Lake, WI

Hello everyone, from the north woods of Wisconsin. I missed sending an update last year, because I don't know where that year went! Our health is good, so no complaints there.

Before we retired in 2000, I had the trees cleared to build a runway. That means we can walk a short distance from our log cabin, and go flying! But, we can't go flying until the grass is mowed, and all the mowing equipment has been sharpened and maintained, along with all the other work on cabins, docks, etc. I didn't realize how fast trees could reclaim cleared land, but after a few years, I had brush, and a bunch of trees to cut on both sides of the runway! Now it ALL gets mowed.

We host a four day EAA Chapter picnic at our hangar every September. Along with a bunch of airplanes, we get a dozen or so campers and motor homes. I buried a 100 amp service for a campground under the pine trees, and now mow that too. I do get to go flying though. Last week Bill Horn (X-LAX) came for a visit, so we went flying over his favorite fishing holes. And, a sign of the times with our advancing age, I flew a "Missing Man" formation yesterday, for one of our EAA Chapter Members who flew west recently, from cancer.

Judy stays busy picking up after me, and keeping the cabins ready in case we get company. She also spends time using her creative talents to make wine baskets for the local wine store in Stone Lake, and creating Santa Claus dolls, with a north woods theme, that she sells in the local shops.

If your travels take you near Northern Wisconsin, look for Stone Lake! You can park your R/V here. I'll supply the electricity, and maybe some "refreshments." This was a resort during the 30's and 40's, so the landing strip is called "Lakewood Lodge" Identifier 14WS. You can see it on Google Earth, five miles straight south of Stone Lake, WI. (167 Nautical NW of Oshkosh)

I still keep some old cars in my garage (Man Cave) in Long Beach, so we come out on ConU a couple

of times a year so I can maintain my high speed driving skills on the L.A. Freeways. See you at the Hacienda? Or, Dana Point?

Have a great year, and thanks to the RUPA staff who keep this great publication going. I got separated from my cell phone a while back, so lost a lot of phone numbers for friends I try to meet at Oshkosh. Call me, so I can get'em back, (cell) 562-746-4712.

Bob and Judy LAXFO LAXSW
loyhead@starband.net

SHELL GORDON--Richville, MN

Late as usual. Life is good and our health is holding up.

Living at the lake cabin for the summer and fall. Weather has finally become summer and fishing is good. *Shell*

BOB HAYGOONI--Tiburon, CA

Hello Again, Ruparians. Another year and it has been a good one. Barbara and I have our health and about a year ago good things began to happen.

I have been flying since the age 60 nonsense caused most of us to be forced from our careers. For most of these years the jobs came with harsh conditions of commuting (Air India) or just working for sweatshop Part 135 operators. Someone once said that it is always darkest just before the dawn. I actually considered hanging it up. Lo and behold! a bit of serendipity as I happened to reconnect with a former passenger from my 135 days. He had become a Netjets client but really wanted to have his own plane. He asked me for some help and advice and then asked me to be his pilot should he go through with the purchase. The plane was purchased last August. It is a Challenger 300 and it is a beauty. The job is a dream.



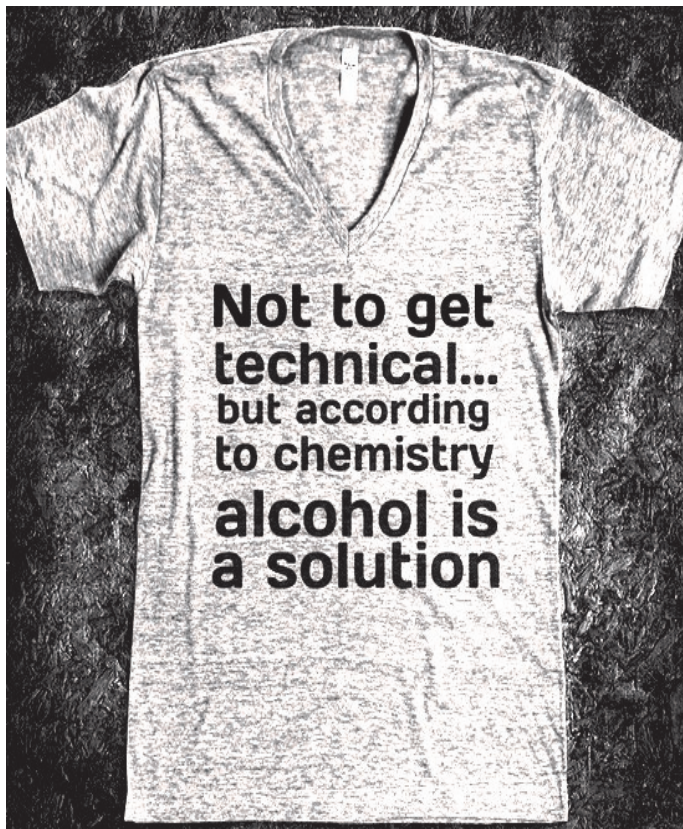
Perhaps Churchill was correct when he advised to "never, ever give up." *Bob*

W.A. "BILL" HOYGAARD--Aurora, CO

Life goes on in Colorado. We seem to be busy but have not traveled as much in the past. Did drive to Sandpoint, ID in July via Yellowstone Nat. Park and Cody, WY. Planning a repeat drive to Wyoming soon) plus a drive to Kansas City for Thanksgiving. The WY-MT-ID trip was a lot more scenic!

Have not made it to many Denver RUPA events since last summer. I was diagnosed with an autoimmune condition "Oral Lichen Planus" which could be described as something to avoid if possible. Significant limitations re food as most spices, citrus, etc. etc. result in significant mouth and lower lip pain. Right now it seems to be in remission and hope that continues. Vanilla Ice Cream is one thing that goes down very easily! Restaurant meals present major challenges but some will really work on meeting the dietary requests. Luckily, coffee does not bother me unless it is quite hot!

I was diagnosed with Macular Degeneration in 1993 . . . so, that was when I retired. It has been fairly stable until the past couple of years. I decided to quit driving in March 2012 and in April 2013 my driver's license expired, and was replaced by a state ID card. As many others know, this is a significant life change. Eve is now the driver for local and long distance trips. This has also impacted my ability to read (which I love to do) and I have done less



target shooting this past year. Hope to do a little of "plinking" in August when we spend our annual week on a remote ranch southwest of Gunnison CO. My college student granddaughter will be coming later in August, and we will be driving several places in Colorado and New Mexico while she's here. We really enjoy her visits and she spent Christmas with us and came back in April to help me celebrate birthday #88.

Best Wishes to all those who I knew during my 46 years with United. Great group of people! And, thanks to those volunteers who keep the *RUPANEWS* coming every month!

Bill, hoygaard@msn.com

HAROLD C. LLOYD, JR.--Toms River, NJ

15 years into retirement and still going strong! Jane and I purchased another house, three years ago, in Venice, FL. It is all on one floor, which would allow me to get a hip replacement without having to go up and down stairs. It also moved us closer to our daughter, son, 2 granddaughters and a great granddaughter in the Tampa area. We still have the house in Islamorada, FL and the one in Toms River, NJ. 50+ years of collecting "stuff" from around the world means we have to have places to put it!

I finally stopped putting the hip replacement off on 5 Feb, 2013. The pain was gone the day after the operation, except for the incision and the sciatica due to favoring the right leg. A month later we went to our place in Islamorada and I was doing stairs again more than two or three times a day.

We are spending the summer months in our home in Toms River, NJ, where there are two flights of stairs! The hip is healing nicely and I am now sorry for not having it done sooner. That was really due to being highly allergic to pain!!!

We fared pretty well when super storm "Sandy" tore up the Toms River, NJ area as we are at about 300' elevation and about 10 miles inland from the shore. Lost electricity, which caused the loss of everything in the freezer, but we were still better off than many who even lost their homes.

Our NY Skyscrapers' luncheon last week was very well attended and great to see so many of the guys and gals again. The *RUPANEWS* is also a great way to keep up on everyone's' news. Keep up the great work, it is very much appreciated.

Harry, EWR, JFK, LAX, ORD, JFK

MRS. JEAN MAYER--Fort Lauderdale, FL

Dear Sir, Enclosed is my check for my renewal. My husband was Charles M. Mayer.

Thank you for all your time and effort to publish the *RUPANEWS*.

Even though I recognize very few names, I find the articles interesting and informative and the cartoons most humorous. I enjoy reading it. *Jean*

GEORGE MCCULLOUGH--Suquamish, WA

Twenty years now since retirement and I am still of good health, Beth's not so good, but OK.

We used to use our RV for many enjoyable outings, but traveling has become nearly a thing of the past. I still use it for my amateur astronomy outings, but have pretty much given up on the fishing trips I loved so much.

I look forward to the *RUPANEWS* and enjoy hearing about all the retired United people that I shared flying experiences with.

Best wishes to all of you and a special thank you to the troops who publish the NEWS. *George*

JIM MORRISON--Roy, WA

The *RUPANEWS* gets better and better. Thanks to all who diligently work on it to make it a success.

June 13 was my 85th birthday. Lois and I enjoy our summers in Washington and winters in Arizona.

We are blessed. *Jim*

ROGER NELSON--Fort Smith, AR

It has been 14 years since retirement came along. We are doing well. Taking care of ourselves with the normal doctor appointments.

We started out 2013 with a two week cruise out of Galveston, TX. It was fun, but I have to say the port in Galveston isn't very well equipped for handling big ships. Customs was a mess. In March we drove to Fort Myers and visited friends, then off to Port Canaveral for another cruise. Great time to the Eastern Caribbean. Prior to the cruise we spent a day at the Kennedy Space Center which was very interesting. Highly recommend it to everyone.

Traveled to Amsterdam in May to visit a site where my uncle lost his life in a B-24 crash. We got to talk to a Dutch gentleman who witness the crash. The small town of Bolsward has erected a monu-

ment in honor of the crew. A very moving experience for the Nelson family.

Using a vacation pass got us Business/First class round trip out of Houston. Our pass travel experience has always been good out of Houston.

Thanks to the crew who keep the *RUPANEWS* coming.

Regards, *Roger*

This letter was published in the July issue under the name Roger Smith. Don't know why. Ed

BOB PIKE--Lake Elmo, MN

Capital Airlines, 1956 - retired, United Airlines 1993.

All are invited to Bob's 80th Birthday Celebration on Saturday, Sept. 7 from 1 p.m. 'til ... 10684 10th Street Ct. N. in Lake Elmo, MN 55042.



Please RSVP to judy_gibson@comcast.net or call 651-436-8905. Look for the Capital Airlines flag. Fly-into Lake Elmo Airport and we will pick you up. Opportunity to tour his "shop" and see the "progress" on a 1947 Luscombe rebuild. (His daughter said, "How in the world did you get him to agree to a party?")

Judy Gibson & Bob Pike

JOHN PINTER--Vermilion, OH

Hi Guys, Here we go again... it was only last month that I sent you my letter and membership fees wasn't it? Time fly's when you're having fun! It goes by too fast but I guess that's better then sitting around watching the grass grow.

It's been 14 years since my last checklist and I had my first serious illness. We came back to Ohio from our winter home in FL to celebrate the holi-

days with our family. But the day before Christmas I woke up with the left side of my face swollen and lesions breaking out on my cheek. Since my doctor was out of town I went to the emergency room and was immediately put on intravenous antibiotics, admitted to the hospital and had the infectious disease doctor check me out. Turns out I had a staff infection (Erysipelas) just under the first layer of skin. What makes this so serious is there is nothing to stop it from spreading directly to the brain. A friend's son-in-law had the same thing and he died in 4 days. I was in the hospital on intravenous antibiotics for 3 days, and then the doctor kept me on antibiotics and would not let me travel back to FL for a month after that.

The doctor told me I would go crazy trying to figure out how I got the infection. He also indicated he has treated small children with the same infection. Staff is everywhere and apparently I touched a surface with staff on it then touched my face and had a scratch or opening that let the infection in. I wash my hands more now than I ever have.

Christmas in the hospital turned out to be very memorable indeed. Our family showed up in the morning and we opened our presents there. Then they went home, packed up the Christmas diner and brought it back. JoAnn set up a buffet on the window ledge complete with candles (electric) and since the bed next to me was empty she put a tablecloth on the bed and we all gathered around the makeshift table. It really was a great Christmas.

We had a cruise planned for the middle of January but had to cancel. However, we had cancellation insurance and got all our money back but it took all kinds of paperwork. We also had to rebook our full fare tickets on United at the tune of \$150 each but UAL refunded \$50 each when we presented them with proof (from the Dr. who was not happy filling out all the extra paperwork) and they gave us another \$50 voucher to use on another flight.

September of this year marks our 50th wedding anniversary so we are busy making plans. We were going to have a full-blown wedding until I realized our gift registry would have to be at the local pharmacy. It looks like we will have to tone it down a little.

Our 10-year-old granddaughter is becoming a really great golfer. Up to this point she has only been playing 9 hole rounds in competition, but this week-

end she played her first 18-hole round 2 day tournament. She shot a 91 the first day and an 85 the second day FROM THE LADIES TEES! On top of that she is an all A student. Are we proud or what! RUPA Staff... I'm doubling up on my dues this year. However, the extra is not for your coffers but to have a beer on me. That's the least I can do for the valuable service you do for us. You have given me many hours of enjoyment keeping up with all my friends and their activities since I retired. AND, your articles are informative, timely, but most of all, important. GREAT JOB GUYS! *John*

RALPH RIDGE--Castle Rock, CO

Again, thanks to everyone who contributes to this publication. The information you give us about passes and badges is most helpful. It's one of the few magazines I read completely each month as it keeps me in touch with the industry, my peers and important health issues.

This has been another busy year for me working on Corvettes, flying and taking Corvette trips. Sharon and I are getting ready to lead a Corvette road trip from Denver to Hampton, VA next week for the NCRS National Convention. We will be gone almost three weeks. As in past years, we have fellow enthusiasts from New Zealand and Australia joining us.

On a health subject, I want to emphasize how important it is for us male retired pilots to keep tabs on our PSA levels. I'm dealing with a touch of prostate cancer that was tipped off by an elevated PSA level. We caught it in the very early stages and it should (hopefully) be a non-event when we're done. I've decided to undergo the Cyber Knife procedure which is a state of the art procedure and has had very good results. I'll let you know the outcome in my update next year. *Ralph*

BOB SCOTT--Guilford CT

Life is pretty good, still playing tennis (mostly doubles), gardening, boating, and clamming.

Using my first RMD (70 1/2) to buy a new boat.

Travel to Hawaii twice a year and Europe once a year. Use my vacation passes and it works ok (so far). *Bob Scott*JFK

STEVE K. SCOTT--Annapolis, MD

Another year (18) into retirement and another call to

the PBGC, where I've been told I will not receive any back pay nor monthly increase. To make matters worse I owed them 23K, which will not be paid off until April 2021. At that point I can expect a monthly increase of \$194. This further obligates me to watch my weight, diet and exercise. I hope I'm not too late!

An occasional bout with gout is my only complaint health wise, except for aching hips when I walk too much. That does present a problem with the exercise component of my health program.

Geri had laser surgery for cataracts this past spring that went well. Medicare did not cover the laser procedure but will cover use of the scalpel..... go figure!

Last fall we toured the site of UAL #93 in Shanksville, PA. The site is impressive as was the talk by the park ranger. Our trips have been mostly by car, more for convenience than time savings, except for two trips to Elko, NV in the past 13 months using vacation passes totaling eight legs, 6 irregular ops...no F/C, but coach plus assigned without asking.

Two young boys walking home from school...One of boys says, "When I grow up I want to be retired." I think instead of reading his history book he must have been reading the *RUPANEWS*, and that's a good thing there's no PC in this pub.

The new paint job on our airplanes is 'kinda' neat except it reminds me of the "tail wagging the dog." Regards, *Steve*

IN MEMORIAM

JOHN EDWARD CERISANO

John Edward Cerisano was born on June 1, 1929, in Watson (later incorporated into Fairmont), West Virginia. His family lived in a house owned by the mining company and had no indoor plumbing. He lived there until he was 13. He graduated from Fairmont Senior High School in 1947 and began attending Fairmont State College. Before completing his degree, he enlisted in the United States Air Force. They trained him to be an airplane mechanic before he was accepted into cadets. He



completed cadets and was sent to K2 AFB in Korea as a fighter pilot.

He returned to the United States after the War, completed his active duty service and took a position with Capital Airlines in 1959 and remained in the PA Air National Guard. Capital was acquired by United Airlines in 1961. In late 1965, United Airlines relocated him out of PA. There was not a nearby ANG unit, which compelled him to leave military service after 16 years. He stayed with United through retirement. John loved his airline career but hated relinquishing the stick of his F102, the first operational supersonic fighter designed to intercept Soviet bombers during the Cold War.

John passed away on May 24. He is survived by his wife of nearly 52 years, Linda, two children and eight grandchildren.

GERALD D. METZGAR

Captain Jerry Metzgar, 76 of Aurora, Colorado passed away on December 26, 2012 surrounded by his family. Jerry was born May 1, 1936 in Bradford, PA.

He is survived by his wife of 22 years, Barbara Metzgar, two stepchildren and six step-grandchildren.

His passion in life was flying. He started flying lessons at age 12 and washed airplanes at the local airport to help pay for them. After high school He joined the USAF and flew during the Korean Conflict. When his military service was completed he attended the University of Florida and continued to obtain more flight ratings. Jerry was hired by United Airlines in 1963 and worked for 33 years, based mainly at Denver – Stapleton Airport. He flew the DC-3, Caravelle, and DC-10 and had many hours as Captain in the B-727, B-757 & B-767. The last 6 years were spent on the B-747-400 flying International Pacific routes out of LAX to Australia, New Zealand, Hong Kong, Singapore, and South Korea. He retired in 1996.

He loved sailing and his pride and joy was his 38' Sailboat named AWOU which he kept in San Diego for several years. He also had a life time of sports cars and motorcycles. Everything was always shiny and bright and well cared for.





Gerald D. Metzgar	Dec. 26, 2012
Edward L. Cate	May 01, 2013
Ralph E. Mikulich	May 21, 2013
Delmar J. Walker	Jun. 22, 2013
Jack M. Pomeroy	Jun. 26, 2013
*Dave Athey	Jul. 12, 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

August 2013 Edition



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RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188

Tucson Toros (Jan. 22, 2013)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691

Los Angeles 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 odd 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)—*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] (To Be Announced)

Nevada

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

Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*

Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

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

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

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wed. of every month)—*Claim Jumpers Restaurant, Clackamas, OR*

Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com

The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

Seattle Gooney Birds(3rd Thursday)—*Airport Marriott* - 360-825-1016

Washington D.C.

Washington D.C. Area (3rd Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574