
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message
About the Cover
Local Reports

Page 3
Page 4
Page 4-13

Articles
Letters
In Memoriam
Calendar

Page 13-34
Page 35-45
Page 45-46
Page 48

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The Intrepid Aviators of Southern Oregon.. Bob Niccolls

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

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

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Letter From Incoming RUPA President Jon Rowbottom

Welcome new members: Captain George Lycan, Asheville, NC, Captain Maynard Jackson, Parker, CO, Captain Stephen Simpson, Maggie Valley, NC, Captain Rick Morrison, La Porte, TX, Captain Paul Singer, San Diego, CA, Captain David Baird, Junction City, OR. Our ranks continue to grow.

I would like to thank the RUPA Board of Directors for the confidence they placed in my election as your 29th RUPA President. Looking at the list of former Presidents on the back of the RUPA Directory gives me pause, considering the high esteem I hold for them. I will strive to measure up to the standard they have set. I would also like to thank Phyllis Cleveland for her exceptional work for our group over the past four years as VP and President. Phyllis worked tirelessly for our benefit and dragged us into the high tech world with improvements to our website, developing our e-blast capability as well as advocating for the retired pilots with HR, to name just a few of her accomplishments. I look forward to her future service and her counsel as she joins the RUPA Board of Directors. I am honored to have the help of our Editor Cleve Spring, Secretary/Treasurer Leon Scarbrough and Membership Chairman Tony Passannante and Convention Chairman Ron Jersey. These gentlemen are the folks that do the grunt work for all of us and they deserve our gratitude. I also welcome as our new Vice President Tony Passannante. Tony is a highly respected retired SFO pilot. As a line pilot, Tony volunteered his time in ALPA Safety work. Tony also helped found the The Columbia River Geezers in Portland. I look forward to working with Tony and benefiting from his strong organizational skills for the benefit of us all. I am so glad he volunteered to take on the challenge.

In the way of an introduction, I was hired in 1978, furloughed in 1981 and was fortunate to get a job in the SFO Flight Office working for Chief Pilot Pat Nugent as the Operations Manager during the furlough. I was recalled in 1983, and was the PR Coordinator in SFO during the Strike in 1985. I was a member of the System Schedules Committee for 23 years and the SFO Chairman of the SSC for a few years. I was a 727, DC-10, 747-100 and 400 Captain in SFO and an LCA on each fleet. I turned 60 in 2006 before the change to 65 and went to work for Boeing as a 747-400, 777 and 787 Flight Instructor. I went into full retirement in 2010 and am enjoying the retired life very much.

RUPA involves not only the magazine and our website, but includes local RUPA get-togethers, usually lunches once a month held in various parts of the continental U.S. and Hawaii. (See the back page of the magazine or the Event Calendar for a listing of scheduled calendar events.) Some local groups also schedule group outings or various holiday parties. Rich Bouska researches and arranges RUPA cruises -- generally one every two years -- which have been a resounding success! We also hope, as the economy improves and travel pass issues improve, to rekindle our every-two-year RUPA convention -- possibly combining it with our cruises.

But mostly RUPA is a way of keeping in touch with our fellow pilots -- to enjoy the camaraderie and simple pleasures of continuing those friendships into our retirement years. RUPA was formed in 1963 for that reason -- a social network -- so we don't lose touch with the people we shared so much of our professional life with. This October is our 50th Anniversary and we are still going strong!

RUPA is an all-volunteer organization. I encourage you to step forward to help share the load. Please drop me a note at rowbottom0@aol.com if you can offer some assistance. I would really like to see some folks get involved from outside the San Francisco Bay Area so that we have a greater regional representation in our leadership. Folks joke about the West Coast Mafia. The fact is we need folks from all over the country to volunteer. The work is rewarding and can actually be fun.

We currently are looking for someone to volunteer for the position of RUPA Historian. We have a rich history that should be preserved for those that follow. Please consider lending a hand.

RUPA remains a strong organization in both membership and finances. Many retired pilot groups have fallen by the wayside as their membership declined and their finances shrunk. RUPA is making an effort to recruit new retirees as members and maintain a strong balance sheet to insure we will continue to be a viable organization. You can help by inviting and welcoming new and prospective members to your luncheons. Please take the time to get to know them and share the fellowship we all share and find so enjoyable.

Jon Rowbottom
RUPA President
SFO Retired 2006

ABOUT THE COVER

Airforce One over Mount Rushmore

SAN DIEGO COUNTY (July) RUPA LUNCHEON

The turnout was rather small for the San Diego group but the four of us had a good time. I was supposed to give a little talk about the Boeing 777 because I am familiar with the airplane, so I brought manuals, charts and assorted info about the airplane. The "class size" was small but it was fun and informative. *Mark Mayer*



The members are from left to right: Mark (me) + Susan Mayer and Rhoda + Brad Green.

SAN DIEGO COUNTY (August) RUPA LUNCHEON

Howdy Cleve- Good news! We had 9 for lunch on the 13th. The WX was perfect, and we dined al fresco, watching some of the golfers while we ate.

A new (for us) menu had some very interesting and delicious items. I had my usual fish tacos. Very good, but they added the name Mahi Mahi to the dish instead of just "fish." I guess that was the reason to raise the price three bucks from last time. However, it was worth it, so no complaint.

We nine kept up lively conversations interspersed with raucous laughter. Mark Mayer and I swapped airplane stories, his about the newer machines, and mine about some DC-6, Viscount, and Caravelle tales. It's funny how facts long forgotten will suddenly become clear with details when the topics come up. Are we warding off Alzheimer's? I hope so.

A couple of months ago, Leon sent me some addresses new members in our area. Captain Paul Singer was one, and by golly, he contacted me and hoped to make the meeting. At the last minute something personal came up, so he couldn't make it. Let's see what will happen in September. Y'all come now, yu heah?



The attendees Left to right: Susan Mayer, Ruth Bowman, Bob Bowman, Bob Harrell, Brad Green, Mark Mayer, Bill Pauling, Evelyn Pauling and Rhoda Green.

Best wishes to you Cleve, and all the great volunteers. *Bob*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



(left) 1945s "altitude-conditioned day-seating" in the 64-foot long, 52-passenger compartment of the DC-6 Mainliner "300" (300 m.p.h.). The DC-6's "longer and wider sleeper-berths" were forward of the wing and a tastefully appointed "women's lounge" was aft, near the tail.



1945 passenger-fare for the 9 hour, 27 minute coast-to-coast flight was reduced to \$118.30 (plus \$17.75 tax) or \$136.05. (note: \$136 equals \$1,730 in 2013). Net income for 1945 was \$4,203,815 from record-breaking operating revenues of \$39,347,790. *Marvin Berryman DENTK Ret. - 1945 UAL 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

2014 RUPA CRUISE

It is early to be thinking about a cruise for next year but Holland America has come up with a promotion to generate early bookings on selected cruises. The 14-day Norse Legends & Viking Sagas, which we are planning as our cruise for 2014, qualifies for the following:

A reduced deposit of 50% to hold your reservation.

A dinner at the Pinnacle Grill if you hold an outside cabin or higher and a dinner at Canaletto if you hold an inside cabin. These are specialty restaurants on board that usually charge an additional \$25 plus per person to dine there.

A signature beverage package. This includes all wine, beer, spirits, sodas and specialty coffees if priced at or below \$7. It also includes the 15% gratuity that is usually added to the bill. The only stipulation is that you cannot get more than 15 drinks per day!!!

Jerry has already incorporated this promotion into the existing reservations for all who have already made their reservations.

If you wish to take advantage of this promotion you must act quickly and make your reservation before October as it is capacity controlled and subject to change.

As of this writing we have 15 cabins reserved for our group.

Please see the July or August issues of the *RUPANEWS* for a description of the cruise or go to www.hollandamerica.com for further information.

I hope you will consider joining us for our 2014 cruise.

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

THE INTREPID AVIATORS OF SOUTHERN OREGON

Attached is a picture from this month's (July) lunch. As you can see, only a few of us attended, but a fun time nevertheless. My two oldest grandsons came with me since we were between fishing in the high country and heading to the coast and our camp. Few in number but a really nice time.



In front Art Lumley, Scot Lee and George Elliott. Standing behind Kyle Ford, Bob Niccolls, Ryan Ford and Catherine Dimino. Kyle in particular was most interest being at UC Davis and enrolled in AFROTC. Our cheers to all in RUPA land. *Bob*

DANA POINT RUPA LUNCHEON

A very pleasant day greeted our group as we arrived for lunch out on the deck for our luncheon. What with the hot temperature just a few miles inland, it was a welcome relief to sit outside a feel the ocean breeze. The group arrived a little early, (must have been the note that I sent out that parking could be a problem with summer and many visitors to the Harbor) ...didn't seem to happen... at least this day! The guys were able to stand around and meet and greet before sitting down to tables that were pushed together into one long table. Next luncheon we will try to get a picture of the Group.

On deck were: Park Ames, John and Cheryl Arp, Jim Cronin, Bruce Dunkle, Ron Dye, Bob Fuhrmann, Denny Giesea, Jim Grosswiler, Rudy Haluza, Bob McGowan, Gary Meermans and his care giver Kafo, Bill Rollins, Ted Simmons, Bill Stewart, Butch Trembly , and Joe Udovch.

Good to see Jim Cronin able to come to our group. Jim took medical retirement in 1995. He has been absent from our meetings for several years and took several operations over the years. Hope you can join our group on a regular bases Jim!

Bill Stewart gave a report of his going ahead with a full grid of solar panels for his home. The system he is using includes individual investors for each panel. This makes the system more efficient and cost effective.

Jim Grosswiler said his son is back from Afghanistan and his contract drone flying, and very glad to be gone from that scene. He said his son his looking into actually flying a Firebird Drone with a pilot option... more to follow.

Discounts/ cheapest on Costco prescriptions. Another deal was with Horizon cell Phones for seniors/ military. And always a few good jokes and good time was had by all. Cheers, *Ted*

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our July 18, 2013 luncheon was limited to members only. The meeting was held at the Marco Polo Restaurant located in Vienna Virginia. Unofficially starting at 11:15, we had a nice stand-around get together before the start of the "official" luncheon at noon.

Lunch consisted of a mixed salad followed by potatoes, other vegetables and fried chicken breast. A tasty chocolate chip cookie concluded the meal.

After dining, we were pleased to have as a guest speaker Captain James Simons, the Chief Pilot of the Northeast Region of United-Continental. He described some of the problems and solutions to various United-Continental merger problems. He had some very interesting observations and stories of the merger process.



(Left to Right) Front Row: - Roger Lemieux, Joyce Lopez, Ed Miller, Ray Lopez (Husband of Joyce), Bill Goleman, Ralph Pasley, Stokes Tomlin, Clyde Luther, Jon Beckett, Gary Cook, Chet Cassel, Bill Nolan Hal Cockerill.

Middle Row: - Jerry Gobel, Bill Salisbury, Herb Pettit, Barb Ryan.

Next Row: - Gene Couvillion, Bernie Schwartzman, Pierre Ney.

Next: - Bob Huguley, Tony Keffer, Kevin Dillon.

Top Row: - Bud Reed, EK Williams, Susie Robertson, Ward O'Brian, Paul Gilson, Mike Henderson Gil Coshland.

A special thanks to: Gary Cook and Hal Cockerill for handling the check-in. Earl Jackson for handling the ticket drawing program.

Our next scheduled luncheon will be October 17, 2013 and it will be co-ed. *Jon Beckett*

The United Airlines Retired Pilots Foundation, Inc.

Has a new Treasurer, Capt. Thomas Workinger, replacing Capt. Bernie Sterner, who held the office for many years with distinction.

Send memorial and other donations to:

Capt. Thomas Workinger, Treasurer, at 5614 Prairie Ridge Rd, Crystal Lake, IL 60014-4656.

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

I just returned from another very SPECIAL So. Florida Treasure Coast RUPA Luncheon with my UAL Pilot friends. What made this one so SPECIAL is that we had FIVE (5) FLL RUPA Members make the drive up from Boca Raton, Delray Beach, Pompano Beach, etc. to join us. We sure do appreciate them taking the time to make the 1 hour + trip up I-95 and certainly do intend to reciprocate in the future, as we have done in the past. Thanks guys.

As has been the case for a while now, we had our Luncheon at Shrimper's where the view is terrific, the food was GR8 and the service (provided by Rose) was timely and cordial. Of course, with the 10 guys in attendance, there were many different conversations going on at the same time and it was a good opportunity for some of the guys to reacquaint themselves with some Flying Buddies that they hadn't seen in quite awhile. Some of the things talked about included, but were not limited to, the Life Ins. stories that are going around, Pete Galant's, Jump Seat experiences, the United-Capital merger, the strike of '85, and of course, layover stories of many different sorts and varieties. 🍷 The Bottom Line is, it was a terrific couple of hours to spend a Tuesday afternoon with old Flying buddies and friends.

Those who attended were: Ted Osinski, Jack Boisseau, Dick Starita, Paul Andes and myself, Bob Langevin from our Stuart group. Those who came up from Ft. Liquordale were Jerry Bradley, Ed Wheeler, Ham Oldham, Hambone Wilson (age 92 or 93 I believe) and Les Eaton. Again guys, thank you BIG TIME for making the journey.

Our Lunch Meeting for Sept. will be on the 10th at Shrimper's at 11:30 AM. So if you are in the Stuart area, we'd love to have you join us. Not sure, but we 'might' have a few of our Northern Members back in SE FL by that time. Meanwhile, hoping that you all are having a Safe & Happy Summer and looking forward to the start of the NFL and College Football Seasons. Have a Happy Labor Day as well...after all, we all did

LABOR for UAL for a while, didn't we? Of course, THAT was WHEN 🍷 it was a good Airline and Employer (kind of) and WE could be PROUD of WHO we flew the 'Aluminum Tubes' for. BUT, that was THEN and unfortunately, this is NOW!!! 🍷 Best Regards, *Bob Langevin*

SEATTLE GOONEY BIRDS LUNCHEON

We had a smaller group for our July luncheon today, but the conversations were lively and the jokes provided by Herb Marks were just as good as ever.

Fred Sindlinger told us that Jim Chilton was in the hospital in poor health and we received word that night that he had flown west. He was a good friend to everyone and will be missed.

Attending were: Chuck Westphal, Herb Marks, Al Haynes, Jim Barber, Dave Carver, Tom Smith, Fred Sindlinger, Rob Robinson, Ray Hanson, Jack Brown, and Bill Brett.

BABY BLUES | Rick Kirkman and Jerry Scott



SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Our monthly luncheon at the Tolay in the Petaluma Sheraton drew a large group for lunch and socializing. I believe that we overwhelmed the kitchen staff and our waitress. We had thirty three members, spouses and guests present. Even with the large group the service and food was good as they always are. Bob used his world famous "clicker" to call the meeting to order and read the regrets list of those unable to attend and introduced two new members.

It seemed as if everyone had something to say or an aviation souvenir to share. Bill McGuire recommended three books, *A Higher Call*, *Hat In The Ring* and *Unbroken* as excellent reading. George had his usual strange and obscure health information. Today the subjects were Omega 3 and its link to increasing the risk of prostate cancer and a study that showed no relation between the foods a child eats and the child's behavior. Retiree parking at SFO was discussed by several people as was the death insurance policy that may or may not exist. Barney reminded us that the *Wings Over Wine Country* air show is August 17 & 18. Bob had some very good news for the few who have not received their final determination letter, should get it by the end of Sept. It appears that court orders on divorces is what caused the delays. Rick Saber brought his bright red 1985 picket sign used in Honolulu. Bruce Milan gave the group a handy hint for using the computer to find if a pass rider is aboard on a departed flight, and passed around his ash tray from UAL for completing B-727 school. Vic Bergevin displayed a crew nameplate holder that he was given when it was removed from a B737 years ago, as well as a pair of asbestos gloves required issue for DC-6/7 SO's. Leon Scarbrough commented on the news that BC/BS of Illinois PPO will not be offered in 2014. Choices will be out in October, and Aetna is to be the new carrier.

I know that I have not covered all that went on because I have never been a very good note taker. Remember: Guppy Gathering..Wednesday, September 25, 11am-2pm,.Sonoma Plaza.



Attending were: Norm DeBack, George Hise, Dan Bargar, Deke & Meerie Holman, Rick Saber, Dwight Daley, Barney Hagan, Dick Hanna, Larry Whyman, Bill Smith, Gardner Bride, Linda Morley-Wells & Walt Wells, Sam & Mickie Orchard, Ken & Shirley Corbin, Tom Gray, Jim Mansfield, Jules Lepkowsky, Dan Porter, Bruce Milan, Bill McGuire, Bob Haygooni, Leon Scarbrough, Chris & Sharon Swenson, Vic Bergevin, Bob & Doris Donegan, Bob Grenville, and your note taker **Bill Greene**

ADULT TRUTHS

I think part of a best friend's job should be to immediately clean out your flight bag and clear your computer history if you die.

DENVER GOOD OL' BOYS RUPA LUNCHEON

Our scheduled meeting convened Tuesday July 16th at the Denver American Legion Leyden Chiles Wickersham Post 1. After some time for libations and visiting, a good lunch got underway with coordinator Ted Wilkinson moderating the as usual discussion and experiences in respect of updates for the airline news and passes etc. and no infirm information. Ted had a good joke. Discussion with Bob Blessin was on for the annual picnic and camp over at the Cherry Creek State Park Chief Ouray Campground circle and facilities beginning mid afternoon with chicken Cordon Bleu to be the main course.



Attending: Ted Wilkinson, Dick Garbrick, Bob Blessin, Bill Hanson, Bob Sanwald, Al Dorsey, Dave Murtha Dick Shipman, Denis Getman, Tom Hess, Tom Johnston, Bill Bates, Casey Walke, Duane Searle, Rick Madsen Jim Adair, Dick Kobayashi, Cliff Lawson, Nick Hinch, Jack Davis, Stanley Boehm, Jim Reid, Bob Crowell, Joe Collard, Russ Ward, Ed Cutler, George Maize, Bill and Claire Fife, and David Horwitz. As we finished, pictures were taken by our nameless photographer member. Respectfully submitted, *Stanley Boehm* volunteer co-scribe.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

August 14th at Quail Lodge in Carmel Valley (and the surrounding parking lots and road ways) was dominated by antique automobiles and very expensive luxury cars! With the Pebble Beach Concours d'Elegance, the various car auctions, and the Laguna Seca Rolex Monterey Motorsports races in town for the week – fabulous cars were everywhere to enjoy and appreciate. Talk about eye candy! Talk about traffic!

Those that ventured into the traffic of interesting and rare cars were: Lee and Nancy Casey, Carlos and Judy Quintana, Pete Walmsley (our host), Barrie and Sharon Nelson with their guest former UAL flight attendant Linda Kramer, Paul and Brigitte Olson, Will and Fran Blomgren, Deryl Moses, and yours truly.

Discussion followed on the Asiana and Southwest accidents and the morning's UPS cargo accident. Included around the table was conversation about the recent merger news concerning AA and US Air, the health insurance changes to Etna, the \$10,000 pilot life insurance facts, and problems with AOL blocking our eblasts. A few war stories were told that hadn't been told before! (Of course who would have remembered if they had!)

"T" times are still available for our Forth Annual Golf Tournament on September 11th at Quail. Contact Pete at 831 624-7786 or email PeteWalmsley75@gmail.com. Out-of-towners are welcomed to join us! Reminder that the September RUPA luncheon will start at 11:00 to accommodate those members who will be "T'ing off at 1:00 p.m. Those not golfing are welcomed to enjoy their lunches at their leisure! This will also be our first luncheon with President Rowbottom presiding! Come one and all to officially congratulate and support Jon and Jane on his two year term as RUPA President!

As always please RSVP by the Tuesday before our luncheon! Zoom Zoom! *Phyllis Cleveland*

OHIO CLEVELAND CRAZIES

This is a reminder for our upcoming September RUPA meeting. We have 10 signed up for our “road trip” as of today, Saturday, July 20th. If you are interested in attending please let me know no later than our August meeting as the instructions below indicate.

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*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

It was a beautiful day in the Bay Area for our August Luncheon. We had 27 in attendance, which is pretty good for a summer month.

There was some talk about the new pass policy. It sounded like most people are getting used to it now, and I didn't hear any complaining. Rich Bouska informed me that there are 15 cabins signed up for the RUPA 14-day *Norse Legends & Viking Sagas Cruise* leaving in May of next year. We were happy to have BS Smith show up for the luncheon. Good to see you BS, it's been a long time since your last attendance. We thank Jan McNaughton for bringing the delicious chocolate chip cookies for our dessert.

In attendance were: Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Sam Cramb, Bob Ebenhahn, Rich & Cyndi Erhardt, Gloria Green, Barry & Ginny Hamley, Dick & Jeri Johnson, Bill Madsen, Norm Marshall, Kay Mazzola, Jan McNaughton, George Mendonca, Norm Rupp, B. S. Smith, Cleve & Rose Spring, Gene & Carol Walter, Larry Wright.

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

UPDATE ON THE CHICAGO LUNCHEONS

Bernie Sterner had some health problems last winter and his wife asked me to inform RUPA that they would no longer be able to continue the lunch that they had been coordinating for quite a few years. The Wellington is closed and they were unable to find suitable replacement. Anyway, they did not feel that they were able to do it anymore. They had tried to find someone to take over but no results.

Now as to the **McHenry Luncheon**. September will be the last luncheon at *31 North Banquet & Conference Center*. WE are working on replacement place and will make an announcement when and if we are ready.

Claude Nickell

PICKLES | Brian Crane



THE COLUMBIA RIVER GEEZER'S LUNCHEON

The Columbia River Geezers convened our monthly lunch on August 14. Quite a bit of conversation about reduced rate travel on other Airlines, including some tips on using the ID90t website (clickable from Flyingtogether Travel page), and lots of the usual catching up with personal news, trips taken and who's working where, or on what.

Every get together reaffirms that we had enough 'characters' at United to supply (mostly) funny stories, ad infinitum! A couple of new ones this time described a tight gasket, so to speak, firmly fixed upon the commode in the forward Blue Room on La Belle Caravelle and the other told of a human 'prop brake' on a DC-6 as it was in the process of starting engines. Go figure. All in all, a wonderful way to spend 2-3 hours amongst those we shared an airline and a profession with, and sometimes even a cockpit.



Picture: clockwise, from the left: Rich Warden-SFOFO, Bill Park- LAXFO,, Doug Howden- SFOFO, Dick Ionata- LAXFO, Tony Passannante- SFOFO, Ron Lyall- SFOFO.

Note: Benno Vyfvinkel is missing account Junior Manned by the Crew Desk.

The Geezers meet every second Wednesday @ 1100, Claim Jumper at Clackamas Town Center, Clackamas, OR. Visitors are always most welcome. *Tony Passannante*

We partner with Aetna to administer our U.S. medical plans in 2014



Nearly every day, some aspect of health care is in the news. It's a hot topic for us, too, because we know you value the medical benefits we provide to you and your family. That's why we review our benefits annually to ensure we offer the highest-quality health care plans at a price that is affordable for you and the company over the long term.

We have chosen Aetna as our primary benefit provider for our U.S. medical plans beginning in 2014 and will no longer offer medical PPO and Medicare supplement plans through Blue Cross Blue Shield (BCBS) and United Healthcare (UHC). (This change will not impact HMOs offered by BCBS and UHC for active co-workers and retirees.)

For most co-workers in United's medical plans, the change to Aetna will be seamless. You'll use the same providers you see today, but Aetna will administer your health care claims. Express Scripts will continue to be our prescription drug provider and ValueOptions will continue to be our behavioral health provider.

Most co-workers' doctors are already in Aetna's network, but if your doctor is not, you may nominate him or her to be included. Nominated providers will need to meet the Aetna certification requirements and agree to join the network. Transition of care benefits will be provided for co-workers who are in the middle of a medical treatment with a provider that is not in the Aetna network.

For more about the change to Aetna, go to the Benefits page on the Employees Services tab. We're still working on the details of the transition and will continue to post information on whom to call if you have questions, determining if your provider is in the Aetna network and what you need to do to avoid disruption of current treatment for yourself or family members.

Annual Benefits Enrollment information about our 2014 benefits will be available in late September. This year, benefits enrollment for 2014 benefits will begin in mid-October.

Retiree Association of Flight Attendants (RAFA) Pass Travel UPDATE (June 27, 2013)



1) Retiree photo ID badges may now be ordered.

A United retiree badge may assist in obtaining discounts at hotels, FedEx shipping, rental cars, etc. These badges have no expiration date, are not valid for use in TSA security lines and they cost \$35 via PayPal. Note: The new retiree badges are NOT required for pass travel. Your government issued I.D. such as a driver's license, state I.D. or passport is acceptable.

To order a retiree badge go to FlyingTogether > employeeRES > Quick Links > Employee Profile. In the middle of the page, look for "Click here to obtain your Retiree Badge." Follow the instructions on the badge ordering page.

- 1) Pay via "PayPal" (you do not need to open a PayPal account to obtain a badge)
- 2) Send an email to the Badging Office with the requested information and attach a jpeg passport type picture of yourself (against a light blue or off white background) and a jpeg of your government issued ID (take a digital picture of your driver's license or passport). Kinkos or the UPS Store may help with jpeg photos.
- 3) Upon receipt of payment and processing, the badge will be sent to your address in 7-10 business days via FedEx.

Retirees may receive eligible discounts using a Verification of Eligibility letter, printed from the same section of employeeRES > Quick Links > Employee Profile page.

Employee/Retiree discounts are found by clicking on the Employee Discounts link on the Travel tab of Flying Together. Note: some discounts apply to employees only, so read carefully!

Have questions about retiree badges? There's a link to a Q&A at the bottom of the badge ordering page on employeeRES or send the Badging Office an email at badging@united.com.

2) FC full, given a seat in Y? Ask agent for BC!!

Currently, there is no SHARES automation to downgrade a pass rider from first class to business class when first class is not available. This function is performed manually by the gate agents and applies to revenue customers as well as pass riders. If first class is full, and you have been given a seat in economy, kindly ask the gate agent if seats are available in business class.

3) Boarding priority codes are listed.

A Boarding Priority Chart has been published as a pdf on Flying Together > Travel > Travel Policies > Boarding Priority Chart. Look under Travel Policies in the LEFT PANEL of the Travel page. The chart should answer many questions retiree pass riders have about the PS codes they see on the rider list. Codes for jumpseat travel will be added soon. If you see pass riders boarded in improper order send complete details as soon as possible to etc@united.com.

4) Not comfortable with employeeRES? Call the UPL: 866-359-3727.

Retirees are encouraged to use employeeRES or mobileRES to list; it's the best way to look at passenger boarding totals (PBTs), pass rider lists, etc. However, if using the computer is just too complicated, or you don't have access to one, call the "United Pass Line" to make travel listings. Note: The six-digit password is your birth date in the mmddyy format, for example 071755. Keep in mind, there's a \$25 booking service fee per passenger to make a new listing, change an existing listing to a different routing, switch pass types (personal pass to vacation pass or vice versa), or to change passengers. It's free if you want to simply change the date and or times using the same city pairs to an existing reservation. To save money when using the UPL, make round-trip reservations instead of two separate listings. If you make separate listings, you will be charged \$25 per person for the outbound (\$50 if two passengers are traveling) and another \$25 per person when you call to list for your return flight (another \$50 if two passengers are traveling), that's a total of \$100! By making a round trip listing, you will be charged the \$25 booking service fee per person for the entire trip, a total of just \$50. Better yet, learn to use employeeRES and/or mobileRES to list for free using a computer, Smartphone, or tablet. There are step-by-step tutorials (in either pdf format or as videos) in "WebEx Sessions & Reference Guides", located in the left panel under "Travel" on the Travel tab of Flying Together.

5) Board date and YOS now calculated in days/months/years.

See item #1 in the RAFA April 18th update.

Other items in that update are: #3) imputed taxes, #4) don't be late to the gate, #5) gate agents using "Aero", #7) call 800-255-5801 for log-in issues on Flying Together and #11) the latest apps for airline travel.

6) Pass Travel questions? Get answers.

A new email system and better specialization have improved response times from the ETC (Employee Travel Center). However, before contacting them, you may be able to answer your own question on the Flying Together or RAFA websites. Here's how:

1) Go to FlyingTogether>Travel (<https://flyingtogether.ual.com/web/travel.jsp>).

Look for the topic you're asking about (enrolled friends, vacation passes, etc). An overview of programs and policies is here: FlyingTogether>Travel>TravelPolicies>View More Policies. Some people have found it faster and more convenient to simply "ASK ALEX". On the FlyingTogether>Travel page (in the right panel) just click on "Ask Alex for help", then type the topic into the box. Alex has had over 200,000 hits since launching a year ago and she's getting smarter all the time.

2) Watch a WebEx Session (in the left panel on the FlyingTogether>Travel page) either in video or pdf format about listing (creating a travel plan) on United using employeeRES or about buying Interline eTickets via ID90T.

3) Visit the Travel Benefits page on the RAFA website to find links/phone contacts or to read the new pass travel summary, specific articles and past updates.

4) Email the Employee Travel Center at etc@united.com. Their new email system tracks keywords and routes your message to one of 18 specialists. Right after the new policy was implemented the ETC was swamped with thousands of questions, often taking weeks to reply. Now you can expect a reply in 24-48 hours. If you report an incident that happened at an airport, your email will be acknowledged by the ETC and your details will be sent to the appropriate area for internal handling. Due to the nature of confidentiality between a manager and their employee, you will not receive a final outcome response. But be assured your report will be forwarded.

5) Still have a question? Call the ETC: 877-324-5555, option 5, option 5. Tell them you're a United retiree and ask away. They are open Monday thru Friday from 8am to 5pm CST and closed on Company holidays.

6) Finally: go to your RAFA meetings! The SFO council had a two-hour pass travel seminar for retirees at their last meeting and the SEA council has held several seminars with rave reviews. RAFA members receive emails from their councils; make sure your council has your latest email address so you're in the loop! More info is on the RAFA website(<http://www.rafa-cwa.org>).

Compiled by Kirk Moore, RAFA Travel Benefits Committee 06/27/2013

First new B787-9 version of the Dreamliner released



Boeing continues to make progress on the first 787-9 Dreamliner, which also has become the first 787 to don the new Boeing Commercial Airplanes livery. The airplane has just rolled out of the paint hangar.

This refreshed look for the Boeing family began with the 747-8 and evolved with the 737 MAX. The new livery retains many of the features of the original 787-8 livery, adding a prominent number on the tail to help distinguish among models within the same product family.

The 787-9 will complement and extend the 787 family, offering airlines the ability to grow routes opened with the 787-8. With the fuselage stretched by 20 feet (6 meters), the 787-9 will carry 40 more passengers an additional 300 nautical miles (555 kilometers), with 20 percent less fuel use and 20 percent fewer emissions than similarly sized airplanes. The 787-9 leverages the visionary design of the 787-8, offering the features passengers prefer such as large, dimmable windows, large stow bins, modern LED lighting, higher humidity, a lower cabin altitude, cleaner air and a smoother ride.

Boeing is on track to roll out and fly the 787-9, currently in final production, in late summer. First delivery to launch customer Air New Zealand is set for mid-2014.

Eight Legal Tips When Traveling Abroad

By New York Justice Thomas A. Dickerson

Going on vacation? Here are eight suggestions that may help you avoid a nightmare to remember.

FIRST: Determine the incidence of criminal activity, terrorism and, yes, pirates at your selected destination and avoid all three. Your best overall source is the State Department's summaries about individual countries at [Http://travel.state.gov](http://travel.state.gov), but don't ignore the headlines, either.

SECOND: Read the fine print in the brochures and travel contracts that you enter into and act accordingly. Typically, this will mean determining the risks involved, responsibilities disclaimed and the need to obtain appropriate insurance. Contractual clauses seeking to disclaim liability for the torts of independent contractors are nothing new and unless prohibited by statute are, typically, enforced. On occasion the courts may find liability shifting warranties of safety and assumptions of duties in brochure language. Recently, however, there has been an explosion of new travel contract clauses, e.g., requiring mandatory arbitration of disputes, allowing the filing of lawsuits in a selected and distant forum, applying foreign law, and seeking to limit recoverable damages.

THIRD: Be very selective in the local sports activities (e.g., zip-lining, para-sailing, snorkeling and scuba diving) you participate in during cruise shore excursions or at foreign resorts. Typically, these services are provided by foreign companies not subject to the jurisdiction of U.S. courts, and which may be uninsured, unlicensed, insolvent, irresponsible and, worst of all, the cruise line or resort that recommends the local service provider and earns a commission doing so, may disclaim all liability for any injuries you sustain.

FOURTH: If you cruise, do so on a cruise ship that touches a U.S. port since you are protected by U.S. Maritime Law-1 which, inter alia, requires that each cruiseship/cruiseline be subject to The Center For Disease Control (CDC) sanitation inspections-11 and must report to the FBI any incident involving "homicide, suspicious death, kidnaping, assault with serious injury (rapes)" and shall also "furnish a written report of the incident to an Internet-based portal maintained by" the U.S. Coast Guard and accessible to consumers. For those who cruise elsewhere, such as those unhappy folks who sailed on the Costa Concordia early last year, your rights and remedies may be governed by the Athens Convention or by foreign substantive and procedural law, not nearly as accommodating as that of the United States.

FIFTH: Avoid flying on foreign air carriers, intra-country, since you may not be protected by the Montreal Convention-1 and your recoverable damages, if any, may be very modest, indeed. In addition, many foreign air carriers are on the European Union's "Blacklist" which you should consult before you book.

SIX: If you sustain a serious injury, avoid using the medical facilities on cruise ships (which have consistently avoided liability for the malpractice of the ship's doctor). In addition, a cruise ship may involuntarily disembark you and transport you to a local medical facility with an uncertain outcome. Travelers may assume that when they travel abroad they are protected by the same safety standards and medical care available in the United States. The reality, however, is quite the opposite. In many foreign countries the safety standards may be much lower; e.g., the plate glass in a Greek hotel lobby may be very thin; the windows in a Russian hotel may be less secure; a gas stove in a hotel may explode. The quality of medical care may be much lower; e.g., a diabetic tourist may be misdiagnosed at the hotel and in a local hospital; a hotel guest may die from a heart attack because of a delay in calling for medical assistance. Best bet, use your evacuation insurance, get on a plane and fly home to the United States as fast as you can.

SEVENTH: Think very carefully about entrusting your children to the day care centers of foreign resorts or hotels. In *Flanagan v. Wyndham International*, 27 guests entrusted their child to the "Kids Klub day-care program at the Wyndham Sugar Bay Resort in St. Thomas" only to have her molested by an employee later convicted of sexual molestation. Taking your mother-in-law or another family member with you to watch after your children may be the best approach.

EIGHTH: Travelers need to behave in accordance with the laws and customs of the destination country. For example, "In Singapore, which places a high value on order, prostitution is legal but careless disposal of chewing gum can invoke fines up to \$500. Jaywalking and spitting result in similar fines. On the bright side,

Singapore saves canings for more serious offenses, such as vandalism. Sensitivity to another country's values is important, as Raffi Nernekian, a Lebanese tourist visiting the United Arab Emirates learned when he was arrested for wearing a skin cancer awareness T-shirt depicting Posh Spice in her birthday suit. Nernekian spent a month in jail. And Ireland, the land of creative invective, just passed a blasphemy law making it a 25,000-euro (\$37,000) offense to say or print anything 'grossly abusive or insulting' about any subject held sacred by any religion."

United Airlines named Eco-Aviation “Airline of the Year” Gold Winner



United Airlines today was named the Eco-Aviation “Airline of the Year” Gold Winner by Air Transport World (ATW) magazine, the top award granted by ATW in its annual Eco-Aviation Awards. The “Eco-Airline of the Year” award recognizes an airline in global commercial aviation for its eco-aviation leadership as demonstrated by consistent and impactful environmental action within the company and in the industry. United was awarded for making its environment policies a priority, actively engaging in climate change and biofuels working groups and initiatives, and for its dedication to a broad set of activities that improve both the airline’s efficiency and the environment in which it operates.

United’s Eco-Skies program maintains the company’s commitment to the environment and includes actions taken every day to create a sustainable future. United has more than 290 fuel-efficient aircraft on order. United has installed fuel-saving winglets on more than 330 mainline aircraft, and was also the launch partner for the new Split Scimitar Winglet, which will reduce CO2 emissions by 600 tons per aircraft per year and improve fuel efficiency by approximately 2 percent.

United is on track to meet its 2013 goal to reduce fuel usage by 85 million gallons and associated carbon emissions by 828,750 metric tons. Last year, the company saved 83 million gallons of fuel due to fleet replacement and fuel-efficiency initiatives, reducing carbon emissions by 811,000 metric tons.

In June 2013, United announced an historic partnership with AltAir Fuels with an agreement to purchase 15 million gallons of commercial-scale and cost-competitive advanced aviation biofuels for flights out of the airline’s Los Angeles hub as early as 2014. United flew the first U.S. commercial flight powered by advanced biofuel (2011), the first North American commercial airline to operate a demonstration flight using synthetic fuel made from natural gas (2010), and the first North American carrier to perform a two-engine aircraft flight demonstration using sustainable biofuels (2009).

Since 2008, United has recycled more than 23.5 million pounds of aluminum cans, paper and plastic items from waste generated inflight and at its facilities. United incorporated energy efficiency features in the design and construction of the new Terminal B at its Houston hub. The airline designed its United Clubs to incorporate many sustainable design elements including LED lighting, low-flow toilets and lavatories, porcelain tiling and sustainable fabrics and fixtures. United’s new Data Center currently under construction is designed to achieve approximately 50 percent energy savings. Its headquarters offices in Chicago achieved Silver LEED (Leadership in Energy & Environmental Design) certification. United’s new Cargo facility at its Chicago hub has a vegetative green roof and is currently the sixth largest green roof in North America.

United launched the Sustainable Supply Chain (SSC) initiative to better understand the environmental performance of its suppliers and deepen relationships with its key supply chain partners (2013).

United’s enhanced carbon offset program allows its customers to calculate and offset the carbon footprint associated with their air travel and cargo shipments and direct their support to three certified projects near communities that United serves.

The United Eco-Skies Community Grants program awards \$50,000 to 10 non-profits located in its hub communities, such as the Conservancy for Cuyahoga Valley National Park and the Prince William Environmental Excellence Foundation, to promote engagement and volunteerism.

United supports and partners with hub-based environmental organizations as well as national and international organizations such as Conservation International and Sustainable Travel International.

EBLAST UPDATE

Two areas to address:



I. The pilot retiree \$10,000 Life Insurance emails circulating recently generated considerable interest and concern. Below is the correct information for pilot retirees. Retirement date is the key:
07/01/2003 - on or before the pilot retiree had two options to make - either retain medical insurance or life insurance - but not both.

01/01/2005 - on and after pilot retirees were not eligible for the life insurance policy.

To check on your benefits via computer use <http://www.ybr.com/united>. You will need to establish a user name and a password - if you haven't used this website before.

By telephone use 800-651-1007. For retiree specific information expect a lengthy computerized voice response process but you will finally get to a live person!

II. AOL blocking RUPA eblast subscribers continues!



If you have subscribed or opted-in to RUPA's eblast list and didn't receive the August eblast, AOL is labeling our eblast as SPAM. If you did not unsubscribe and want to continue to receive RUPA's eblasts, contact AOL directly about your account and complain. You have subscribed which means the RUPA eblast is not SPAM - which is what AOL insists it is. Remind AOL you have subscribed! RUPA can not complain for you since you are the customer of AOL. Frustrating - you bet!

Phyllis Cleveland

United Airlines opens new San Diego United Club, consolidates operations



United Airlines opened its new United Club lounge in Terminal 2 at San Diego International Airport, the third club to feature the airline's new design concept. The opening coincides with the consolidation of United's terminal facilities to the newly expanded Terminal 2 West, offering customers a new ticketing lobby, baggage claim area and improved shopping and dining options.

The 5,842-square-foot United Club in San Diego is located in Terminal 2 West on the Mezzanine level, directly above the airport's new Sunset Cove, an atrium that offers panoramic views of the airfield. The United Club features spectacular views of the Point Loma seaside community, balcony lounge seating within the atrium and a centrally

located buffet and bar. The new and improved furnishings enable customers to relax or work with greater ease and comfort.

"The new United Club in San Diego offers customers an improved airport lounge experience that reflects a true Southern California ambiance," said Martin Hand, senior vice president of customer experience at United. "Our investment in our clubs and airport facilities worldwide underscores our ongoing commitment to improving the overall travel experience for our customers."

United is investing more than \$50 million this year to renovate several of the airline's 49 United Club locations. United is consolidating its operations at San Diego International Airport, relocating gates to Terminal 2 West and repositioning its ticket counters to the west end of the terminal. United is one of the largest airlines at San Diego International Airport, offering 45 flights a day to the carrier's eight domestic hubs. As with all United Club lounges, members may enjoy complimentary snacks, beverages and Wi-Fi.

RHYMES WITH ORANGE By Hilary Price



Air Transport Insights Survey



A predicted 62 per cent increase in the use of applications provided by third parties such as Apple Passbook and Samsung Wallet for check-in and boarding passes. Currently only 21 per cent of all airlines use the technology. This contrasts with 61 per cent of all airlines using their own check-in apps.

Today, 50 per cent of all airlines offer flight search, ticketing, check-in and boarding passes via mobile technology. In the next three years it is expected that more than 60 per cent of airlines will extend mobile functionality to include flight re-booking, lost bag reporting and bag status updates.

Some 75 per cent of airlines are projected to move to electronic flight bags and automated cabin crew services by 2016.

Airlines are expected to generate 14 per cent of total revenue from ancillary (non-airfare) sales through mobile technology, social media and kiosks by 2016. However, direct sales channels operated by airlines are expected to still account for 87 per cent of ancillary sales within the same period.

Nine out of 10 airlines by 2016 are expected to use mobile apps for ticket sales, estimated to be worth US\$70 billion within three years.

By 2016 71 per cent of airlines plan to use tablet-based mobile solutions in engineering and maintenance.

One area where there is huge geographic and demographic disparity is in the use of non-agent check-in such as kiosks, internet and mobile options. SITA reported that at present only three per cent of all passengers use web-based or automated check-in services. However, in some markets that figure is known to be closer to 90 per cent.

First undertaken in 1999, the SITA survey this year was issued to IT executives in each of the top 200 passenger carriers, including low-cost operators and prominent regional and leisure operators during the second quarter.

SITA's latest Air Transport Insights survey results provide an interesting perspective on IT trends that are increasingly influencing the strategic directions of the world's airlines. The results show a hastening trend towards the use of mobile technology both for operational use and by customers.

Automated Passport Control kiosks at ORD reduce customs wait times



ORD recently rolled out Automated Passport Control (APC) kiosks at Terminal 5 and has seen a significant decrease in passenger wait times to clear Customs and Border Protection (CBP) as a result. The kiosks are in addition to the 1-Stop lanes that CBP and the Customer Department of Aviation (CDA) implemented with carriers operating at ORD in early June as part of an effort to improve the passenger experience and

ultimately reduce misconnects.

While 1-Stop is for any passenger with no checked bags, APC is for only U.S. citizens – with or without checked bags. Using the self-service APC kiosks, which have screens in English, Spanish and French, U.S. citizens scan their passports, complete their customs declarations and have their photos taken. The APC kiosk then prints a receipt that indicates to the CBP officer whether the traveler is approved for entry or requires additional screening.

“Passengers can finish the whole data entry process at kiosks in less than 30 seconds,” said Continuous Improvement Senior Manager Tarundeep Suri. Compared to wait times of more than two hours on average last summer, 60 percent of arriving passengers are clearing through CBP in less than 15 minutes, and 85 percent are clearing in less than 30 minutes. No passengers have waited in line for two hours since the launch of these projects, Tarundeep said.

An action team from ORD worked with the CDA and CBP to implement the APC technology, which originally was developed at YVR (Vancouver) Airport. ORD is the first U.S. airport to implement this process. We are developing a plan to implement similar technology in other major international gateway hubs. Soon, Canadian passport holders will be allowed to use the APC kiosks, and plans are in place to expand access to citizens from other countries. No fees or pre-registration are required to use APC kiosks.

Safety Surprises From Asiana Crash Investigation

By Guy Norris/Aviation Week & Space Technology



While NTSB investigators look closely into the actions of the flight crew for potential causes behind the July 6 Asiana Airlines Boeing 777-200ER accident, safety experts working on the other side of the cockpit door are already learning valuable new design lessons for crash survivability.

Although all but three of the 307 passengers and crew survived the ordeal, more than 180 were injured, several of them critically. Therefore, while looking into why the crash occurred in the first place, the investigation is focusing just as closely on why these injuries and deaths were sustained, and it has already unearthed troubling concerns about the functionality of the aircraft's main exit escape slides.

Video and eyewitness accounts testify to the violence of the aircraft's brief passage along San Francisco International Airport's Runway 28L before coming to an abrupt halt to the south side of the strip, adjacent to the touchdown zone markers some 1,500 ft. from the threshold. Although the aircraft did not cartwheel in the same devastating way as in the 1989 DC-10 crash in Sioux City, Iowa, it was massively damaged by an initial impact with the seawall and the displaced runway threshold, during which parts of the main landing gear and the entire empennage were ripped away. Traveling at over 100 mph, the aircraft departed the runway at the touchdown markers where it became partially airborne again, pirouetting in a complete 360-deg. circle around its nose section.

During this high-speed ground loop, the aft end of the tailless fuselage momentarily pitched up at around 40 deg., causing passengers and crew in the back section of the cabin to fall vertically as much as 100 ft. when the aircraft came to a rest with its nose pointed back toward the runway. Despite this pummeling, the fuselage structure remained substantially intact with the extensively damaged wings appearing to have borne the brunt of the impact loads. Although the forward two-thirds of the fuselage was gutted by the post-crash fire, the overall structural integrity of the cabin section was not immediately compromised by the impact itself, with significant buckling only evident in two zones: forward of the wing root and aft by Section 47/48 where the empennage was broken off.

The NTSB says the fire was caused by oil leaking from a ruptured tank onto the damaged remains of the No.2 (starboard) Pratt & Whitney PW4090 engine, which was ripped from its wing mountings and lay beside the fuselage. The left engine was detached during the initial ground roll and came to rest on the north side of the runway, just under 2,000 ft. from the threshold. While the fire makes it more difficult for investigators to assess the post-crash condition of the forward and mid-cabin sections, the intact aft cabin is yielding information about the survivability design aspects of seats, interior paneling, overhead bin structures, seat tracks, cabin floors, exits and escape slides.

Images released by the NTSB of the aft cabin, close to the buckled section by Doors L4 and R4, show how the seating, cabin floor and ceiling in some areas, were significantly damaged and dislodged. Already weakened by the initial impact and loss of belly skin and structure below Section 47/48, the bulk of the aft cargo hold and lower lobe structure beneath the floor of the aft cabin appears to have been either ripped away by the slide along the runway or crushed by the vertical impact that ended the ground loop.

Nevertheless, despite massive damage, investigators say the surprisingly small number of fatalities and relatively intact interior present a very survivable picture, with much of the internal trim, ceiling panels and sidewalls still in place. This is partly thought to be due to Boeing's internal design concept, in which the tie rods supporting the arch of the secondary support structure (which holds the interior of the cabin ceiling panels and overhead bins to the fuselage monocoque) transfer loads above 46,000 lb. and withstand loads of up to 9g. Tie rods were built to absorb up and down loads, while truss-type sway bracing structure support the ceiling laterally. The seats are designed to meet the 16g crash load certification standard, while the seat tracks were originally designed to cope with stresses of 9g.

However, San Francisco hospitals that dealt with the injured report an unusually high number of spinal injuries, the worst of which include crushed vertebrae and torn ligaments, testifying to the excessive lateral and vertical loads sustained during the accident. Although safety experts say assuming the crash position would have limited jolting to the spine, passengers appear to have received little or no warning of the impact. According to Randy Scarlett, board director of the California Brain Injury Association, "there were

significant spinal cord and traumatic brain injuries with the first wave of patients. More subtle concussions and spinal cord injuries were in the second wave of those patients coming to San Francisco General [Hospital].” Scarlett expects that while 80% will fully recover, “20% will be affected for a significant time in their lives.”

Commenting on the safety implications, former NTSB Chairman Jim Hall questions the adequacy of the current 16g dynamic seat standard. “I believe that it is time to update aviation seat standards to take a stronger G force, especially in light of the many recent spinal and head injuries,” he says. The regulation requiring all newly developed transport aircraft to use 16g-capable seats was issued by the FAA in 1988, superseding rules at the time which mandated a static 9g standard with no occupant injury criteria. From a systems perspective, investigators are focusing on the performance of the safety systems, door operation and emergency inflatable slide deployment. “We’re taking a very close look at survival factor issues, including emergency doors and exits, and to see if there were any malfunctions,” says NTSB Chairman Deborah Hersman. The most serious of these occurred during the evacuation, when two cabin crew were “pinned” against the cabin side by escape slides that inflated inside the aircraft at Doors 1R and 2R. At least one flight attendant had to be rescued by the relief first officer who helped deflate the device. “We need to understand why that happened, and if it happened inadvertently,” says Hersman.

Restriction on Foreign Airlines landing alongside another plane at SFO

SAN FRANCISCO — U.S. aviation officials are no longer allowing foreign airlines to land alongside another plane when touching down at San Francisco Intl. Airport in the wake of the deadly Asiana Airlines crash.

The Federal Aviation Administration said in a statement July 30, it implemented the change “to minimize distractions during a critical phase of flight.”

In the past, two planes could approach SFO’s main parallel runways at the same time in clear weather. Domestic carriers can still do that, but air traffic controllers are now staggering the arrivals of foreign carriers.

The shift away from side-by-side landing came July 28, on the same day the FAA started advising foreign airlines to use a GPS system instead of visual reckonings when landing at SFO. The agency said it had noticed an increase in aborted landings by some foreign carriers flying visual approaches.

Pilots on Asiana Airlines Flight 214 had been cleared to make a visual approach when the plane crash-landed July 6. Three Chinese teenagers died, and 180 people were injured among the 307 aboard.

The plane from China and South Korea came in too low and too slow, slamming its landing gear into a seawall well before the actual runway.

Seconds before the accident, the pilots called for a go-around, meaning they wanted to abort the landing and circle for another approach. The FAA said such maneuvers are “routine, standardized procedures that can occur once a day or more at busy airports for various reasons.”

Two weeks after the crash, another Asiana flight aborted its landing, San Francisco airport officials said. In addition, they said a Taiwanese EVA Air flight approached too low last week, then aborted and began another approach.

The FAA said it hasn’t seen any significant delays as a result of the move away from side-by-side approaches.

SEA GETS GREENER WITH REDUCTION IN EMISSIONS



SEA has turned on the Pre-Conditioned Air (PC Air) system that several of our stations use to reduce air emissions and save millions in fuel costs.

The PC Air service heats or cools the aircraft during boarding and deplaning. With this system, we can shut down our auxiliary power units (APUs) on aircraft, which emit CO₂ among other emissions and add to our fuel costs. SEA built a centralized plant to deliver PC Air through 15 miles of pipes to each of the airport's 73 jet gates.

In addition, SEA obtains 90 percent of its power from hydroelectric dams and renewable energy sources. To learn more about United's environmental initiatives, please visit united.com/eco-skies.

RATE OF SFO' GO-AROUNDS' BY ASIANA RAISES CONCERN

Philip Matier and Andrew Ross /San Francisco Chronicle



Asiana Airlines has an unusually high rate of aborted landings at San Francisco International Airport - something that has become an issue for officials from here to Washington, D.C., since one of the carrier's crashed planes crashed at SFO. Asiana's number of aborted landings, or "go-arounds," is six to eight times greater than would be expected given the airline's total number of flights into SFO, according to sources familiar with the numbers. The pilots on the Asiana flight that crashed July 6 called for a go-around seconds before the Boeing 777 slammed into a seawall short of the runway, apparently because the plane was flying too slow. Three passengers died and

about 180 were injured.

After the crash, airline industry officials went through six weeks of records and found a "considerably higher" number of aborted landings by Asiana than would be expected, said our sources, speaking on condition of anonymity because they were not cleared to make the information public.

The South Korean airline accounts for only about 0.5 percent of SFO's 600 daily landings. Its go-around total, however, is well above that.

One such aborted landing happened July 19, just days after SFO reopened the runway where Flight 214 crashed. The Asiana jet pulled out of its early-afternoon landing just 14 seconds from touchdown. Sources tell us the plane appeared to be coming in too low and too fast. The plane landed without incident 18 minutes later. "Thank God nothing happened," said Larry Mazzola, president of the Airport Commission.

Airport Director John Martin has told commissioners that the rate of aborted landings raised concerns about whether Asiana pilots are properly trained. "I believe that John has been pushing with Asiana because there have been previous issues with them not being able to land properly," said Commissioner Eleanor Johns. She said Martin has "gone above and beyond" what's needed to keep the Federal Aviation Administration briefed about Asiana's problems.

"John is proposing that Asiana no longer allow novice pilots to land and only have experienced pilots," Johns said. The pilot at the controls of Flight 214 had never flown a Boeing 777 into SFO before and was being supervised by a trainer pilot, federal investigators say.

Martin also wants "to have some other experienced pilot - like an FAA official or a United pilot - on board as well," Johns said. United Airlines is a U.S. partner of Asiana under an international grouping called the Star Alliance. Johns said Asiana's pilots appear to be overly reliant on instrument-guided landings and lack the training to touch down manually. It's unclear how Flight 214's pilots were trying to land.

The Federal Aviation Administration declined to immediately release Asiana's complete statistics on aborted landings, asking that our request be put in writing.

Asiana crash survivors to get \$10000 each as "initial compensation"

Asiana Airlines said on Sunday it was offering an initial compensation payment worth \$10,000 to all surviving passengers on board a plane that crashed in San Francisco last month killing three people.



The South Korean airline recently started offering the cash to help the 288 surviving passengers meet urgent medical expenses and other needs before final compensation amounts are decided later, an Asiana spokeswoman said.

"This is a minimum payment we are offering for all passengers, regardless of whether they were injured or not," she said, adding the amount will be deducted from the total compensation once it is decided.

Those who were relatively unharmed and whose ultimate compensation may come to less than \$10,000 will still be allowed to keep the rest of the money, she added.

The latest offer is not a settlement and will not affect ongoing or future lawsuits filed by passengers, the spokeswoman added.

South Korea's second-largest air carrier is faced with a horde of legal battles after the July 6 crash, which left three dead and some 180 injured.

A group of 83 passengers on board the flight filed a lawsuit in July seeking millions from Boeing and warned their claim may be expanded to include Asiana later. Other groups of passengers have reportedly filed separate suits in the US.

Airline Insurance Premiums Falling



Airlines may still be struggling with rising costs associated with factors such as fuel and taxes, but they are winners when it comes to insurance premiums.

New data released by insurance broker Willis shows that premiums have continued to fall this year. “The balance of power in airline insurance purchasing remains firmly in favor of the buyers,” concludes the London-based group in the second-quarter edition of its Airline Insight report released on July 15.

According to Willis, downward pressure on premiums results from low levels of insurance losses combined with “abundant” capacity among insurers. The company does not see the situation changing soon. “As a result the downward slide in premiums looks set to continue unabated,” it said.

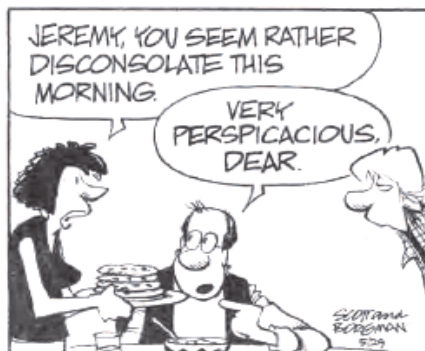
Analysis by Willis shows that airline premium levels fell by 5 percent in the first half, which resulted in insurers’ collecting \$13 million less in premiums. At the same time growth in risk exposure remains in the mid single digits, suppressing rating levels to the extent that average hull rates now stand at 11 percent and average liability rates per passenger have fallen by 13 percent. As a result, the overall insurance cost per passenger has dropped 12 percent. Perhaps counter-intuitively, premiums had continued to fall despite the rise in exposure, said Willis.

The latest Airline Insight report concludes that airline insurance market activity increased following a quiet first quarter. Average fleet values and estimated annual passenger numbers continued to rise in both April and May, while hull and passenger liability rates continued to fall. June saw the largest level of premium reductions by percentage of any month since December 2012.

Losses for the first six months of 2013 stood at \$488 million, including an estimate of additional losses incurred. By contrast, premium income for the same period totaled just \$237 million, resulting in a loss ratio of more than 200 percent. However, according to Willis, those figures don’t reflect an uncommon situation at the half-year mark because a relatively small number of carriers have renewed cover this year. The largest single loss so far this year resulted from the April 13 crash of a Lion Air Boeing 737-800 at Bali in Indonesia. Willis predicts that the July 6 crash of an Asiana Airlines Boeing 777 while landing at San Francisco will do little to alter the downward trend in insurance premiums.

IAG (the combined British Airways/Iberia group—the largest operator to renew during the second quarter) operates a fleet valued at more than \$40 billion and carries more than 160 million passengers a year. The second largest airline to renew its insurance cover—China’s Hainan Airlines—operates a fleet worth more than \$17.5 billion and carries some 53 million passengers annually.

ZITS | Jim Borgman and Jerry Scott



Boeing Sued Over ASIANA Crash



The Boeing Company, which manufactured the long-range, twin-engine ASIANA aircraft that crashed in San Francisco on July 6, is being sued by a Chicago-based law firm on behalf of the 83 passengers who survived the crash, Associated Press reported.

The petition was filed in Cook County Circuit Court in Chicago, where Boeing is headquartered, AP reported, adding that petitions also are expected to be filed against Asiana and manufacturers of other components of the plane.

In a preliminary move, Ribbeck Law Chartered, a law firm that specializes in aviation cases, filed a discovery lawsuit, on Monday, on behalf of 82 Chinese passengers and one American passenger who survived the crash, asking Boeing to turn over the plane's design, manufacturing and maintenance records.

"We must find the causes of the crash and demand that the problems with the airline and the aircraft are immediately resolved to avoid future tragedies," Monica R. Kelly, head of Ribbeck's aviation department, said in a statement cited by AP.

Although the National Transportation Safety Board's review of the flight that crashed in San Francisco showed no abnormal behavior, it noted that the plane's automated systems recorded unexplained "autopilot and autothrottle modes" leading up to the crash, NBC News reported.

The reason behind the premature opening of the evacuation chutes is also unexplained, the report noted, prompting survivors to file the lawsuit.

Kelly told NBC News that the law firm is seeking answers to these anomalies, and the firm would "leave no stone unturned," and a former chief investigator for the Transportation Safety Board of Canada would be investigating the case on behalf of the law firm.

On Monday, two passengers of the ill-fated plane sued Asiana Airlines in a federal court in California alleging that the aircraft's crew was responsible for "an extensive litany of errors and omissions" and are seeking about \$5 million in compensation for "extreme bodily and mental injuries and economic damages," according to Reuters.

How to expand Heathrow Airport

London's Heathrow Airport has a problem: It's too small. One proposed solution? Raze a few villages including a 15th century barn, some homes and a pesky lake for a new runway.



According to the UK's Department for Transport, demand for air travel in South East England will rise to 300 million passengers per year by 2030. Current demand is 127 million. The debate over how to expand capacity has two basic camps: Those who want to add a third runway, and those who want to build a new airport.

The latest proposal to expand Heathrow — the fourth busiest airport on the planet — comes from the owner of the airport, Heathrow Airport Ltd. In a new report, the company lays out three options for a third runway.

These plans, it says, would limit noise levels over London, meet long-term needs for growth, and fit within the UK's air pollution limits. But first, a few villages need to be destroyed.

Each of the three options would require that hundreds of homes be demolished, take more than a decade, and cost billions of pounds.

Under that plan, Heathrow says that 950 residential properties would be subject to compulsory purchase and leveled. The runway would be finished in 2026, and cost £17 billion (\$25.8 billion). The only cheaper option would require that 2,700 homes be destroyed. The third option, the most expensive, would demolish 850 homes.

USA Visa Application Interview per Electronic Video Conference



Travel and tourism to the United States adds nearly \$2.0 trillion per year to the U.S. economy and is America's No. 1 services export. The US Government is in the process for a pilot program using secure, remote videoconferencing technology to conduct interviews with those applying for a tourist or business visa to the US. The growing economies in countries like Brazil, China and India require new visa process mechanisms to address the high visa demand, including videoconferencing. A U.S. Travel analysis found that if the United States doubled arrivals from just these three key countries over the next five years, America would gain \$24.2 billion more in export revenues and 207,600 jobs related to international travel and tourism that would be supported by increased visitations. The advantage to increase tourism to the US when offering a secure video conference is instead of personal consulate visits is obvious.

Advantages are:

- It's secure. Videoconferencing can use encryption technologies to capture documents, fingerprint data and other biometric data needed to maintain the highest levels of security.
- It's already used by the government. Currently, the Department of State regularly conducts secure videoconferencing from U.S. consulates around the world, as do the Defense Department and intelligence agencies.
- It's efficient. The setup of the cameras for the video call is a onetime event that occurs in advance. Zoom, pan and tilt functions are as simple as moving a cursor; connecting is instantaneous; and initiating remote biometric capture, such as fingerprints, is a "click of a mouse." Videoconferencing improves efficiency.
- It's cost effective. Using videoconferencing in geographically large countries will enable U.S. consulates to expand access to visa services to millions of potential visitors without the cost of opening additional offices and without reducing the level of security for visa interviews.
- It's a boost to the U.S. economy. By eliminating the cost, planning and effort associated with traveling hundreds of miles to the nearest U.S. consulate, videoconferencing facilitates travel. Increasing the number of international visitors to the United States is a boost to the national and local economies, allowing communities across America to sell more of their goods and services to visitors and ultimately create new U.S. jobs

By encouraging more travel, the House State and Foreign Operations Appropriations bill will bring more jobs and more economic opportunity to communities across the United States."

The U.S. Travel Association applauded the U.S. House of Representatives Appropriations Subcommittee on State, Foreign Operation and Related Programs for approving a fiscal year 2014 spending measure that will make it easier for international travelers to apply for a visa to visit the United States.

"America's travel community is grateful to the Appropriations Subcommittee for creating jobs, for being forward thinking and for understanding the value of travel exports," said Roger Dow, president and CEO of the U.S. Travel Association. "Videoconferencing is secure, efficient and cost effective. Its use will enable U.S. consulates to expand access to visa services to millions of potential visitors – while maintaining the highest level of security for visa interviews – without the cost of opening additional offices."

The spending bill approved by the Subcommittee directs the Secretary of State to carry out and evaluate a pilot program using secure, remote videoconferencing technology, similar to what is used by the private sector, for conducting visa application interviews in geographically large countries.

"Travel adds nearly \$2.0 trillion per year to the U.S. economy and is America's No. 1 services export," said Dow. "By encouraging more travel, the House State and Foreign Operations Appropriations bill will bring more jobs and more economic opportunity to communities across the United States."

Snapshots of airline industry performance for 2012



The International Air Transport Association (IATA) released the 57th Edition of the World Air Transport Statistics (WATS), a yearbook of the global airline industry and IATA members' performance.

PASSENGER

- Systemwide, airlines carried 2.977 billion passengers on scheduled services.
- Airlines based in the Asia-Pacific region carried the most passengers last year (947.9 million), followed by carriers in North America (808.1 million), Europe (780.6 million), Latin America (226.5 million), Middle East (144.1 million) and Africa (69.8 million).
- Developing economies continued to drive global demand growth: 65% of the growth in passenger numbers on international services in 2012 occurred on markets linked to emerging markets.
- The premium travel segment slipped to 7% of total international travel in 2012, but yields for the segment were more robust than for the economy segment, and premium travel accounted for 27% of international passenger revenues.
- The top countries by region based on passengers carried were for Africa: South Africa (20.4 million), Asia-Pacific: People's Republic of China (361.4 million), Europe: United Kingdom (171.5 million), Latin America and Caribbean: Brazil (88.9 million), Middle East: United Arab Emirates (40.6 million), North America: United States (598.2 million). The United States continues to be the largest single market for air travel.
- Countries with high year-over-year increase in passenger growth included Indonesia (18.2%), Thailand (17.7%) and Turkey (16.7%).
- The top five airlines ranked by total scheduled passengers carried were Delta Air Lines (116.7 million), Southwest Airlines (112.2 million), United Airlines (92.6 million), American Airlines (86.3 million) and China Southern Airlines (86.3 million).
- The top three city-pairs based on passengers carried on international routes were all within the Far East: Hong Kong-Taipei (5.5 million), Seoul-Tokyo (3.6 million) and Kuala Lumpur-Singapore (3.4 million).
- The top three city-pairs based on passengers carried on domestic routes were Jeju-Seoul (9.5 million), Sapporo-Tokyo (8.8 million) and Fukuoka-Tokyo (7.6 million).

CARGO

- Air freight markets suffered another difficult year punctuated by shrinking demand, falling utilization and lower yields.
- Global freight ton kilometers decreased by 1.1% compared to 2011 but still represented an estimated US\$6.4 trillion of goods by value.
- The top five airlines ranked by total scheduled freight tones carried were Federal Express (6.9 million), UPS Airlines (4.6 million), Emirates (2.0 million), Korean Air (1.5 million) and Cathay Pacific Airways (1.4 million).

FUEL

- In 2012, global commercial air transport consumed 73 billion US gallons of fuel at an estimated cost of US\$209 billion or 33% of airline operating costs.
- The rise in the price of jet fuel since 2010, to an average of US\$130 per barrel in 2012, has added over US\$60 billion to the industry's fuel bill.
- IATA member airlines fuel efficiency improved by 18% during the 2001-2012 period from 45.0 to 36.8 liters per 100 revenue ton kilometers. Fuel efficiency improved by 1.7% in 2012 compared to 2011.

FLEET AND ASSETS UTILIZATION

- In 2012 the delivery of 1,374 jets and turboprop aircraft added 7-8% to industry capacity. However, less fuel-efficient aircraft were retired or put in storage resulting in a net fleet expansion of 500 aircraft.

- At year-end some 24,911 aircraft were in commercial airline service.

AIRLINE ALLIANCES

- Star Alliance maintained its position as the largest airline alliance in 2012 with 25.2% of the total IATA scheduled traffic (revenue passenger kilometers), followed by SkyTeam (19.8%) and oneworld (14.1%).
- Air transport is a critical component of global economy supporting 57 million jobs and US\$2.2 trillion in economic activity.

Automated airport taxiway guidance system implemented at Frankfurt Airport



Airplanes as a rule taxi using the thrust of their engines. The fuel consumption during this procedure is generally determined by the distance traveled. With the current radio system, aircraft are put on hold, at traffic crossings. They then accelerate and continue to or from the runway system, increasing the fuel consumption. With the use of intelligent guidance procedures such as “Follow the Greens,” an uninterrupted traffic flow and thus decreased taxiing time and fuel consumption is achieved. This in turn reduces the environmental impact and at the same time saves costs.

FRA/“Follow the Greens” – it is under this title that simulations are being performed currently at Frankfurt Airport. The objective is to speed up the taxiing procedure of aircraft to and from the runway system, making the process more efficient. Currently, the cockpit crew is directed by radio to the assigned taxi route by the apron controllers. In future, the taxiway lighting system will be used to direct the crew and therefore the aircraft. Each segment of taxiway needed is switched on. All areas not needed, are switched off. This makes the guidance of aircraft safer, as errors are hereby minimized. The guidance system is computer controlled. This is a modification of the system already in place.

These are the preliminary results of a validation exercise which was performed at Frankfurt Airport between June 24 and 28. In total, 20 pilots from different airlines participated in the simulations. “The testing week in the simulators was extremely successful and the pilots that took part gave very positive feedback. We are proud that we are able to implement this significant validation exercise here at Frankfurt Airport, because it allows us to address the requirements of its complex runway system in a purposeful manner,” said Dr. Rolf Felkel, Senior Executive Manager Airside, Terminal and Security Applications at Fraport AG.

Also Dr. Roland Krieg, Senior Executive Vice President of Fraport AG’s Information and Telecommunications unit, emphasized the potential of this technology: “In these times of growing mobility requirements, ‘Follow the Greens’ can greatly contribute to making European airports more competitive in the global comparison. This is the reason why we need innovative approaches such as ‘Follow the Greens.’ Not least of all, passengers will benefit from shorter taxiing times and periods spent on the ground.”

The conclusion of the testing week is currently followed by a detailed evaluation of the data collected. Further simulations are to take place subsequently in order to develop Europe-wide standards jointly with the airports in London Heathrow, Paris, Amsterdam, Zurich, and Munich.

The validation of the new procedures was carried out as part of the research project “Single European Sky Air Traffic Management Research” (SESAR), a program aimed at modernizing and harmonizing European air traffic.

PICKLES | Brian Crane



The Cure for the \$1,000 Toothbrush

By Tina Rosenberg



Here is a basic fact of health care in the United States: Doctors and hospitals know what they charge, but patients don't know what they pay. As in any market, when one side has no information, that side loses: price secrecy is a major reason medical bills are so high. In my previous column, I wrote about the effect of this lack of transparency on the bills patients pay out of pocket.

We know about these bills, which hit us directly. What most people don't know, because the costs are hidden, is that the same imbalance exists with insurance. The employers and employees who buy health coverage have delegated vigilance over health care costs to insurers — but insurers, for the most part, have gone AWOL.

Consider the story of Texas811, a company with about 200 employees based in Dallas. (They mark utility lines so people don't damage them when they dig.)

In January 2010, the company was enrolled in a Blue Cross P.P.O., or preferred provider organization. That month, Blue Cross told Texas811 that it was planning to raise the company's premiums by 75 percent. That was extreme. But health insurance premiums are rising three times as fast as wages, doubling since 2002. "We freaked out," said Lee Marrs, the company's president. They negotiated. Blue Cross agreed to lower the increase to 68 percent. "At that point it was go out of business, drop health coverage, or try something new," They tried something new: What Texas811 did first was drop Blue Cross and its P.P.O. and become self-insured. That means that the company itself paid claims up to a certain amount, and bought an insurance policy that kicked in after that. This isn't revolutionary — self-insurance is how it's done for about a third of the insured work force. After one unsatisfactory year, Texas811 signed up with GPA, a Dallas-based company that administers claims for about 230 workplaces like municipalities, school districts, retail businesses.

The difference was astounding: Under Blue Cross's P.P.O., the company had been paying \$10,000 per visit for dialysis patients. Now it was paying \$975. Other costs dropped commensurately. After the first year, the company lowered premiums by 3 percent and increased coverage, providing free vision, dental and life insurance to all its employees, including part-timers. "We saved so much money we were able to hire a third-party contractor to establish a medical clinic in our office," said Marrs. "We provide a free primary care physician in our office to all employees and their dependents."

What Texas811 did was become part of a nascent movement away from the P.P.O. model, one that negotiates prices up from the hospital's cost or the lower Medicare price rather than down from the hospital's higher one.

Eighty percent of America's insured — some 200 million people — are insured through P.P.O.'s. A P.P.O. assembles a network of health facilities and providers who agree to deliver care at a negotiated discount rate. P.P.O.'s were not originally a force for price secrecy, but their role changed as hospital chains began to grow. Between 2007 and 2012, there were 551 acquisitions of hospitals. Chains have merged, and hospitals buy up their competitors and physician groups.

Because they are so large, hospitals now control negotiations with P.P.O.'s. Patients want their own doctors in the network — which means that hospital chains are must-haves for a P.P.O. A study of the health care market in 12 cities found that dominant hospital chains could get high prices, secrecy clauses and other contract advantages. Insurers don't argue — they need the P.P.O., and they can simply pass the higher costs along to payers in the form of premium hikes. With some insurance contracts, the more the hospital is paid, the more the insurer makes.

"Even a giant company like General Electric in any given market doesn't have that market power," said Kathy Hempstead, senior program officer with the Robert Wood Johnson Foundation. "Provider consolidation is very, very hard to deal with. It gives providers the opportunity to play hardball with purchasers and their agents."

P.P.O.'s, of course, negotiate discounts — the statement you get from your insurer always highlights how much was saved. Some of those discounts sound impressive: 50 percent off, sometimes more. “But nobody ever asks, ‘discount off what?’” said Mike Dendy, the chief executive of Advanced Medical Pricing Solutions, or AMPS, an Atlanta company that reviews and renegotiates hospital bills.

P.P.O.'s negotiate their discount off the hospital's chargemaster price. The chargemaster is like a supersonic rack rate. It's a fantasy figure, set by the hospital alone. These are the \$77 gauze pads, the \$1,000 toothbrushes, the components that add up to the \$200,000 joint replacement.

Compare the chargemaster price with what hospitals pay Medicare — a figure that is around the break-even point. (A recent study found that a third of community hospitals make a profit at Medicare rates.) Chargemaster prices are almost always at least 300 percent what Medicare pays a hospital, and some are 1,000 percent or 2,000 percent. Suddenly that 50 percent discount doesn't seem like such a bargain. Fifty percent off a \$1,000 toothbrush is a \$500 toothbrush.

The lack of transparency with P.P.O.'s continues when the bill comes in. In general, insurance companies don't ask for the details. They don't challenge the prices. They just pay. Most corporations would never dream of paying invoices blindly. Yet they never look at the bills that make up their second largest cost category, after labor.

Hospital charges are by law supposed to be “reasonable and customary,” but some P.P.O. contracts have clauses that prohibit arguments about the price. “If the administrator decides to review a bill and finds a double charge for a service that is an error then they can correct that mistake,” Dendy said. (His company is hired by insurers to review some especially large PPO bills.) “But they can't argue about what was charged for the service, regardless of how ridiculous the charge might be. Of course, they typically don't look in the first place. Ninety-nine percent of hospital bills are paid without what any rational individual would consider reasonable documentation of the hospital's charges.”

Hospital executives say the ban on challenging prices is justified. Joe Fifer, the chief executive of the Healthcare Financial Management Association, compared scrutinizing line items to looking at the price of a steering wheel of a car. “It's the overall price of the procedure that's important,” he said. “Line-item level review for ‘reasonable and customary’ forgets the forest for the trees.”

Auditing bills isn't difficult. Medicare does it. (“Funny that the federal government got this right before private industry,” said Dendy.) It began to do automated audits in three states in 2005, and now audits are nationwide. It has recovered hundreds of millions of dollars by catching practices like double billing. And the fear of audits has no doubt reduced Medicare fraud in general.

Seven years ago, GPA, the company hired by Texas811, began offering clients the option of getting out of P.P.O.'s, working instead with ELAP Services, a Philadelphia-area company that, like AMPS, uses a very different method of evaluating the reimbursement for hospital bills. About 100 clients now have made the shift, said Kathy Enochs, GPA's chief operating officer. ELAP advises plans to pay a hospital its cost, plus a profit. ELAP, like AMPS, also employs doctors who do a line-by-line audit of every single bill their clients receive.

Steve Kelly, ELAP's president, said that this strategy was rarely used by the mainstream health insurance market. Enochs said that clients usually saw a 15 to 20 percent reduction in medical spending in their first year after switching from a P.P.O. — if they have a lot of hospital costs, the reduction can be much larger. After that, costs are close to flat.

Why don't more employers choose this strategy? The most important reason is that a lack of transparency keeps businesses in the dark. Employers don't realize that their insurance company isn't doing audits. They know, of course, that prices are high, but they don't realize that there's no good reason for it. So they don't look for other options.

There are other hurdles. Going cost-plus takes guts. Some hospitals won't accept patients at these rates. It doesn't happen very often — Marrs said it's happened once to a Texas811 patient, who then went to a different hospital. But employees don't like uncertainty.

The other retaliation that patients can face is the dreaded balance bill — a bill from the hospital for what the insurance company wouldn't pay. Dendy calls this extortion: "if you don't pay what we want, fair or not, we'll harass the member."

Enochs said that about 15 percent of patients get balance bills. But that doesn't mean they have to pay them — lawyers for companies like AMPS and ELAP fight the bills. Hospitals depend on the fact that very few people request or challenge bills. Once they are challenged, the hospitals normally lose, since it's hard to argue that the charges are reasonable. Kelly said that ELAP wins "98, 99 percent of the time." Sometimes the health plan will negotiate and pay part of a balance bill, Enochs said, but she said that so far no patient with GPA has ever had to pay.

Some employers believe they can't persuade their work force to accept the uncertainties of a cost-plus plan. But rising health care costs are changing the equation, especially since workers are now bearing much of the costs themselves. A little uncertainty might now seem preferable to large premium increases.

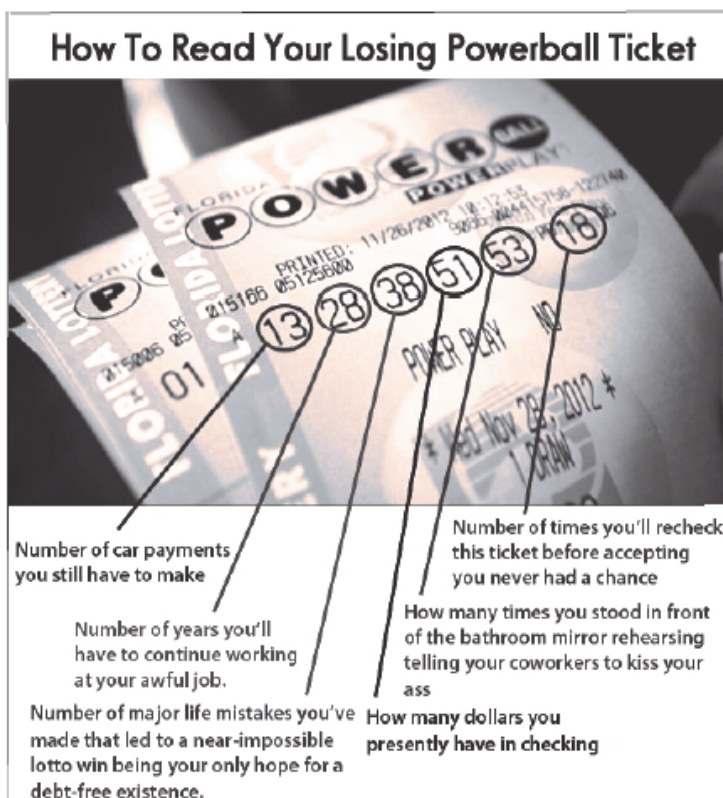
Another way transparency cuts cost is through reference pricing. CalPERS, the California Public Employees' Retirement System — one of the nation's largest buyers of health care — is a pioneer. It found that California hospitals charged between \$15,000 and \$110,000 for a hip or knee replacement — the usual ridiculous spread of costs. But 46 hospitals, including some of California's most renowned, agreed to do these operations for \$30,000. CalPERS told members it would reimburse them only up to that amount. They could go anywhere — but they'd have to pay the difference out of pocket.

This had two effects. One was that patients began shopping around. But far more important, 40 other hospitals lowered their price. A Berkeley study found that over all, CalPERS' spending on joint replacement dropped by 19 percent with no reduction in quality. It also found that because some of the 40 competitor hospitals had charged very high prices, the drop down to \$30,000 at those hospitals was responsible for 85 percent of those savings. The government's recent public release of hospital charges is allowing WellPoint, which was CalPERS' insurer, to expand reference pricing to other procedures and states.

A study by Truven Health Analytics looked at another impact of more widespread price transparency. Truven looked at 300 procedures that are shoppable — patients plan for them and schedule them in advance. If purchasers got care at facilities charging the median price in their local market (not the lowest price; the median price after trimming the extremes on both sides), the United States would save \$36 billion a year. And that does not take into account the downward pressure on prices that transparency would create — the factor that was so important to CalPERS' savings.

Price secrecy costs corporations a lot of money. Yet one important reason that businesses don't know what they're paying is that they're not looking very hard. "I was at a conference of C.F.O.'s on controlling health care cost," said Kelly. "Not one C.F.O. at the table could identify what a day in the hospital cost. They couldn't cost a CAT scan or an M.R.I. They had no idea of the unit cost of health care. They are under the impression that a detailed review of bills is being done, and if they leverage the largest carrier they're going to get the best rate.

"We encourage employers to use their business instinct. Employers are very good at containing costs. Except in the area of health care, where they abdicate to insurers — we'd say with disastrous results."

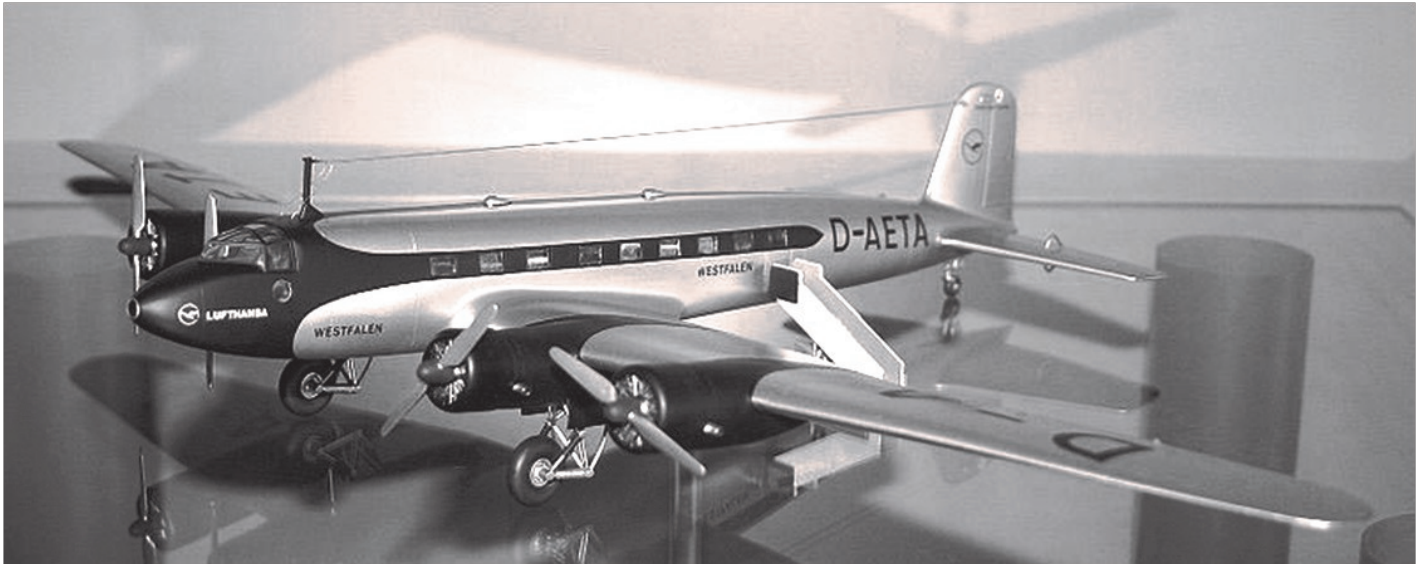


First Trans-Atlantic Commercial Flight Landed 75 Years Ago

The picture below is a scale model of a Focke-Wulf FW 200 B Condor painted with the colors of Lufthansa in the 1930's.

Sunday, August 11, 2013 marks the 75th anniversary of the first non-stop trans-Atlantic commercial flight by a land-based aircraft, a four-engine Focke-Wulf Fw 200 "Condor" developed by a German manufacturer and flown by Lufthansa.

The plane landed the afternoon of August 11, 1938 at Floyd Bennett Field, now a park in Brooklyn, after taking off about 25 hours earlier from Berlin on a 3,728-mile flight. Thousands of people gathered for the landing, Lufthansa said in a press release. Previous crossings had been made by sea planes, often with the purpose of transporting mail.



"As the world's first four-engined, land-based passenger aircraft, with its record time, the Fw 200 indicated the possibilities of transatlantic air travel in the future," Lufthansa said. "The revolutionary aircraft offered room for 26 passengers who traveled in comfortable upholstered seats. For the first time, specially-trained stewardesses were employed onboard and looked after the passengers."

Lufthansa's history was interrupted by World War II. In 1945, its service was suspended, but a new national German airline was founded in 1953 and revived the Lufthansa name in 1954. As for the aircraft, Lufthansa's detailed press release points out that at the start of World War II, Germany's "National Socialist regime also showed its interest in the Fw200. In the following years the aircraft was also used for military purposes, primarily as a transport and reconnaissance aircraft, but also as a bomber." But the plane, "designed for civil aviation, proved relatively unsuited for military action," the release noted.

The last surviving Fw200 has been preserved after making an emergency landing in February 1942 in the Atlantic Ocean in a fjord near Trondheim, Norway. It sat at a depth of 196 feet until it was salvaged in 1999, and is now being restored by a group that includes Airbus, Rolls-Royce, Lufthansa and the German Technology Museum in Berlin.

U.S. carriers were a bit later in attempting an Atlantic crossing. The first Pan Am trans-Atlantic flight in 1939, aboard a Boeing BA314 seaplane, went from Newfoundland to Ireland, according to Wikipedia, which notes that by 1947 commercial carriers offered twenty-seven westbound passenger flights a week aboard various U.S. and European airlines including Pan Am, TWA and BOAC.

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FAST TIME AND THE AGING MIND

By Richard A. Friedman/The New York times



Ah, the languorous days of endless summer! Who among us doesn't remember those days and wonder wistfully where they've gone? Why does time seem to speed up as we age? Even the summer solstice - the longest, sunniest day of the year - seems to have passed in a flash.

No less than the great William James opined on the matter, thinking that the apparent speed of time's passage was a result of adults' experiencing fewer memorable events: "Each passing year converts some of this experience into automatic routine which we hardly note at all, the days and the weeks

smooth themselves out in recollection to content-less units, and the years grow hollow and collapse." Don't despair. I am happy to tell you that the apparent velocity of time is a big fat cognitive illusion and happy to say there may be a way to slow the velocity of our later lives.

Although the sense that we perceive time as accelerating as we age is very common, it is hard to prove experimentally. In one of the largest studies to date, Dr. Marc Wittmann of the Institute for Frontier Areas of Psychology and Mental Health, in Germany, interviewed 499 German and Austrian subjects ranging in age from 14 to 94 years; he asked each subject how quickly time seemed to pass during the previous week, month, year and decade. Surprisingly, there were few differences related to age. With one exception: when researchers asked the subjects about the 10-year interval, older subjects were far more likely than the younger subjects to report that the last decade had passed quickly.

Other, non-age-related factors influence our perception of time. Recent research shows that emotions affect our perception of time. For example, Dr. Sylvie Droit-Volet, a psychology professor at Blaise Pascal University, in France, manipulated subjects' emotional state by showing them movies that excited fear or sadness and then asked them to estimate the duration of the visual stimulus. She found that time appears to pass more slowly when in our perception of time. To accurately gauge the passage of time required to accomplish a given task, you have to be able to focus and remember a sequence of information. That's partly why someone with attention-deficit hyperactivity disorder has trouble judging time intervals and grows impatient with what seems like the slow passage of time.

The neurotransmitter dopamine is critically important to our ability to process time. Stimulants like Ritalin and Adderall, which increase dopamine function in the brain, have the effect of speeding up time perception; antipsychotic drugs, which block dopamine receptors, have the opposite effect. On the whole, most of us perceive short intervals of time similarly, regardless of age. Why, then, do older people look back at long stretches of their lives and feel it's a race to the finish?

Here's a possible answer: think about what it's like when you learn something for the first time - for example how, when you are young, you learn to ride a bike or navigate your way home from school. It takes time to learn new tasks and to encode them in your memory. And when you are learning about the world for the first time, you are forming a fairly steady stream of new memories of events, places and people.

When, as an adult, you look back at your childhood experiences, they appear to unfold in slow motion probably because the sheer number of them gives you the impression that they must have taken forever to acquire. So when you recall the summer vacation when you first learned to swim or row a boat, it feels endless.

But this is merely an illusion, the way adults understand the past when they look through the telescope of lost time. This, though, is not an illusion: almost all of us faced far steeper learning curves when we were young. Most adults do not explore and learn about the world the way they did when they were young; adult life lacks the constant discovery and endless novelty of childhood.

Studies have shown that the greater the cognitive demands of a task, the longer its duration is perceived to be. Dr. David Eagleman at Baylor College of Medicine found that repeated stimuli appear briefer in duration

than novel stimuli of equal duration. Is it possible that learning new things might slow down our internal sense of time?

The question and the possibility it presents put me in mind of my father, who died a few years ago at age 86. An engineer by training, he read constantly after he retired. His range was enormous; he read about everything from astronomy to natural history, travel and gardening. I remember once discovering dozens of magazines and journals in the house and was convinced that my parents had become the victims of a mail-order scam. Thinking I'd help with the clutter, I began to bundle up the magazines for recycling when my father angrily confronted me, demanding to know what the hell I was doing. "I read all of these," he said. And then it dawned on me. I cannot recall his ever having remarked on how fast or slow his life seemed to be going. He was constantly learning, always alive to new ideas and experience. Maybe that's why he never seemed to notice that time was passing.

So what, you might say, if we have an illusion about time speeding up? But it matters, I think, because the distortion signals that we might squeeze more out of life. It's simple: if you want time to slow down, become a student again. Learn something that requires sustained effort; do something novel. Put down the thriller when you're sitting on the beach and break out a book on evolutionary theory or Spanish for beginners or a how-to-book on something you've always wanted to do. Take a new route to work; vacation at an unknown spot. And take your sweet time about it.

SKIPPING BREAKFAST NOT FOR WEAK OF HEART

By Mike Stobe/Associated Press



Another reason to eat breakfast: Study shows skipping it may increase your chances of a heart attack. A study of older men found those who regularly skipped breakfast had a 27 percent higher risk of a heart attack than those who ate a morning meal. There's no reason why the results wouldn't apply to other people, too, the Harvard researchers said.

Other studies have suggested a link between breakfast and obesity, high blood pressure, diabetes and other health problems seen as precursors to heart problems. "But no studies looked at long-term risk of heart attack," said Eric Rimm, one of the study authors at the

Harvard School of Public Health.

Why would skipping breakfast be a heart attack risk? Experts aren't certain, but here's what they think: People who don't eat breakfast are more likely to be hungrier later in the day and eat larger meals. Those meals mean the body must process a larger amount of calories in a shorter amount of time. That can spike sugar levels in the blood and perhaps lead to clogged arteries. The researchers did not ask what the study participants ate for breakfast, and were not prepared to pass judgment on whether a fatty, sugary breakfast is better than no breakfast at all.

Other experts agreed that it's hard to say. "We don't know whether it's the timing or content of breakfast that's important. It's probably both," said Andrew Odegaard, a University of Minnesota researcher who has studied a link between skipping breakfast and health problems like obesity and high blood pressure.

"Generally, people who eat breakfast tend to eat a healthier diet," he added. The new research was released by the journal *Circulation*. It was an observational study, so it's not designed to prove a cause and effect. But when done well, such studies can reveal important health risks. The researchers surveyed nearly 27,000 men about their eating habits in 1992. About 13 percent of them said they regularly skipped breakfast. They all were educated health professionals - like dentists and veterinarians - and were at least 45.

Over the next 16 years, 1,527 suffered fatal or nonfatal heart attacks, including 171 who had said they regularly skipped breakfast. In other words, over 7 percent of the men who skipped breakfast had heart attacks, compared to nearly 6 percent of those who ate breakfast. The researchers calculated the increased risk at 27 percent, taking into account other factors like smoking, drinking, diet and health problems like high blood pressure and obesity.

Study says active brain reduces Alzheimer's risk



New research boosts the "use it or lose it" theory about brainpower and staying mentally sharp. People who delay retirement have less risk of developing Alzheimer's disease or other types of dementia, a study of nearly half million people in France found.

It's by far the largest study to look at this, and researchers say the conclusion makes sense. Working tends to keep people physically active, socially connected and mentally challenged - all things known to help prevent mental decline. "For each additional year of work, the risk of getting dementia is reduced by 3.2 percent," said Carole Dufouil, a scientist at INSERM, the

French government's health research agency. She led the study and gave results at the Alzheimer's Association International Conference in Boston.

About 35 million people worldwide have dementia, and Alzheimer's is the most common type. In the U.S., about 5 million have Alzheimer's, 1 in 9 people aged 65 and over. What causes the mind-robbing disease isn't known and there is no cure or any treatments that slow its progression.

France has had some of the best Alzheimer's research in the world, partly because its former president, Nicolas Sarkozy, made it a priority. The country also has detailed health records on self-employed people who pay into a Medicare-like health system. Researchers used these records on more than 429,000 workers, most of whom were shopkeepers or craftsmen such as bakers and woodworkers. They were 74 on average and had been retired for an average of 12 years. Nearly 3 percent had developed dementia but the risk of this was lower for each year of age at retirement. Someone who retired at 65 had about a 15 percent lower risk of developing dementia compared to someone retiring at 60, after other factors that affect those odds were taken into account, Dufouil said.

To rule out the possibility that mental decline may have led people to retire earlier, researchers did analyses that eliminated people who developed dementia within 5 years of retirement, and within 10 years of it. "The trend is exactly the same," suggesting that work was having an effect on cognition, not the other way around, Dufouil said.

France mandates retirement in various jobs - civil servants must retire by 65, she said. June Springer, who just turned 90, thinks it does. She was hired as a full-time receptionist at Caffi Plumbing & Heating in Alexandria, Va., eight years ago. "I'd like to give credit to the company for hiring me at that age," she said. "It's a joy to work, being with people and keeping up with current events. I love doing what I do. As long as God grants me the brain to use I'll take it every day."

Creative Tricks Help Prevent Memory Loss As You Age

By Kathryn Roethel



What's good for your health now will be good for your memory later. Exercise, a healthy diet, a good night's sleep and a strong social network all help decrease the chances of developing dementia as you age, according to a new report from Harvard Medical School. But some memory loss is part of normal aging, so the report offers a few creative tricks anyone can use.

Some of the most effective tips are common knowledge - always put your car keys in the same place, repeat names and directions after you hear them and put a note somewhere where you'll see it listing the things you'll need to take when you leave the house. Break gate codes and PIN numbers into pairs and think of memory triggers for them - birth dates, years or the digits on your favorite player's jersey.

Other tricks encourage making mental images - often funny ones - that will help you remember places and faces. For example, if you parked in section 3B, the report suggests picturing three bees buzzing around the car. If you just met a woman named Sandy, imagine her on a sandy beach. Or if the new acquaintance has the same name as someone else you know, imagine them standing next to each other. The report even suggests pairing names with a person's physical attributes. So, if Christine has curly hair, picture a Christmas ornament hanging on her curls.

One thing that won't improve your memory is the herbal supplement ginkgo biloba. To quote the Harvard report, "The popularity of this supplement is more of a testament to the power of marketing than to any measurable brain benefits from ginkgo, according to a large body of research." For the full report:

www.health.harvard.edu/special-health-reports/improving-memory. - Kathryn Roethel

LETTERS

ED ALBRIGHT--Batavia, IL

Was originally hired in 1946, furloughed in 1948, and retired in 1951. *Ed*

JOHN ANDERSON--McHenry, IL

Last letter I wrote I talked about how wonderful the Pacemaker was and how it just kept going.... well.... it ran out of juice. They don't change the battery, they change the whole thing including its name: Pulse Generator; which they put in as an out-patient for \$60,000.... whew! I'll have to live to 95 to get my moneys-worth out of this one.

Cheers, *John*

DON BARNHART--La Center, WA

Hello! to those of you who remember Don Barnhart from Dispatch in Portland, Seattle or San Francisco. Don was hired in Portland in January of 1941 and retired from SFO Dispatch in May 1982. He will celebrate his 94th birthday on September 1st. He was seriously ill last year, is under home care and hospice and is limited to a wheelchair during waking hours. We continue to live on the farm in La Center, WA in Clark County -- part of the Portland/Vancouver Metro Area. One of our favorite restaurants is Beaches which is in Vancouver on the Columbia River and the flight approach to PDX. We are once-a-week regulars there and enjoy a late lunch and early martini at a window table. Beaches has a second restaurant at PDX.

Don reads a little and he looks forward to "RUPANEWS." I read many of the articles aloud to him and he does recognize at least a few names in each issue. The first name in the August issue's Letters Section was Bob Ahrens, Belmont, CA who drops us a note or two annually. It is nice when those who write letters list the locations they worked in United's system. Although we have not flown for some years now, we have followed the issues of travel passes and merger problems and appreciate all the work that RUPA has done to rectify those issues. The Officers, Board of Directors and Committee Chairmen are to be applauded for their dedication and service.

Enclosed are Don's annual dues plus a little extra for printing costs and postage. At this point we pre-

fer to get the printed delivery but realize that online editions will be the future norm.

Sincerely, *Don & Barbara*

HERB BREIVIK--Kent, WA

Dear friends of RUPA. Herb's 84th birthday is coming up and a little update on Herb: In 2006 Herb was diagnosed with vascular dementia.

As everyone knows, this disease is progressive. It would be wonderful when and if a cure can be found. Herb is still physically well for which the family is thankful. He always enjoyed his job with United and often remarked, "I have the best job in the world"! He retired in 1989 with 32 years service and we believe in the best of times!

After 7 years of living at home with dementia/alz. it became necessary for him to go into a care community. Fortunately it is close to home and I can visit every day as well as family and friends.

Please remember Herb in your prayers.

Thank you. *Mary Breivik*

DENNY BERG--San Diego, CA

I want to thank the volunteers for the time they spend and effort it takes to keep us informed.

Health still excellent for both of us.

We still live most of the year in Todds Santos, B.C.D Mexico, and summer in San Diego.

Our son is finishing med school at USC this year, and is planning on emergency medicine.

We are looking forward to lots of travel in the coming year. All the best, *Denny*

GENE BROWN--Los Gatos, CA

I had mandatory retirement at age 60. I noticed the guys that retired later seem to gripe the most, but all seem to have at least two homes, a boat and a airplane, and go on at least two cruises or more per year.

Enjoy getting the news each month.

Gene, '45-'60, DC-3- B747

JIM COX--Las Vegas, NV

Enclosed dues check. Now just turning 82 and still hanging in there despite a one year bout with anaplastic large cell lymphoma-cancer. After chemo, immunotherapy, and radiation, the doctors

think I am now in remission, and ready to enjoy my remaining years. *Jim*

ED CUTLER--Denver, CO

Dear RUPA Officers, Enclosed is a check for \$50 to cover "News" renewal, plus some extra.

My wife and I appreciate the fine job you are doing with the publication of the News. Lots of good info for us retirees who are "long out of the loop." We read it from cover to cover.

Keep up the good work. Ed

HERB DELKER--Albuquerque, NM

Dear Leon and/or Cleve. Many thanks to someone for enhancing my annual letter with the picture of a generic Esqual. I am grateful for your efforts. This is what makes the RUPA magazine very special.

I should have attached a picture of our plane to my letter but my computer doesn't handle attachments very well. So I'm ending this letter by mail and enclosing a picture of our Esqual.



You see it has a very special paint job. It flies like it looks. Very sensitive controls but still a LSA.

Regards, *Herb*

JIM DOWNING--Crystal Lake, IL

The years just keep flying by, it's been 8 years since retirement and life is pretty good. A few more dollars and a few less aches & pains would be nice, but I won't complain. It's nice to see that we are once again getting new members, the guys from my era who didn't join are missing some good times and a great magazine.

We continue living in the same house since 1981 (I was a DC-8 engineer when we moved in), one daughter is still in Chicago, but the other daughter and her husband just moved to northern Virginia. We regret not seeing her as often, but that's an excuse for another trip. We've had reasonably good luck with passes, for us the new system has been no

worse than the old and probably better.

Last Fall we spent a week driving around Lake Michigan with another couple, in winter we again drove the 'vette to Florida for a few months. On the way home we stopped at the Biltmore Estate in NC (great), and then drove the famous Tail of the Dragon- on a flat tire! This summer we did a couple of 4 day trips with the car club, including a visit to SE Minnesota and the Spam Museum! Next month we are planned for two weeks in Peru. We never know how long our health will allow us to continue this kind of fun...

My renewal check, slightly late, is in the mail with a few bucks extra.

Keep up the good work! *Jim*

BOB ENGELMAN--Pembroke Pines, FL

Well, this was the last trip. First of all it wouldn't have happened if Clarence Copping hadn't traded trips with me, or if Chief Pilot Cal Janacek and KC Godair and the O'Hare Flight Office hadn't been so helpful after that. Then I found out that I'd be flying with Doug Keehn. That was amazing, since we'd served as MIA council officers together but never flew together before.



The biggest surprise was when Wild Bill Bold walked into ORD Flight Ops. He flew over from his home in Annapolis to see me off. He wanted to make sure I was really getting out of his way on the seniority list! We've been close friends since the day we met at La Guardia when we were new-hires. We can sure tell some stories. Thanks Bill. That was something I'll always remember. Bubba Forbes was in Ops, as well as Bill Delany and his crew. That was fun seeing them before I left.

I had a great Chief Purser on the crew, Pam Greenleaf. She and the F/As made it fun to and from Honolulu. I couldn't have asked for a better bunch. It's too bad you only get to do this once!

The HNL layover was a lot of fun for Diana, Danielle, Joey and me, especially the 3 ½ hour Segway tour we took all around the Waikiki area and up Diamond Head. We crammed a whole lot into twenty-nine hours. On the ride back to the airport at HNL, I got to speak with Davey Dryer back home in Florida, and that was another nice surprise.

What will I miss? Not United management, that's for sure. Toxic is the word that keeps coming to mind. Not the commute on RJs from MIA to ORD. I will miss the friends I made, flying the 777, and my favorite, the 747-400. The view out of the cockpit windows is something I'll never forget and I know how privileged I was to see what I saw. Thirty-five-plus years sure has gone by fast! Tailwinds and fair skies! *Bob*

PHILIP FOSS--Lake Forest, IL

After reading Shelly Joyce's lengthy missive and noticing the extreme thinness of the letter section, I thought a few provocative thoughts might be in order. I'm guilty myself of not having written for a long time.

Debi and I are still living in Lake Forest, IL where we hope to be buried in the back berms. Continue to spend Jan. – Apr. in Kauai (Princeville) to avoid the temperatures back home. Also, usually make one trip to Europe each year to do what we can for their economy and excess beer supply.

This year we went to Pensacola Naval Air Station for a reunion of our Vietnam Marine F-8 squadron. What a bunch of old people! We needed name tags as it was difficult to identify one another. Didn't take long to get back into the swing and it was as though 45 years just disappeared. Apparently we were much better pilots than our wives remember as well as much more heroic.

One of my squadron mate's daughter is married to a current Blue Angel. He arranged a morning for all of us at the Blue's hangar and we got a deluxe three hour tour. The Angels are grounded at the moment due to the sequester, but expect to be back in business next year. All pilot tours were extended for one year to compensate. Learned in detail about the techniques they use to fly their program – and the one that impressed me most was the fact that they fly the whole show with full nose down trim! Check out their arm muscles the next time you see them.

We also got to Russia (St. Petersburg) this year and I was amazed at the number of foreign cars. Saw two or three Russian Lada's and everything else was German or American. Traffic is unbelievable as they could do with a good western traffic and light timing specialist. The Hermitage was terrific as were the palaces. It demonstrated the enormous egos of the Tsars and Tsarina's. Post revolutionary Russia construction is mid-rise concrete block houses. Apparently, architecture is not high on their list. Also, France is in no danger of Russia usurping their food-preparation crown.

The commentary from our thirtyish female guide was fascinating as it appears Russia has adopted freedom of expression. Criticisms of gov't actions were freely expressed and sarcasm was the rule. We noticed the same thing in Rostok, Germany (a former East-German city), where we were guided about by a "good socialist girl" (her characterization) and enjoyed the history lesson of before and after the wall came down.

We get around on United passes and do so mostly without trouble. We always use the vacation passes so we get priority based upon years of service. It is actually better than "old" United because flying is totally free in any cabin (with the exception of TSA charges of the various countries). UAL doesn't take a dime from us! Of course the secret is the computer which enables you to plot the flights that you can actually get on.

Health has been kind to us – so far. We use Crestor (better living thru chemistry) and the odd baby aspirin, but other than that, everything seems to work. Grandkids are within two hours of us and we see a lot of them. Both son and daughter are healthy and doing fine. My son's business is insulating houses (in Madison, Wis. Area), so if your house is drafty, give him a call.

One benefit to living on the north shore of Chicagoland is a place called Ravinia. Ravinia is a concert site that provides shows for three months of summer seven days a week. Acts range from the Chicago Symphony Orchestra to the Beach Boys; Tony Bennett to Sheryl Crow. Prices are reasonable and you can choose to sit in the Pavilion or picnic on the lawn. The train stops right at the park so you don't even have to drive. We probably attend ten or twelve performances a season and greatly recommend it.

Most of the towns and the north shore have weekly bands sponsored by the Chambers of Commerce. Lake Forest closes off the downtown streets every Thursday night and we take lawn chairs and a cooler of favorite adult refreshments and listen to the music and watch the kids play. Great activity for seniors – a little like sitting on the beach in Hanalei and critiquing the bikinis.

On that happy note, I will end this rambling missive. Many thanks to our RUPA officers for their work and dedication. I propose we make them work harder – at least in the letter department as that is the reason we all want the publication. So keep those cards and letters coming! More next year.

Semper Fi. *Phil* (ORD 1969-2002)

MIKE GALLAGHER--Sparta, NJ

Another year has gone by and we are still living in Sparta, NJ.

Our youngest daughter Casey just had her second child, Hudson, born in March of this year. She and her family moved to Summit, NJ in June so now all three daughters and their families are close by making it easier to see our nine grandchildren.

As for traveling in the last year, we went to Punta Mita, Mexico last fall with Casey and her family, and in March we went to Jamaica with Kelly and her family. We bought tickets for these trips as the resort was paid for so pass travel was not an option. We also drove up to Niagara Falls last month for a short weekend. Stayed on the Canada side and did all the tourist things.

In August we are driving to the outer banks with Shannon and her family.

Well that's it for this year. *Mike & Clare*



LISLE O. HICKS--Loon Lake, WA

79 this month. I still have the desire to do many things, but my body is telling me to slow down.

Health is still good but my joints seem to want to operate at their own speed.

I am looking into our health insurance; there seems to be many other programs out there that give better coverage at a better price. It is all very confusing so you really do not know what to do.

My daughter is heading for a divorce. She has only been married less than two years and has a son eighteen months old. It's too bad that some of their problems cannot be solved. Sometimes young people act too quickly without much thought.

We are doing a lot of home improvement this year; it never seems to end. Hopefully, we can also get some time to do some traveling this year. Our grandson, whom we have custody of, enters high school this year. I am sure we will have some exciting times with this; not too exciting I hope.

We have not done any air travel yet. I am still trying to figure out all the procedures and policies.

I certainly miss all the great guys I had the honor of flying with. Unfortunately, this is a new time and I am fortunate to have completed a great career. I do not think it would be too much fun at this time.

Good luck and God bless to all or you, *Lisle*

JOHN W. HILL--Rancho Palos Verdes, CA

Thanks for the great publication. Really enjoy the informational articles and updates.

Hard to believe it's been 19 years since I set the parking brakes.

Last August I married my long time companion Jeanne. We had great success going to Europe using vacation passes and were lucky enough to get Global First on the trip to Frankfurt. We had a great trip with the RUPA group last year on the river cruise.

Enclosed are my dues plus a little extra.

Thanks, *John*

NICK HINCH--Parker, CO

Hello Cleve and all. Check's in the mail for another year with a little bit extra to help keep the engine well lubricated. Thanks for all of your hard work in keeping us informed and up to date.

Can't believe it's been seven years since retiring,

although it's only been two years since the second retirement from flying with Air India. I am still teaching the 787 with Boeing, along with many other UALers. I just got back from Mumbai working once again at Air India doing proficiency training for their pilots in their 787 simulator. I am scheduled to go back twice more this year for one month transition training sessions, so this feels like déjà vu. This training definitely keeps the brain cells working, which for the mature (don't like using that other word) mind is a good thing.

My wife had her second knee surgery over the Christmas holidays in 2012, and her recovery has been remarkable. Both knees have now been done, and she feels so much better, although she is still working thorough recurring back problems caused by sciatica and her never ending RA. We are finding that a coastal, more humid location may be better for her overall health, but we will be evaluating that over the rest of this year.

We had a brief vacation trip to Laguna Beach, California, when I returned from India to see the Pageant of the Masters Art Festival which is celebrating 80 years of production. It is definitely something to see, if you haven't been there, and we visited old friends as well. We had two perfectly wonderful flights on Southwest with them letting us board early for my wife's back issues, and the bags were free. Couldn't have been treated better. Moral of the story is, don't bother with SA on Con U anymore. All you'll get there is misery and frustration, as that ship has sailed. All the best, *Nick*

RICK HOEFER--Mission Viejo, CA

Whoa, whoa !!! Don't hang up. I apologize for last year's excruciatingly long letter. I had just been told that the average longevity for someone with my condition was 4 months to 4 years and I wanted to share why my family, rich and poor, was so happy. "Sharing," that's all.

Our extravagances were travel and our 172 that we bought in 1978. I wanted a 182 with pontoons but that wasn't "practical."

Marie flew her first "Powder Puff Derby" when Teri was 4 months old. We didn't waste any time.

Our kids all got to fly around the world when they were 20. We joined Teri in Madrid after we got mugged by a couple of young hungry Moroccans. We then went to New Delhi to catch the "Palace on

Wheels" steam train and tour Northern India. Every year was fun.

I just talked to our Mexican gardener, Angel. He has been doing our yard for a back breaking 41 years. Our Mexican house cleaners have also been with us for 41 years. We have shared their births and deaths and weddings. The kids lost their abuela (grandma) due to inadequate medical care. They missed her and asked their Mom if they could have another. She said, "Who?" They said, "Señora Maria" She said, "Why her?". "Because she's so nice." That's why I get so upset when people who are ignorant in these matters say derogative things about other ethnic groups.

We are the product of our background. I guess working 7 days a week for 3 years when I was 11, 12 and 13 as the only round eye in Mr. King's store helped form my base. I feel sorry for people who have experienced only one culture. They don't know what they are missing. Enough? Yes, enough.

I'm proud to have been part of the aviation community. *Rick*

RICHARD "POSS" HORTON--Terrell, NC

First of all, thanks to our officers and staff of RUPA and the *RUPANEWS*. The articles are great and the news is most helpful.

I'm Still Kicking, and enjoying life in NC. Sandra and I joined households with our daughter and her family, which allowed for a house on Lake Norman with fishing out the back and an in-law wing for a hide out. It's fun with four grand kids at home, one at college. They all fish, including the 8 year old granddaughter who names the worms before she puts them on the hook.

My daughter has started a foundation for the children of Navy Special Warfare personnel for services that the military and Tricare don't pay for, such as autism testing. She did it after the helicopter crash in Afghanistan that killed 31 servicemen, 22 of them SEALs. Her children knew many of the victims and were friends with their children. They wanted to do something for the children and ended up making stickers with flags and slogans on it and offering them in the parking lot of a local hangout and accepting donations. The response was very positive and offers to help resulted in the formation of the foundation, (www.nswkids.org) if you are

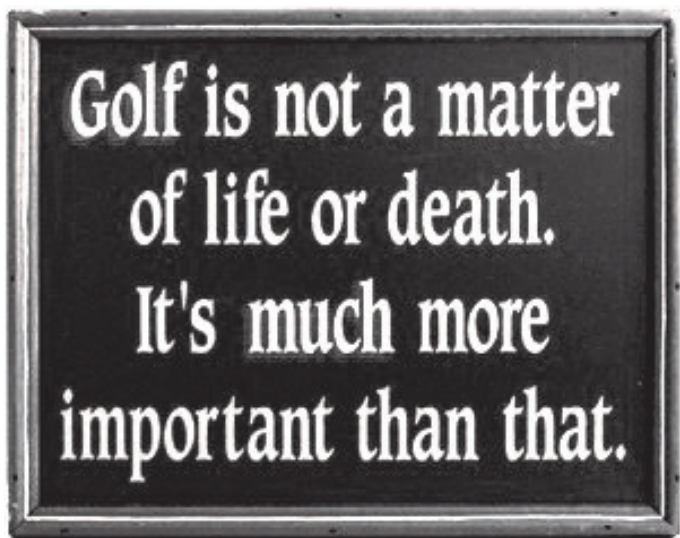
interested.

My son is out of the SEALs and is living in Annapolis, MD with his wife and my newest grandchild, their daughter Mairin, 2 1/2 years old. Anybody who is looking for a duck hunting buddy let me know. He has good eyes, a hard worker and is suffering after living in Louisiana.

Saundra and I will celebrate our 50th wedding anniversary December 21 this year. She is obviously better than I deserved, and must be a saint to have put up with me. I am doing well after having my bladder removed and a substitute made from the small intestine. Works well and I will be glad to discuss it with anyone facing it. After prostate cancer in '97 and then bladder cancer I have an extensive knowledge of my plumbing, almost like the DC-8 after flying S/O and F/O on it for so many years. I broke my shoulder trout fishing in Cherokee, NC last November. Bad break and ended up with a total reverse joint replacement, described as a salvage job. My 15 year old grandson drove back four hours with a month old learner's permit. Did a good job too. He and his buddy did a good job scraping me up and getting me out of fishing vest and chest waders and not hurting me. I wish I had a movie of it. The shoulder works well and I was back trout fishing by April, just in time to have my gall bladder out. I feel better now than I have in years.

Fellows and ladies, it is my privilege to have known you and to be part of this group. I don't think some of you realize what an exceptional group we are, as diverse as can be, yet perform the required tasks that allow an entire industry to thrive because of the trust the public puts in your skill. Till next year.

Regards, *Poss Horton*



DON KYTE--Fort Myers Beach, FL

I thought I should write to tell other ancient RUPARIANS about the PASS TRIP FROM HELL that I recently experienced, so they can be aware of a new ruling that some Passenger Agents either don't know about (or purposely ignore.)

Until this new ruling went into effect, if you listed for First Class, and no seats in First were available, you were put at the bottom of the Standby List for Couch. This usually put you in the last row of Couch. It had happened to me several times in the last couple of years.

Somehow, some way, enough pressure was exerted by somebody, or some group to get that rule changed, one of the few improvements made to the pass policy.

The new ruling, as explained patiently to me by a wonderful lady in the SEA United Club room at the end of the South Terminal, is that if you list for First, and no First Class seats are available, they automatically put you to a place on the Couch Standby list that your seniority would entitle you to. For those of us with 30 plus years of seniority, it would probably put you in Economy Plus. Not a bad way to travel.

My TRIP FROM HELL started in SEA. The Reader-Board at the gate for the midnight (plus a few minutes) flight from SEA to IAH showed about 7 seats open in First and I was #3 on the lengthy overall Standby List. I had arrived at the airport about five hours early, due to the extra time I had allowed to check a rental car in that I had driven up from Oregon, and traffic on I-5.

In the United Club, the nice attendant explained that with 7 seats open in First, and a short upgrade list, I should have an excellent chance of getting a seat in First (it would be my first time in First Class since the merger) and no problem getting into Coach if First became full. With this assurance, I had the attendant change my listing from Couch to First and went back to the gate.

I started to see the First Class filling up with Upgrades on the Reader Board, as expected, but this should have opened up corresponding seats in Coach the Upgrades had vacated. As the boarding process continued, my position on the Couch section dropped to #2 and then, at the last minute, to #1, but the trip was then announced as FULL! I should mention that I was using one of my Vacation

passes (probably two of them since I had a connecting flight from IAH to Knoxville).

The Passenger Agent, who seemed to be in charge, refused to make eye contact with me or answer me as I politely asked when the next flight was, and if I would be rolled over to it. The other Passenger Agent, who witnessed her rude behavior, was very nice and had me wait at the gate until they had made certain that all seats on the plane were full. She also said the next flight was at 5:40am. It was too late to leave the airport and get a motel (for maybe an hour) and then return and go through the lengthy Security check-in lines again.

I decided to try to sleep in the terminal until the United Club reopened at 4am. I am a light sleeper and didn't realize how NOISY the terminal is between the last flight of the night and the first flight of the morning. This is when all the cleaning takes place and the machines they use are all noisy.

There were at least 50 other stranded passengers trying to get some sleep, but at 84 years old, I think I was the oldest. I could get fairly comfortable slouching down in one of the seats at the gate, but couldn't sleep a wink.

I was at the door to the United Club when the door opened at 4am, but the United Club attendants who were scheduled to work that morning failed to show up. They had to send someone from one of the other United Club rooms to work the Club counter and they didn't arrive until a little after 5! I had to see someone who could change my listing from First to Coach since I thought that was the reason I hadn't been able to get on the midnight flight!

The only bright spot of this whole fiasco was that wonderful lady who showed up and told me about the new rule. She also convinced me to keep my First Class listing as there was one seat open in First and I was the only one in line for it. She also explained about the new ruling that didn't put me at the bottom of the Coach standby passengers. Bless her heart!

I got that last seat in First and managed to sleep a couple of hours. I also got a seat on the Knoxville flight. I still had several more hours driving over the Smoky Mountains to North Carolina and made it safely to our rented house in Maggie Valley.

However, it took me about three days to recover.

I hope my experience prevents someone else from having to go through the same hell I did. *Don*

SKIP LA ROCQUE--Hobe Sound, FL

Another year and another dollar three eighty. It's hard to believe I will be an octogenarian next year.

In September, Barbara and I visited Disney World for 4 days – loots of people! In October I developed a hernia in my groin area. I wanted to have it repaired before we went on a 7 day cruise to the Southern Caribbean in November, but by the time I was able to get an appointment with the surgeon I wanted to do the surgery, he recommended having the surgery after the cruise. Needless to say, having to baby a hernia did not make for a very pleasant cruise. The hernia surgery was performed in late November with no complications. In December I drove to Virginia/Maryland and spent Christmas with my 2 daughters and their families.

In February I caught “the cold from hell.” I had an unsettled stomach every day. I did not look forward to eating and I lost 7 pounds. I finally broke down and went to see my family doctor. I had a mild case of bronchitis. She put me on an antibiotic that nearly killed me. The worse side affect was tingling of the skin. I couldn't sleep at night. Modern medicine – the doctors put you on medication to help you get better, but the side affects kill you! After 3 weeks, I finally woke up one morning and the pain was gone.

In June I started getting mild pain in the lower left side of my abdomen. A CT scan showed I had diverticulitis. Once again, the antibiotic and anti-bacteria medication my doctor put me on nearly killed me. I did get one break – saw my dermatologist in July – no skin cancer.

Well sports fans, another fun filled year. On the lighter side, I was thinking about the time I was sent to Seattle on reserve. I spent a week there one day.

Thanks for keeping the RUPANEWS coming.

Tail winds, *Skip*

DAVID LINK--Edmonds, WA

As long as you can write one of these, you are on the right side of the grass, Enjoy!

Only August, but I have 3 cruises done. Bucket list. Sailed around Cape Horn, and sailed the Adriatic and docked in Venice. That covers the Globe for me. Either around it, or flew over it. Enjoyed Africa, Asia, Europe, Australia, North & South America. Since Antarctica is all ice, I claim going around the Horn (Hit 70 MPH and Beaufort 12 Sea condi-

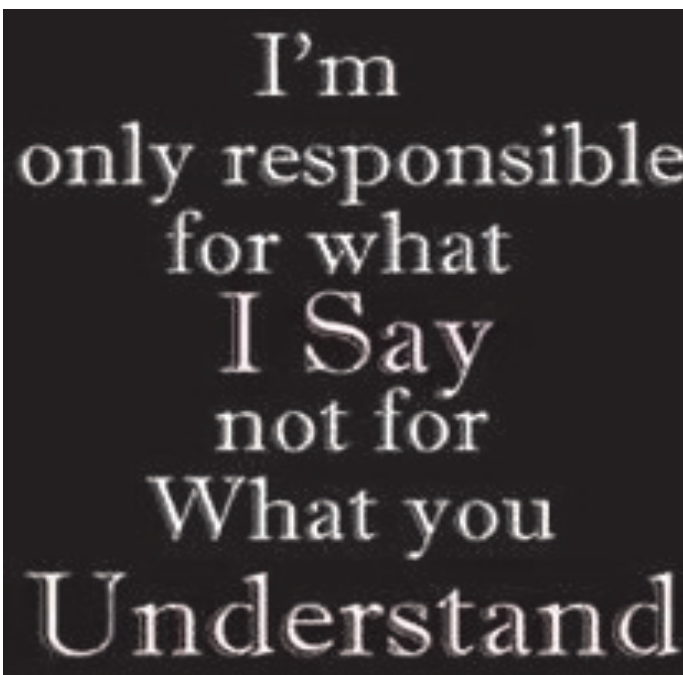
tions) as close enough. Very few passengers showed up for breakfast. Thanks to my ancestors for no motion sickness.

Craziness has grabbed me. Maybe my Flt. Surgeon can save me. I have, after 40 years of flying and saying that anyone that would willingly jump out of a perfectly good air-plane is daft, have signed up to do so. Must be that the 76th Birthday lowers your IQ.

The Med question is my hip replacement. It will, if it happens, be a dual drop. I shall wear 2 Depends.

If you go to Santiago, Chile for any reason, have \$160.00 cash. For some unknown reason, US, Canada, UK Ireland and one other forgotten nation must, before custom/Migration, Pay that amount for the privilege of entering. Cruise ended at B Aries, Argentina. Be prepared to be fleeced, cheated, and disrespected. Ship docked at 0800. Debarb by 0900. First UA/CONU Flight departs to Newark at 2000, then IAH at 2145. Spent \$150 for a BA bus tour and drop off at Airport. 4 hours and worth it, since cab to airport \$90. Airport at 1400. No UAL personnel. Counted seats in Major airport in check-in area- 200. Spent hard time on old bottom on tile floor leaning against wall, at Food sources, Bakery and McDonalds. Wrote letter to MD! Rotten! bun on 1/4 pounder so stale it crumbled, no cheese, no pickle, no ketchup, tables dirty, no English spoken. Got form letter #36 to say they will check with the Franchise Owner..At 1740, a couple of people in UA uniforms started setting up the cattle runs. I

asked what was the procedure for SA's. Come back at 1830. Stood in line, you must be interviewed by UA, passport check, and sticker put on your passport cover. Again asked where to go for SA, come back at 1900. Each time, stand in line, get asked the same questions, have the previous sticker pulled, and the new one applied. Told to go over to that crowd of SA's and wait. I was the 29th. A lovely young lady welcomed me to the tribe. She asked my name and said welcome to #1 on the list. Remember the departure time of 2000. This same young lady said, they just called your name, No PA, just a harassed Passenger agent from about 30 yards away. Thanked all, grabbed my security pass, and ran. Argentina security- about 3 minutes thought I had it made. Turned the corner, immigration! About 300 people waiting, 6 of 25 booths open! It's now 1930. How I made the flight, I will only share with trusted friends who are Veterans. I wish I could tell you the name of the Lady who handles SA problems. She answered my email promptly, said it sounds unacceptable, and she would call Argentina Mgmt. I haven't heard any since, but it's nice to get a reply, even if nothing changes. If any of the tribe at the Argentina airport got home soon, let me know. Cab to Nearest Hotel \$40, Howard J \$240. Didn't even get the name of the young blonde angel, or the younger couple, early 70's, who had been sleeping for 5 day on the upper floor of the Airport. Shame on Argentina, and more shame on what passes for Management for Conu/UAL binhad. SEMPER FI, *Dave* david.l.link@gmail.com



DAVE MACKIE--Pebble Beach, CA

Not too much to report this year. My wife Linda and I had a fairly big trip a year ago when we flew to London, prior to the Olympics, and spent ten days there which included the main purpose for our trip, attending the 72nd anniversary of the Battle of Britain held at Capel-le-Ferne, in Kent on the English Channel. We were guests of my friend William Walker, who was the oldest living survivor of the Battle of Britain, and the Battle of Britain Memorial Society for my contributions to their organization. There were eleven other RAF fliers who attended and we had the good fortune to talk with these heroes for over three hours at lunch. The guest of honor and speaker at the banquet that night was the RAF Chief Air Marshal Sir Stephen Dalton. The ceremony the next day was a wonderful display of British military protocol. A flight demonstration by

a Hurricane and a Spitfire added to the excitement and evoked memories for attendees of dangerous and threatening days in England's history. Sadly, my friend of 20 years passed away last October at age 99 and 2 months.

This spring we flew to Dallas to visit Linda's son and family. I was a little leery about trying to go SA, so I bought positive space tickets. When we boarded the airplane, surprisingly it was only half full. However on the way back it was an RJ from DFW - SFO, and that leg was absolutely full. So I guess you never know for sure and you take your chances.

We just returned from a two week drive to the Los Angeles area to visit sons and families, and took in a marvelous Josh Groban concert at the Hollywood Bowl with the Los Angeles Philharmonic on July 2nd.....fireworks and all. Another highlight was the Reagan Library which has an outstanding and utterly unique Lincoln Exhibit. It is drawn from thirty some different sources and has more Lincoln paraphernalia than ever before assembled. In addition, Stephen Spielberg contributed 4 or 5 actual sets used in the making of the movie "Lincoln." It is an astounding exhibit and only runs through September, and then everything goes back to origins. If you are in the area the next two months I highly recommend it.

As always, my many thanks to all the RUPA staff, and best regards to all! *Dave*

KENNETH G. MILLER--Reno, NV.

I turn 79 on 11 Aug 2013, 17 years since my last flight, after a fast 42 year career in aviation (USAF and UAL). People ask me "would you do it again?" and I answer a resounding Yes!

I have been living in Reno 33 years and commuted for 23 years! I don't see how the current commuter pilots can do it with the full airplanes, tougher security restrictions, and higher cost hotel rooms!

My health is good partly because I only take half the pills my doctor prescribes for me! He tells me to lose weight but I know he is pushing 300 lbs; the nerve!

We have a local RUPA club here in Reno and we meet once a month and everyone is invited to BS and tell their "was stories".

I thank the RUPA officers and volunteers for their time donated to the publishing of the *RUPANEWS*

and other activities.

See y'all next year, hopefully. *Ken*
SFO-LAX-ORD-HNL; 1968-1996
God Bless America!

JOHN MILES--Ophelia, VA

I'm still trying to adjust to life without my wife, Joanie, who died 14 months ago. I get good support from my neighbors, friends, and about 50 golfing buddies.

My advice is: "Tell your wife you love her at least 10 times each day while you still have her." *John*

ED MITCHELL--Littleton, CO

Hi to one and all. This year I am finally getting my dues in early, I'm embarrassed at the number of years I had to be reminded. Sheesh! Add my thanks for the tireless effort by Cleve and Phyllis and all the others keeping this publication going.

The last trip I flew for United was in 2004 and time has surely flown by since then. I missed my last year of flying because of a ruptured disc, surgery, staph infection from the surgery, pulmonary embolism and long rehab. Second surgery last year took away the nagging pain that was not successfully taken care of in the first surgery. I must say I miss the big jet, the fellow crewmembers, sunsets, sunrises, new cities and countries to explore and the vast vistas from the cockpit. Because of the back injury, I haven't done much flying since I retired, but have gotten the bug recently and have checked out some LSA aircraft, including the J-3 Cub. Man, have I gotten rickety and overweight for a J-3! Back to the gym, eat less, exercise more mantra again, but it is hard to overcome the bad habits.

I have been keeping busy with one thing or another, and as so many of the old timers have said.... I don't know how I had time to fly what with all the other stuff to do. I am getting a glider rating now, continuing my sculpture endeavors, and all sorts of other stuff, little and insignificant, but I'm having a good time. I hope to reactivate my traveling, but at this time my 96 year old mom has only me to caretake, so while she still lives alone, I need to be on call and close by. Talk about an independent Irish woman!

My daughter moved from Indiana back to Ft. Collins, CO so it is nice to get together with her more frequently. She is a tech writer and did not

ever get an interest in aviation. My son just completed his IOE on the B-737 as a new hire F/O with United/Continental and is really enjoying himself. He was a Captain on the RJ with Skywest for six of the nine years he worked there, and has always wanted to fly the “big iron” since he was little. Now he has that opportunity. Yes, he is fully aware that this airline is not the one we all flew for, but as he says, he doesn’t really know what it was like before and he surely doesn’t want to work in some office every day. He was in the third class of newhires so we are hoping he will be in good shape not too far down the line. He was hired on the Continental side, but not worried about the seniority integration because whatever happens, he will be on the bottom! I’m happy for him.

I so enjoy reading about old friends I haven’t seen for years and appreciate those for taking the time to write.

Ed..... ORD, SFO, LAX, DEN, EWR

JIM NUGENT--Reno, NV

This month marked several milestones for Norma and I. It has been 15 years since parking a United 400 in SYD. It is the month of my 75th birthday and the month of our 50th wedding anniversary. We celebrated my 75th birthday at the Marriott in Seaport Village, San Diego, and had a great view of the 4th of July fireworks. For our anniversary we plan on going on a Regents Seven Seas line cruise to Northern Europe including 2 days in St Petersburg Russia.



We don't fly on United much anymore, especially after my horrendous experience traveling from RNO to BTM. Spent almost an hour on a 100 degree United Excuse airplane at ORD while they sorted out a weight and balance problem. Coming home, we were 3 hours late out of EWR while they waited for a part to be driven from JFK. They were pretty good about giving us meal vouchers at EWR and a hotel voucher in SFO after I missed the last flight to RNO. I was traveling on UAL miles so got treated like a real person for what that was worth. Looking at the full airplane loads due to the cut backs in capacity, I really hesitate to try using a pass. We will be going to Stockholm on SAS thanks to Regents free air deal.

In 2012 we purchased a winter home in Sun Lakes Arizona to get out of the RNO winters. We spent last winter there playing golf and doing other things that old folks do. We met a lot of friendly neighbors there and we may sell the Reno house some day and move there full time. If we did that we would have to buy a condo in Flagstaff to get out of the 115 degree summers.

Thankfully we are both in good health and enjoying life. We have lost some close friends in the past year so we know how quickly things can change.

Jim - ERW, JFK, LAX, SFO, LAX

THEODORE SHOLL--Kapolei, HI

Hi to all old friends from EWR, ORD, LAX, SFO, DEN, IAD and MIA.

Retired for 18 years and couldn't be happier. Friends ask if I miss flying and I say “yes.” Do I miss UAL? I miss the good times, the flying and the guys I flew with. I don't miss reserve, commuting, PCs, surpluses, furloughs. During my many trips to TK (737 727, DC8, DC10, 747, 747-400, 757, 767) in various seats, I worked with some of the best people, and some of the biggest jerks imaginable.

Marion and I now live in Kapolei, Hawaii after retiring in 1995 at MIAFO. We returned to San Diego for a few years, and then moved to Hawaii, where we had been stationed in 1966-1968.

We have both had some health issues but are in relatively good health out here. We live in a great place, Ko Olina, out past Barbers Pt on Oahu. It's convenient to everything but out of the Waikiki mess. I have been volunteering on the USS Mis-

souri on Ford Island, and also the Pacific Aviation Museum also on Ford Is. Both good venues to tell the history of Pearl Harbor and WW 2, lest we forget. The history is really fascinating, so much we forgot or never knew.

We have really been fortunate in our occasional travels with UCON, had a memorable trip last spring to France to join a canal trip (Ed Dechants company). Have also been lucky getting seats for our sometime trips back to San Diego (often 1st Class) we have found the mostly CAL folks to be pleasant and helpful. Not always the case with that other company, although the people in Hawaii have always been helpful.

Enjoyed hearing from Ken Schroeder and Wally Weller in the May edition. And to the dedicated RUPA folks, thank you so much for all you do. TTYL, as my Grandkids say. Check in snail mail.
Ted, 1968

MRS. EILEEN WOOD--Chico, CA

Leon, I found in my "keepsakes" the other day, and thought it was special. The following was written by a fifth grader in Jefferson School, Beaufort, SC, and was published in the South Carolina Aviation News. The letter says it all!

"When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school; they just have to learn to read numbers so they can read their instruments. I guess they should be able to read road maps, too, so they can find their way if they get lost. Pilots should be brave so they won't get Scared if it's foggy and they can't see, or if a wing or motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of thunder and lightning because they are so much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is. I hope I don't get air sick, because I get car sick and if I get air sick I couldn't be a pilot, and then I would have to go to work."

Wow!! Now I'm more proud of Lee than I could imagine! *Eileen Wood*

IN MEMORIAM

JAMES WILLIAM CHILTON

James William Chilton (Jim) passed away on Saturday July 20, 2013 in Seattle, Washington at the age of 84. Jim was born in Haiti, Missouri in 1928. His family traveled the country until finally settling in Sandy, Oregon. Jim graduated from Sandy High School and enrolled in the Air Force and became a fighter pilot serving with the "Fighting Bumble Bee's" Squadron. He fought in Korea and trained in Europe and North Africa. While in Europe, Jim met and married the love of his life, Catherine van de Graaff, and brought her home to the northwest.



Jim lived life to the fullest. Whether it was flying in the Air Force and for United Airlines, hiking and skiing the mountains he loved, sailing the northwest waters with family and friends, giving back to the community by donating his time to many causes, raising his three children and eight grandchildren, or being married to his true love, Tessa for 60 years, Jim did it all with enthusiasm and class.

Jim loved the northwest and everything it had to offer. He shared that love with his family and friends. He inspired not only his children but also the next generation, his grandchildren, to share in that love of life.

Jim is survived by his wife Catherine, two sisters, and his three children and eight grandchildren. The family has established a Memorial in honor of James W. Chilton to benefit Highline Medical Center. If you would like to contribute please contact the Highline Medical Center Foundation at (206) 901-8502; 16259 Sylvester Rd SW, Suite 101, Burien, WA 98166 or www.supporthighline.org.

DAVID WILLIAM FULLER

David William Fuller (75) passed away peacefully July 28, 2013 at his home in Hermitage, PA surrounded by his family, after a brief illness.

He was born Nov. 23, 1937, in Sharon, PA. He was a 1955



graduate of Sharon High School and then from Purdue University in 1957. An Air Force veteran, Dave was a captain for United Airlines for 34 years. He was hired by United Airlines at the age of 22 and was very happy in his career to fly with the greatest group of gentlemen, ladies and superb pilots.

He enjoyed traveling with his family, friends and close companions. He was very fortunate to have a wonderful circle of friends in Spain, where he frequently visited.

He is survived by two daughters, two sons, four grandchildren and three great-grandchildren.

Memorial contributions can be made to the Hospice of Sharon Regional Health System.

GLENN SCHWARZ

Glenn Schwarz, 90, passed away at home of natural causes in Cerritos, CA on July 21, 2013.

He was born on May 8, 1923 in Sutton, NE and graduated from Harvard High School, Harvard, NE; Purdue University, BS Engineering and Stanford University, MBA. Glenn Served in WWII, as a pilot in the US Army Air Corp. Flying B-24's with at least 50 missions over Europe.

Glenn flew for United Airlines for 31 years, was based in LAX and EWR, and retired in 1983.

Following retirement, he was a real estate agent in Yorba Linda and Anaheim for about 25 years.

He was a longtime active Member of Kiwanis of Santa Ana.

He is survived by his wife Mary Anne, two daughters and two granddaughters.

In Lieu of flowers, please make Contributions to Healing Hearts Association 3401 W Sunflower Ave, Ste 129 Santa Ana, CA 92704.

JOHN HEYWARD SMITH

John Heyward Smith (90) passed away on July 31, 2013. He was born on August 23, 1922 and raised in Montclair, New Jersey. He was a long-time resident of Montclair and lived in Maplewood at the time of his death.

John (known as Jack) graduated in the class of 1940 from Montclair High School. He enlisted in the US Army Air Corp. shortly after the start of World War II. He became a B-17 Flying Fortress pilot and was with the 8 raids over Europe. He completed 27 mis-

sions flying as leader of his squadron for which he received the Distinguished Flying Cross and four air medals along with the Presidential Unit Citation.

At the end of the war he was hired by United Air Lines and completed 37 years of service of which 16 were as Supervisor of Pilots in the New York area for DC-8 and DC-10 planes. He retired in 1982.

He was a member of St. Luke's Church, in Montclair and was a former member of the Vestry. He was a member of the Retired United Pilots Association.

Jack is predeceased by his first wife, Margaret B. Smith. He is survived by his beloved wife of 40 years, Elizabeth S. Smith, two sons, a daughter, two step children, and 7 grandchildren.

In lieu of flowers the family kindly requests donations be given to the Winchester Gardens Scholarship Fund (333 Elmwood Ave., Maplewood, NJ 07040 phone 973-762-5050) or the New Jersey State Library Talking Book & Braille Center (<http://njsltbbc.org/>)

ROBERT J. STEWART

Captain Robert (Bob) Stewart of Port Townsend, WA lost his battle with Parkinson's on Sunday July 28 with his family by his side. Bob was born April 17, 1936 in Seattle, WA.



Bob was in the U.S. Marine Corps and joined United Airlines in June 1964. He flew the DC-6-S/O-ORD, DC-8-S/O-SEA, 727 (co-pilot and Captain- SEA) DC-10 (Captain-LAX) and retired on the 747-400 (SFO) in April 1996. He proudly wore his uniform for 32 years and every day spent flying was his joy.

After retirement, he enjoyed golf, boating including his dream trip thru the Inside Passage to Alaska. Bob and Jan took several cruises along with spending time in Maui.

He is survived by his wife of 37 years, Jan (Retired Flight Attendant) 3 children, and 10 grandchildren.

Memorials may be made in his name to Port Townsend Aero Museum, P.O. Box 101, Chimacum, WA. 98325 (The Port Townsend Aero Museum is owned and operated by Jerry Thoutte a Retired UAL pilot)



*William L. Peterson	Jan, 2013
*Charles F. Gonzalez III	Apr. 2013
*J. D. Kadey	May 2013
Frederic E. Rachford	May 16, 2013
Victor Kocan	Jul. 2013
*Robert C. Davison	Jul. 02, 2013
*Grant C. Besley	Jul. 10, 2013
James W. Chilton	Jul. 20, 2013
Glenn Schwarz	Jul. 21, 2013
David W. Fuller	Jul. 28, 2013
John H. Smith	Jul. 31, 2013
Robert K. Early	Aug. 04, 2013
*Larry M. Hunsberger	Aug. 05, 2013
Phillip H. Field	Aug. 11, 2013
James W. Chilton	

**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. Thomas Workinger, Treasurer
 5614 Prairie Ridge Rd, Crystal Lake, IL 60014-4656

September 2013 Edition

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Vineburg, CA 95487-0400



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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

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

California

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

Los Angeles 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

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

Oregon

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

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

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

Washington

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

Washington D.C.

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