
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

RUPA's ranks continue to grow! I would like to welcome 13 new members to our group. Captain Robert Passmore, Mill Creek, WA, Captain Jack Frisch, Mission Viejo, CA, Captain John Richards, Scottsdale, AZ, Captain Paul Mosher, Leesburg, VA, Captain Jean Harper, Centennial, CO, Captain Lloyd Reinhard, Burke, VA, Captain Edward Yost, Tavernier, FL, Captain Harold Ford, Seaville, NJ, Captain Kim Wright, Argyle, TX and Captain Charlie Starr, Niceville, FL, Greg Durgin, Redlands, CA, Captain Len Saner, Branchport, NY, Capt. Rick Valdes, West Palm Beach, FL and Capt. John Walsh, Yulee, FL, Capt. William L. Young, Malvern, PA.

Kirk Moore, RAFA Travel Benefits Committee Member, has been doing a wonderful job compiling information and posting it on the RAFA web site for all retired employees to access. You can access this information from our RUPA.ORG web site by selecting the "Bulletin" tab on the left side of the Home Page.

The most recent posting, "Retiree Pass Travel UPDATE August 25, 2013" has some excellent information that you may find useful. Take the time to view it along with Kirk's other postings. On behalf of RUPA, I would like to thank Kirk for his dedication. *You will find the Travel UPDATE on pages 14 and 15.*

There is no new news to report regarding UAL. There is a Conference Call with the Employee Travel Policy and Procedures Group in Human Resources on October 26th that I will sit in on. I will report on it next month in my message.

This month is the 50th Anniversary of the founding of RUPA! It is quite a milestone for our organization. In this issue Cleve Spring has two pictures and the list of names of 63 original Founder. Our group now has over 2,700 members and continues to grow. Considering the number of airline retiree organizations that have ceased to operate, it is quite a testament to all the volunteers over the years who devoted their time to make RUPA a surviving organization. Membership participation through area luncheons and letters to the *RUPANEWS* keeps us well informed about each other. I look forward to continued anniversaries for years to come.

Happy Halloween to all!

Jon Rowbottom

RUPA President



How about starting your own RUPA Luncheon Group

As Bob Harrell mentions in his monthly write-up of the San Diego County RUPA Luncheon below, "a small group is personal, and that cultivates close friendships."

If there are any members out there who would consider starting their own group, but don't know if there are any other members in their area who might be interested, it's very easy to find out who lives close. Just send a request to our Sec/Treasurer, Leon Scarbrough, (rupa.sectr@yahoo.com) and ask him to send you a list of those close to you. It's just that easy. Ask anyone who attends a RUPA Luncheon, and they will tell you how enjoyable it is to talk to other members and relive some of the great times you had while flying the line! *Ed*

SAN DIEGO COUNTY RUPA LUNCHEON

Howdy Cleve, Well, sometimes I feel a bit jealous reading about other lunch area luncheons because the attendance is impressive. On the other hand, a small group is personal, and that cultivates close friendships.

Yesterday, September 10, there were just 4 of us at our meeting; Bob and Ruth Bowman, Paul Whitby, and myself. The weather was perfect and our lunch was served al fresco. We have always liked the food at the San Marcos Country Club restaurant, but yesterday there was a new menu and new dishes to try. All four of us agreed our choices were better than ever.

The conversations were varied and never dull. Two hours went by before we knew it. There are six additional people who attend when they can, but other things don't allow it all the time. Large groups or small, we always look forward to that second Tuesday and our wonderful friends.

Fraternally yours, *Bob Harrell*

OCTOBER 2013 IS RUPA'S 50th ANNIVERSARY

In 1963 Captain Dick Petty wrote Captain Bill Kennedy suggesting the retired pilots of UAL form a Social Organization to keep in contact with each other. At the first meeting in October 1963, Bill Kennedy was elected President, Bill Williams VP and Harry Huking Secretary Treasurer. This group soon became known as the San Francisco Mafia because all the members were from SFO. To the best of our knowledge there were originally 63 members.

In the 50 years that RUPA has been in existence it has grown from the original 63 members to 2,759 members at the time of this writing, and there is now 26 luncheon groups.

One of our members, Bob Callaghan, contributed the two pictures, the one below, and the second on the following page. The first is of the group who originally formed the Association. The second is of the group attending the 1970 *Boys' Night Out*, which we no longer hold.



Front: Ralph Johnson, Leo Allen, Russ Cunningham, Rube Wagner, George Douglass, George Myers, Harry Huking, Bill Williams
Back: Bill Kennedy, Harry Bitterman, Bert Ball, Mac McDermont, Walt Addems, Hi Little, Jimmy Johnson, Frank Crismon

The original 63 members

Walter J. Addems, Leo C. Allen, Robert C. Ashley, A. C. Ball, Harry L. Bitterman, C. R. Bowman, Edward J. Brooks, Roscoe, R. Burley, W. Carter, M. A. Christenson, Clifford C. Coppin Jr, Frank M. Crismon, J. R. Cunningham, Robert F. Dawson, Art S. Derby, Milo R. Dickerman, H. G. Donaldson, George T. Douglass, Joe H. Eberly, E. J. "Eddie" Eshleman, James B. Franklin, Earl E. Garbutt, L. J. Gephart, Carl A. Gerlicher, George B. Grogan, Alan C. Habberley, M. L. "Milt" Hardeman, Jay L. Heisel, Eugene R. Hitch, Jack Holst, George O. Howson, Harry W. Huking, Joseph D Hutchinson, James O. Johnson, William H. Kennedy, Hal L. Knoop, E. Hamilton Lee, L. H "Larry" Letson, Harold P. Little, Egbert P. Lott, James E. McClure, Verne A. McDermont, George A. Mckee, George I. Myers, J. H. "Jack" Neale, Leon Nelson, S. J "Sid" Nelson, William H. O'Connor, Clyde A. Parlette, E. L. Remalin, Owen C. Ross, T. E. "Trow" Sebree, Lloyd R. Schram, Albert J. Slimon, Harry L. Smith, John A. Smith, A. W. "Pinky" Stainback, Bartlett Stephens, Marion Sterling, Roger H. "Bat" Taylor, William R. Thornberry, R. L. Wagner, William E. Williams.



1970Boy's Night Out party



Front row: Pinky Stainback, Adrian Del Fino, George Howson, Fred Jacobs, Ed Slack, Dana Peck.

Seated: Jay Heisel, Brownie Grey, Hugh Colman, Art Derby, Jimmey Johnson, Bill Williams, Harold Knoop, Bob Coulter, Russ Cunningham, Bill Kennedy.

Standing: George Douglass, Cece Odell, Leo Kriloff, Paul Reeder, Tom Davis, Joe Bohl, Bob Rutherford, Walt Laidley, Carl Freiberg, Bob Callaghan, Rube Wagner, Walt Addems, Dick Crane, unidentifide, Dick Freyguilia, Vern Finzer, Sid Nelson, Ed Edson, Larry Broeron, Mel Marion, Eddie Jones, Bill Ditzen, unidentifide, unidentifide, Art Shattuck, Elmer Schwarz.

How to update your personal Information!

Address changes, (Attention Snowbirds!!!)

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

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

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

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

Mutts Patrick McDonnell



THE MONTEREY PENINSULA RUPA LUNCH BUNCH

September 11th we got together at Quail Lodge for our monthly luncheon followed by our annual golf outing graciously hosted by Pete and Donna Walmsley. Phyllis Cleveland led our group in a moment of silence for the crews, passengers and families of United Flights 93 and 175. It seems like only yesterday that everything changed for so many people so quickly.

We were honored to have a contingent from the San Francisco Bay Area of current RUPA Board Members, Past Presidents and Officers join us to give recognition and thanks to Phyllis for her 4 years of service as our RUPA VP and President. Past President Larry Wright, who recruited Phyllis as VP, presented our outgoing President with a plaque and Past President Cleve Spring complimented her for all she did for the benefit of RUPA.

We had a total of 28 folks to honor Phyllis' dedication. Phyllis then presented Jon Rowbottom a "President's Care Package" complete with things to help get through his 2 year term, including some Spirits for the particularly tough days. Phyl also presented Jon, Cleve and Leon Crystal Awards for their services as VP, *RUPANEWS* Editor and Secretary/Treasurer.



Phyl receiving plaque from Jon & Larry



Jane & President Jon Rowbottom

The Bay Area Road Trippers included; Cleve and Rose Spring, Leon and Vicky Scarbrough, Larry Wright, Sam Cramb and Dwight Lubich. From our local area were Phil and Pat McClain, Pete and Donna Walmsley, Will and Fran Blomgren, Lee and Nancy Casey, Bob Cornell, Diane Ellis, Brett Morris, Jack Cowles, Barrie Nelson, Mike Donnelly, Milt and Sunee Jines, Phyllis Cleveland, Jon and Jane Rowbottom. We were joined for the first time by Bob and Cindy Benzies and we look forward to their future company and camaraderie.

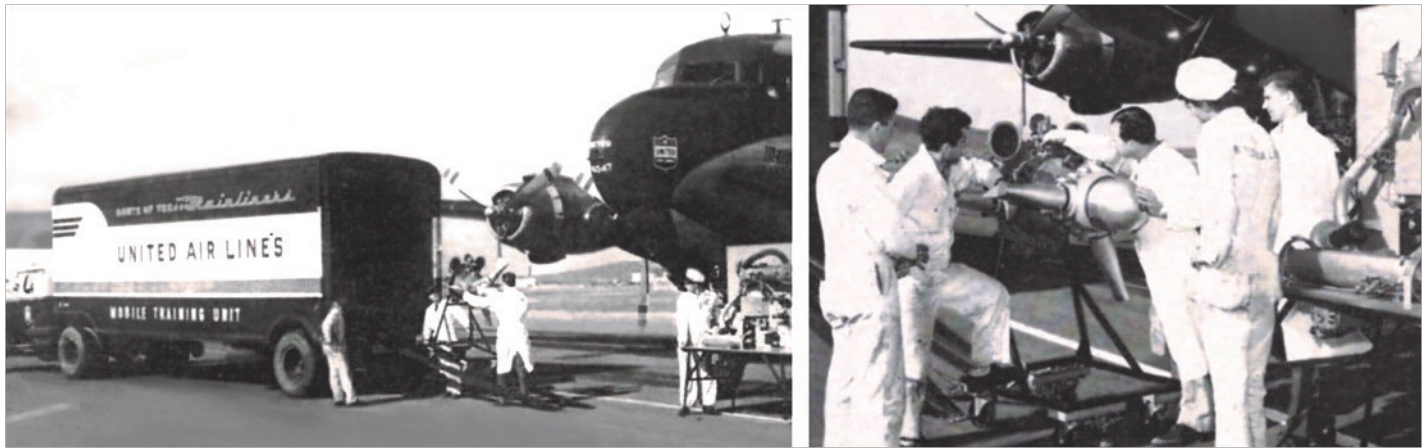
Following lunch 10 golfers hit the beautiful links of Quail Lodge. Pete was able to negotiate a "pilot discount" for us as the greens had been recently plugged and sanded. That led to some very generous "gimmes" as our putts bounced toward the hole. Jack Cowles had the Low Gross for the men and Diane Emerson took the honors for the ladies. Everyone did very well on the 19th Hole as we lied about our great shots.

Jon Rowbottom— Scribe



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In 1948 the DC-6 “300 on Wheels” was updated from the DC-4 “230” Mobile Training Unit of the previous year (above left). The “230” Training Unit had toured the United system and provided over 6,500 hours of training to United Maintenance personnel.



4,500 pounds of mockups and other training aids were transported in this Fruehauf-built 28-foot “moving van”. Four roll-around units contained working mockups of nine “Mainliner 300” Operating Systems. One unit dealt with Heating & Ventilation systems, a second with the two Automatic Pilot systems (both the “230” and “300” for comparison). A third unit dealt with Fuel Quantity, Cowl Flap & Oil Cooler Door mechanisms and the Takeoff Warning system. The fourth unit dealt with Cabin Pressurization, Airfoil Anti-icing and Generator Control systems. The Mobile Unit also included large charts, a blackboard and cut-away models of various airplane parts.

In 1945 United installed Sperry Electronic Automatic Pilots in the “230” (DC-4) planes replacing Hydraulic Automatic Pilots used in the past. When combined with Automatic Landing Controls, landings were possible under substantially lower weather minimums, increasing schedule reliability and safety.

“Entering this new era of air transportation and automatic flight, does not mean we are going to dispense with human pilots”, said “Pat” Patterson. - By Marvin Berryman - from the “United Air Lines News”

ABOUT THE COVER

This month's cover is the Boeing 303

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Our September Luncheon was hosted by Ted Osinski in my behalf as I was out of the area for a few days. Ted was kind enough to take some good notes and saw to it that our Treasure Coast Sunbirds had a successful Luncheon at Shrimper's once again. Thank you Ted.

Those who attended were: Don Jefferson, Paul Andes, Del Gartner, Dick Starita and Ted Osinski. Although our numbers were down for the month, we expect that they will start to rise in October as our Northern Attendees start to return for our South Florida Season. It'll be GR8 to have them back and see them once again. Ted reports that the various subjects discussed were (but NOT limited to): UAL Retiree Insurance, a variety of UAL & Military stories (I'll bet that 'some' of them were even TRUE 🤔), Politics (kind of hard to believe, don't ya think?), and Aches & Pains experienced by those telling of their 'woes.'

For those of you who have LONG TERM Back Problems, Ted recommends a book titled "*Treat Your Own Back*" by Dr. Robin McKenzie and it's available at Barnes & Noble for \$9.17. Ted says that "it is a well spent investment and it cleared up his problem(s) completely by doing some simple exercises." You can also go to www.mckenziemdt.org for additional information. Ted's wife had a Sciatica problem and she found useful info at this site that proved successful.

Our October Luncheon Meeting at Shrimper's will be on Tuesday, Oct. 8th at 11:30 AM. If you happen to be in the Stuart area, we'd love to have you join us and hopefully a few AWOL Members will return from their Northern Summer hang-outs. I hope that y'all have had a Good and SAFE Summer and that you are enjoying the start of the College and Pro Football Seasons.

Best Regards, *Bob Langevin*

S.E. FLORIDA GOLDCOAST LUNCHEON

We held a nice lunch on August 8th at Galluppi's. Turnout was good at 14 people.

Our next summer lunch is September 12th at 11:30 at Galluppi's. Starting in October the snowbirds start to return back to South Florida. It has been an enjoyable summer. *Jim Morehead & Art Jackson*

SEATTLE GOONEY BIRDS

This photo of our August luncheon group was taken by Laurie Anderson who came with husband, Dick. Thanks, Laurie.



Left to Right - Jack Brown, Herb Marks, Dave Carver, Dick Anderson, Jim Barber, Bill Stoneman, Fred Sindlinger, Chuck Westphal, George Brown, Bill Brett.

The table was cozy and perfect for conversations, hanger flying, and stories from the past. After lunch we commemorated the passing of Jim Chilton and Bob Stewart, RIP.

We called on Herb Marks and his never ending supply of jokes from his smart phone to lighten the mood. The host told a joke and the meeting was adjourned. Until next mnth. Submitted by *Bill Brett*.

CHICAGO'S "October" AREA GROUP RUPA LUNCHEON

After over 40 years for original group (Chicago Area) and 12 for Newer (McHenry group) we are attempting to combine the two at a new location. No need to respond just show up.

Nick's Pizza & Pub
856 Pyott Road
Crystal Lake, IL

First meeting will be Tuesday October 8th.
At 1200 noon.

Will order off the Menu with open bar.



THOUSAND OAKS RUPA LUNCHEON

It was another sunny, beautiful day in the Conejo Valley when we met at the Dish restaurant in the Janns Mall (165 N. Moorpark Rd, ph 805-371-8418).

New attendees included; Greg Colliton, Ray Engel and Butch Trembly. Greg said he's ferrying all the Boeings around the world except for the 787.

Doug Bielanski started the meeting off with news of the merged seniority list for UA and CO pilots. No complaints from the UA pilots that we know of. The wave of dumping health insurance plans was considered and whether it might affect UA. The procedures for getting ticketed, and listed on other carriers was talked about. Lots of other topics were discussed.

Our next meeting is November 14th. Maybe the weather might not be as good so we'll get more attendees!



Pictured in the front row and going left to right is; Bob Mosher, Pete Petersen, Tom McQueen, Marcene and Doug Kankin, Dave Park and Butch Trembly. In the back row; myself, Gary Babcock, Greg Colliton, Doug Bielanski, Ray Engel, Lou Carson and Claude Giddings.

Regards, *Denny Fendelander*

THE COLUMBIA RIVER GEEZER'S LUNCHEON

Today is September 11, 1913. 12 years ago today many of us at the table were still wearing their United Airlines Pilot Uniform. All of us remember where we were on this day 12 years ago when two of United's aircraft were commandeered by terrorists and United lost 4 of its finest pilots and 12 of its finest flight attendants. This was a day that, for all of us, does "live in infamy." We will never forget those who lost their lives.

With regard to today's get together, today was a beautifully glorious Oregon day with temperatures forecast to be in the 90s. No Rain - fancy that. Eight of us Columbia River Geezers gathered around the table at The Claim Jumpers restaurant located in Clackamas, Oregon. Clackamas is located a little East of the Willamette river just off the I-205 freeway, about 15 miles South of PDX international airport and the contiguous Columbia River.



Seated left to right clockwise is; Bill Englund, Bill Park, Doug Howden, Ron Blash, Tony Passannante, Rich Warden, Ray Reed and Ron Lyall.

We all had a great time indulging ourselves with healthy salads while one enjoyed his fish tacos. Water and ice tea all around..... there was much sober discussion. At one end of the table there was an in-depth discussion revolving around Electronic "ZED FARE" ticketing. Thank you Tony for your preparation followed by your articulate and fluent dissertation. At the other end of our table discussions were taking place about UPT in the T-34A and the newly integrated UAL/CON pilots seniority list. Naturally several other stories, from time to time, fell off the shelf and made it to the table.

We were informed by one of our members that he had just suffered a very serious bout with something called Sepsis. He spent two weeks in the ICU and has, fortunately, made a full recovery. One of our other Geezers was on his boat in Port Townsend, WA where he slipped and fell and fractured his neck. Information about his condition has been spotty, but one of us will follow up.

So.... all of you out there in RUPA land be careful, remain healthy and remember to keep the Blue Side in your hip pocket. Regards, *Ron Blash and Tony Passannante*

PICKLES | Brian Crane



SAN FRANCISCO NORTH BAY LUNCHEON

As we have been doing for the last many years, the SFO North Bay RUPA group met at the Petaluma Sheraton on the first Wednesday of the month for our monthly luncheon. Most of us arrive well before the 12:30 sit down time so that we can go to the lounge and mingle for awhile.

Bob called the short business meeting to order shortly after we took our seats in the dining room. The first order of business was to introduce the two visitors from the San Francisco Bay-Sider RUPA group, Sam Cramb and Cleve Spring. Always nice to see members of other RUPA groups and they are always welcome to join us. Regrets of those unable to attend were read. Always a number of members on vacation or traveling the world.

Good news for the few who have not yet received their PBGC Final Determination Letter. The letters are arriving. "Doc" Hise, our Health and Welfare guru, gave us the latest information on wine. Red wine has less calories than white wine. Since we are in the wine country, I guess we should know that. Also do not wash chicken before you cook it, just cook it to the proper temp.

On a more serious note, it was reported that the pilot seniority list has been merged with senior pilots doing OK, but junior pilots from the former UAL are not. Some information about how to find out how many pass riders are listed for a flight and their seniority is available on the internet. Too complicated for me to remember from then until writing this report. Everyone seemed to have a good time. See you all next month.

Attending: Wayne Heyerley, Don Madson, Galen Wagner, Clyde Wilson, Larry & Dee Whyman, Don Booker, Bones Bride, Jim Mansfield, Bob Grammer, Bill McGuire, Tom Gray, Vic Bergevin, Dan Barger, Beke Holman, George Hise, Sam & Mickie Orchard, J. R. Hastings, Jules Lepkowsky, Dick Hanna, Cleve Spring, Sam Cramb, Bob & Doris Donegan, and your senile reporter *Bill Greene*.

THE INTREPID AVIATORS OF SOUTHERN OREGON

Bob is on vacation again and he asked me to fill in for him. We have nothing exciting to report. The gathering at the Pony Espresso in Jacksonville was pleasant as usual, but not too many our friends attended. September should be better with summer vacation over.

I'm not in the picture because I took it. Going clockwise, are my wife, Pamela, Steve Fusco, Scot Lee, George Elliott, Catherine Dimino, Michael Bennett, and Harvey Saylor. Regards, *Art Lumley*



THE SAN FRANCISCO BAY-SIDERS LUNCHEON

Scheduling conflicts due to late summer travel, military reunions, and inevitable doctors' appointments left us with our smallest turnout ever at our September SF Bay-Siders' RUPA luncheon.

None the less, the conversations were lively and the subjects ranged from medical issues to extemporaneous historical review of past RUPA cruises.

In attendance were: Marty Berg, Bob & Burkie Callaghan, Sam Cramb, Rich & Cyndi Erhardt, George Mendonca, Jerry Quitney, Walt Ramseur, Cleve & Rose Spring, Isabell Traube, Gene Walter, Larry & Pat Wright.

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

DANA POINT SEPTEMBER LUNCHEON

A pleasant day greeted us in the harbor today with mild to warm temperatures, which always suits our Al Fresco style of dining at the Wind and Sea. We were joined today by Jack Frisch from the Mission Viejo area nearby, who is one of our new "Age 65" retirees, having finished with flying in June 2013. Also joining us today was Marty Vertson, after a long hiatus, as a result of the fact he now resides further out in the Fresno area. He was in town locally while visiting family in Fullerton, who are keeping his house "warm" for him.

Stories and jokes were a little sparse today because of the smaller than usual crowd which turned out, but we had a lot of Old Guy stuff to discuss. That includes the whole panoply of medical issues, both personal and family, from joint and back problems, to hearing aids. So what else is new? A number of us raised concerns as to the changeover in medical coverage from Blue Cross/Blue Shield to Aetna, and how that might affect future insurance needs. Aetna has apparently indicated they will not participate in the upcoming insurance pools in California under the new health care laws, soon to come into being.

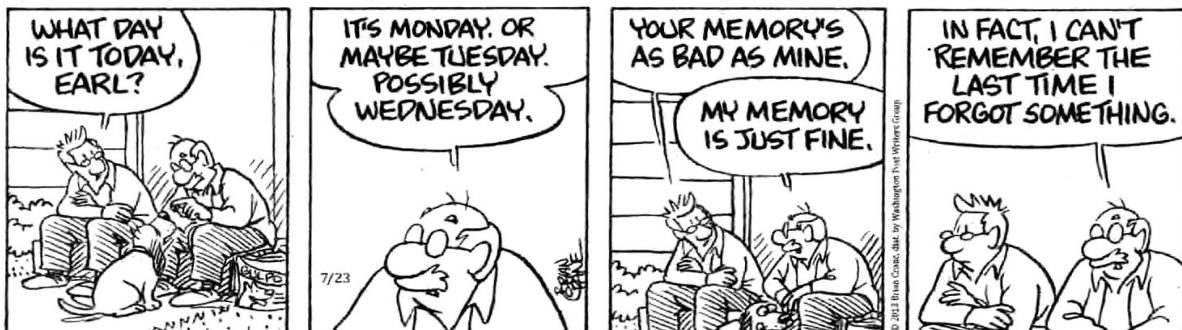
As occurs from time to time, our leader, Ted Simmons, absented himself from today's proceedings, and along with his wife was off on family visits in Colorado. But it was again nice to see different faces from the usual attendees. We draw from a variety of nearby areas to this fabulous venue, where we partake of great food and service (thanks Tracy), and are always encouraging new/old folks to show up; you never know who will be here, locals or out-of-towners, and the best seats can be had for those who arrive a little earlier than the nominal noon hour; the veranda opens at 1130.

Notably absent from our discussions today was retiree pass travel, however, I will be attempting, in October, to travel to Milan, Italy, through Newark in order to pick up a cruise out of Venice, and I will find out if I experience something like the TRIP FROM HELL described by Don Kyte in the September RUPANEWS, or the relatively enjoyable ones that others have managed to obtain.



In attendance today were; Jack Frisch, Denny Giese, Joe Udovch, Marty Vertson, Ed Ahart, Barney Barnhouse, Bill Rollins, John Grant, Bill Stewart, Al Pregler, Bruce Dunkle. Y'all come and join us. Thanks to the great photo montage work done by Bruce Dunkle. Your scribe, *Joe Udovch*

PICKLES | Brian Crane



Denver Good Ol' Boys RUPA Luncheon

As has been custom for some three years in a sort of merger with an earlier United flight wives group, our August meeting was held with a picnic at the Chief Ouray group campsite in Cherry Creek State Park and Reservoir area beginning with visiting followed with a very fine dinner featuring chicken Cordon Bleu at about 4:30 pm provided and catered in by John Marino and assistant from the American Legion staff.

Bob Blessin's 93 year old aunt (Jean Hepling) gave a very nice talk about her very interesting later year's career which was about how she got into acting in respect of marketing commercials and other similar pursuits.

Attending were: Duane Searle, Gail & Casey Walker, Bruce and Marilyn Hepp, Bobby & Penny Dietrich, Dick & Jeanne Kobayashi, Rick Madsen, Jack & Angie Davis, Ed & Rene Cutler, George & Vesta Maise, Ted & Rose Wilkinson, Bob & Ann Blessin with Jean Hepling (guest), Retha & Gerry Baker, Opal & Curly Baker, Fred & Judy Meyer, William & Shirley Patton, Stanley Boehm & Marilyn Gifford, Chris & Russ Haas, Dick & Carole Bennett, Betty & Frank Morton, William & Olivia Matheny, Dick & Valerie Brinkworth, Ray Bowman, Jim & Lynda McKinstry, Gary & Marian Gore, Bob & Gretchen Temple, Ken Ewing & Kathy Brendlinger, Don & Chris Johnson, and Ed & Ruth Riehl.

Eight of us stayed over in our RV's and to visit around a campfire at dusk and we had a fine breakfast in the morning together with the Blessins returning to join us.

Many thanks go to the Blessins for their planning and coordination of this event as they have in the past. Respectfully submitted, *Stanley Boehm* your co-scribe

Ban the children on Singapore Scoot Airlines



Singapore Airlines offshoot budget airline Scoot has become the second Asian airline to introduce a child-free zone. "No offence to our young guests, or those travelling with them, you still have the rest of the aircraft to choose from," said Scoot CEO Campbell Wilson.

The airline has announced a separate "Scoot in silence" cabin behind business class with more leg room than standard economy where children under 12 are banned. Launched in June last year, Scoot operates daily services to Sydney and five flights a week to the Gold

Coast from Singapore. The airline is in preliminary talks to join forces with Tigerair Australia. Scoot's announcement follows that of rival, Asian budget carrier AirAsia X's, which introduced a similar "quiet zone" on its aircraft in February this year where children under 12 are banned. AirAsia's fellow Malaysian carrier, Malaysia Airlines, has long banned infants from travelling in first class on its planes after complaints from big-spending passengers who were unable to sleep due to crying babies.

Traveller's family holiday columnist Tracey Spicer says the concept of child-free areas on planes is "offensive". "It's something I feel very strongly about, it's treating children like they're animals in a zoo," she said. "And it treats families like they are second-class citizens. You end up with all the families shoved down the back. It will make every flight a nightmare for families." Tolerance is the key to happy air travel, she says, not corrals. "Some of the worst flights I've had have been because of adults, not children. Those who had drunk too much, or were smelly, or too big to fit into their seat. "It is discrimination. Where does it end?"

However, AirAsia X says it has not received any negative feedback since introducing its child-free zones. The airline's international head of marketing, Stuart Myerscough, said guest feedback had been "overwhelmingly positive". "We have not received any negative feedback. In fact, the service is always heavily booked and we consider it to be an overwhelming success and one of our most popular innovations yet," he said.

But while low cost airlines claim they are offering their passengers a popular extra with adults-only sections, they are also using the option as a way of extracting additional revenue. Both Scoot and AirAsia X passengers have to pay a premium to be seated in the child-free zones.

Retiree Pass Travel UPDATE (August 25, 2013)

Compiled by Kirk Moore, (RAFA) Retiree Assn. of Flight Attendants, Travel Benefits Committee



1) Where does United fly? (From Torgi's Travel Tips, September 2013 RUAEA newsletter)

The easiest way to determine United's up-to-the-minute destination list is to access the website used by regular United customers: www.united.com. Directly under the United logo is a blue bar with several drop-down menu choices: Home, Reservations, Travel Information, Deals and Offers, etc. Hold your cursor over Travel Information and you will see a gray box drop down. Click on Destination Information. To see all the cities where your passes are valid, click on the circle titled "Show Only Destinations Served by United Airlines or United Express". You will receive an alphabetical listing of cities along with their airport code and if the city is served by a United Express carrier, the name of that carrier will be displayed. Once you have this information you can begin planning your pass travel on the flyingtogether.ual.com website using employeeRES.

2) Other Airline Travel research tool:

If the city you desire to visit is not listed in the United Airlines table just described above, you may need to find another airline that offers a reduced rate ticket such as a ZED or ID90 fare. There is a tool on the Flying Together website called the ID90T Research Tool. Not only can you find out which airlines fly there but you also get a fare quote!

From the flyingtogether.ual.com home page, select "EmployeeRes" from the left hand column. In employeeRES, click on "Quick Links" located just below the search and reset boxes, then select "ID90T Research Tool". From here, you simply fill out the desired city pairs, dates you wish to travel and select who will be flying. You will receive a schedule and fare for each airline that offers UA retirees discount tickets. Hold your cursor over the carrier code and it will give you the English name of the airline. If you click on the fare, it breaks down the taxes for you.

IMPORTANT NOTE: As the title says, this is a research tool, not the place to purchase tickets. To buy Other Airline tickets go to the [Other Airline/Interline Travel page](#) under "Travel Programs" on the Flying Together>Travel page. Select the airline you want from the drop down box of airlines to determine if they accept either ID90 e-tickets or paper ZED tickets. Read all the information about purchasing the ticket and how to list for flights on that airline's page. Then, return to the [Other Airline/Interline Travel page](#) to buy the e-ticket using the ID90T website or request a paper ZED ticket (to be written at a UA ticket counter).

RAFA has good information about Other Airline travel on our Travel Benefits page here: http://www.rafa-cwa.org/RAFA/TB_Other_Airlines.html

3) Pass travel questions? Get answers!

See #7 in the [RAFA Pass Travel UPDATE June 27, 2013 edition](#).

Also there: Not comfortable with employeeRES? Read #4.

And: Don't get downgraded from FC to Y; ask for BC! Read #2.

4) Prepare a BACKUP PLAN when pass traveling! (Posted on United Daily August 14, 2013)

With the busy summer travel season winding down, we are still seeing strong load factors in our international locations that may prevent us from accommodating all pass riders. We are seeing more pass riders looking for different routes to and from their final destinations. We strongly encourage all pass riders to prepare alternate routings on United or to secure backup passes for travel on other airlines (OA), if eligible, before departing their originating cities.

Eligible co-workers and retirees may buy electronic Zonal Employee Discount (ZED) tickets on more than 45 OA carriers through our ID90T website, accessed on FlyingTogether >Travel>[Other Airline/Interline Travel page](#).

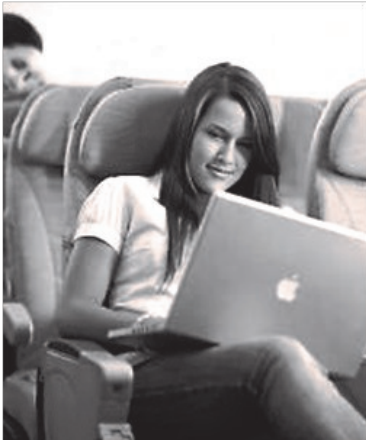
A number of OA carriers still require a paper ticket for travel. Pass travelers must request ZED and Industry Discount (ID) paper tickets through the New Ticket Requests form available on Travel > Other Airline/Interline Travel > [New Ticket Requests](#). OA paper ticket requests will be processed within four hours and an

email with a confirmation code will be sent. Eligible pass riders can then purchase their advance OA paper tickets from their local employee travel offices, most United airport ticket counters or city ticket offices.

When considering OA backup plans, plan accordingly, verify eligibility and review the listing/reservation guidelines in advance of your travel date. To learn which OA carriers with which United has an eTicket agreement and to learn how to list on OA carriers, visit the specific airline's interline agreement information in the drop down menu on the [Other Airline/Interline Travel page](#).

In addition, please respect our airport co-workers' need to focus on our revenue customers during this busy travel period. Please be patient and allow sufficient time at the airport for ticketing assistance.

Airline passengers would trade legroom and peanuts for Wi-Fi



Apparently we're not satisfied traveling at nearly 10 miles a minute. Now we expect to be able to communicate at the speed of light all of the time, even while we're traveling in that big ol' jet airliner. Passengers have a strong desire for Wi-Fi, and they're even willing to give up some of the small comforts of flying, according to a recent survey conducted by Honeywell. Everybody complains about the legroom, but it many would be happy to trade a comfy seat for a reliable laptop connection.

Honeywell has a strong interest in just how badly you want to be connected during your flight. The company is one of several firms that makes in-flight connectivity possible for airline passengers, and in an effort to highlight a new service it will start in 2015, it wants to remind travellers just how "bad" things are today.

Honeywell surveyed more than 3,000 travelers in the United States, the United Kingdom, and Singapore, and the results show -- unsurprisingly -- that travellers want access to Wi-Fi every time they fly, and so far we're far from satisfied with the connectivity while flying through the sky in a massive aluminum tube. Though to be fair, much of that frustration might simply be due to the fact that passengers have to pay for Wi-Fi on the flight, and when you pay for something there's a general expectation to receive the service. That's not always the case with onboard internet.

Of those adults surveyed, 55 percent of the US passengers said they mostly use in-flight connectivity for personal reasons, and just 22 percent say they use it mostly for professional reasons. Both the UK and Singapore passengers claimed more professional and less personal use.

When it comes to when we should be connected, 86 percent of American passengers say every flight should give them the opportunity to check Twitter, update their fantasy football line-up, or send an email to a co-worker. But even when the airplane is Wi-Fi equipped, not everybody is happy. Around 90 percent of all respondents said they are frustrated with the connectivity when they fly, which is no surprise for anybody who's tried to send a short email from 35,000 feet.

Being connected is far from guaranteed a flight, and any time somebody decides to suck up all the bandwidth, everybody else is going to suffer. But in an era of non-stop whining about crowded airplanes, many people are willing to give up one thing for a more reliable web surfing experience. Nearly nine out of 10 passengers surveyed said they were willing to give something up on their flight, with one-third of US passengers saying they would give up the ability to recline their seats, and 38 percent responding they would give up their preferred seat. And not that the snacks or beverages are much to brag about these days, but 42 percent of passengers would exchange peanuts for Wi-Fi, while nearly one-quarter would pass on the drinks.

Most Wi-Fi on airliners these days is limited to connections while flying over land. A few airlines do use satellite-based systems that allow connectivity over water, a service Honeywell is working on expanding. By 2015, the company says it will be offering a new satellite-based system that it says will provide full, reliable live-streaming capabilities for passengers on flights over land and water. We'd take that over a kid-sized bag of stale pretzels.

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

UNITED ANNOUNCES ITS 2014 INTERNATIONAL FLYING CHANGES

Over the past several months, Network Planning worked with all of its operating divisions to develop United's 2014 international flying plan. The new schedule reflects its ongoing work to put the right aircraft in the right markets to earn a sufficient return, which includes the addition of SFO-KIX (Osaka, Japan) Boeing 787 service.

First, United is moving some of the Boeing 747 flying back to ORD. Last year it decided to move all of this flying to SFO to improve the reliability of this fleet. Now that reliability has been restored, it has a plan in place to better support the fleet, and can put the 747 on the routes that are better suited for the number of passengers the 747 carries. United will return the 747s to ORD and fly three routes: ORD-PVG (Shanghai), ORD-NRT and ORD-FRA (Frankfurt, Germany). It is matching those routes with 747s out of SFO to PVG, NRT and FRA; this route structure will continue to allow SFO maintenance to be the primary maintenance location and improve fleet profitability.

"We carefully selected these routes to generate the best performance from both profitability and a reliability perspective," said International Planning Managing Director Andrew Buchanan. "Our Tech Ops team did an outstanding job bringing this fleet back into an ongoing maintenance mode and are making the necessary investments to operate the aircraft reliably out of Chicago. We feel confident about moving some of them around the system carefully and selectively."

We will also use 777s instead of 747s in the LAX-SYD (Sydney) and SFO-SYD markets and on the SFO-LHR (London-Heathrow) route. We'll also replace a 777 with a 747 on the NRT-HNL (Honolulu) and SFO-NRT routes.

In addition to the 777 and 747 swaps, we're also replacing a 747 with 787 service from SFO-KIX beginning April 8. "While SFO-KIX is a successful route for us, the load factor on the 777 is relatively low, so using the smaller, more efficient 787 there will improve results while allowing us to redeploy the 777 to routes with higher demand," Andrew said.

United Airlines plans to rebuild LAX terminals



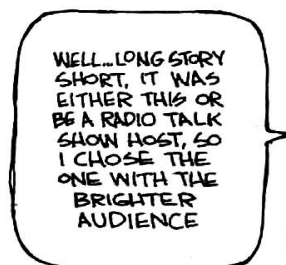
United Airlines plans to spend government airport funds to rebuild its three terminals at Los Angeles International Airport. In documents filed by United Airlines with Los Angeles World Airports, the company said that funds from federal security grants and city airport improvements accounts would cover most of the upgrades, according to The Daily Breeze.

The newspaper reported that under the plan, terminals 6, 7, and 8 would be rebuilt. Currently, many passengers are forced to utilize the pedestrian bridge on their way to security check-in, according to KNX 1070's Bob Brill.

Part of the planned upgrade includes a 29,000-square-foot lounge for premium passengers in Terminal 7, according to the newspaper.

Some of United Airlines' neighboring terminals have started upgrades. The last time an across-the-board improvement was made was for the 1984 Olympics. The newspaper noted that the United Airlines' plan must still be approved by the city's Board of Airport Commissioners.

NON SEQUITUR | Wiley



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United Airlines to recall all furloughed pilots



CHICAGO, IL – Sep 05, 2013 United Airlines today announced it will recall nearly 600 pilots currently on furlough to address the airline’s future staffing needs. No United pilots will remain on furlough following the recall.

“We look forward to welcoming back our co-workers as we complete work to integrate all of our pilots into a single work group,” said Howard Attarian, United’s senior vice president of Flight Operations. “We are pleased to have this group of talented aviators back on our team. They are among the most experienced and most accomplished in the industry.”

Training classes for the recalled pilots will begin next month and run through the end of the year. In total, United has more than 12,000 pilots.

United Express getting Embraer 175



Having the right plane on the right route at the right time is key to beating the competition and remaining sustainably profitable as a result. This philosophy underpins our orders for industry-leading aircraft such as the Boeing 787, the Airbus A350 and the 737-900ER. In 2014, we will build on this foundation with the addition of the Embraer 175 to our United Express fleet.

These fuel-efficient, 76-seat planes will provide service on existing express routes and will give us another aircraft option on high-yield business travel routes. In these markets, the E175, which will have a 12-seat United First cabin with power outlets, will enable us to maintain or increase flight frequency, thereby improving connections to our hubs and international routes as well as improving our competitive position versus rivals who already fly the E175.

We expect to induct 70 E175 regional jets into the United Express fleet over the next two years. In April, we announced an agreement with Brazil's Embraer to acquire 30 E175s. We will take delivery of our first one in March 2014, and we expect the plane to enter service in June. Mesa Airlines will lease them from us and operate them. SkyWest Airlines will operate the other 40 E175s for United Express. SkyWest will purchase the planes with deliveries in 2014 and 2015. Once we induct these E175 aircraft, we will reduce 50-seaters over time so that the overall regional fleet count remains approximately the same.

The E175 provides an improved passenger experience for United Express customers. Compared with the 50-seat regional jets it will replace, the E175 has wider seats and aisles and larger overhead bins. The aircraft will operate with 12 United First, 16 Economy Plus and 48 United Economy seats. The design and cabin layout give customers more personal space and can accommodate standard carry-on bags. The Embraer 175 will be the first 76-seat regional jet aircraft in the United Express fleet.

The E175 features enhanced wing tips that help make it 10 percent more fuel efficient per seat than our 50-seat aircraft. This cuts our costs and carbon emissions. The E175 is in the same aircraft family as the popular E170, which consistently wins high customer satisfaction ratings. We currently have 38 E170s operating in the United Express fleet.

PICKLES | Brian Crane



More on the Retiree ID Badges from the Golden Eagles perspective

From Dave Newell; Below are two emails which Golden Eagles members may find worth reading. The first is from Stefan Josephson, Manager Employee Service Center Operations, who is the gentleman responsible for seeing that we receive our retiree ID badges in a timely manner. The second email is from Golden Eagles Executive Vice President Captain Bill Chambers and is in reference to Stefan Josephson's email.

Clearly getting the retiree ID badges out to the retirees has become a huge process, and problems in the process are to be expected. The following emails describe why patience and understanding on the part of retirees who have ordered a badge might be appropriate. It seems fair to say that in spite of a few problems experienced by a small number of retirees who have ordered the retiree ID badge, overall Stefan Josephson and his team have done an excellent job of managing this huge task. *Dave Newell, Golden Eagles Email Liaison*

From Stefan L. Josephson; Please be aware that (at the moment) this is a manual process of about 46 steps to create a single retiree badge. As United harmonizes its HRIS and badging continues to peruse new/updated systems, we hope that this process can become more automated and reduce the risk of error. The last time a report was run (a couple of weeks ago), we had around a 3% error rate. While these errors are obviously frustrating for the retiree who has been waiting patiently for a badge, it is also frustrating to the badging team (as they now have to re-create a badge they thought was completed instead of processing a new one for another retiree). I will continue to stress the importance of working to ensure accurate input of data to avoid many of these issues in the future, while we work to implement a better process with better technology.

Please feel free to pass on my apologies to anyone who has been inconvenienced by a misspelling, a wrong photo or a delay. We are continuing to work ourselves out of initial onslaught of orders we received. At the moment, we have shipped over 78% of all fully received applications.

Thank you, *Stefan L. Josephson, Manager - Employee Service Center Operations*

Captain K. William Chambers Jr.; The manager's attitude is that he would rather work quickly to fulfill the orders, accepting a few errors, than to get seriously backlogged. Remember, there is no UAL database with retiree names, addresses, etc. to crosscheck. If someone's interpretation of my horrible handwriting or typing could go either way, it should be remembered that our fellow coworkers at Badging are working fast and loose to get through a mountain of retiree badge applications.

I would prefer that we use patience and good humor with a program that UAL could easily decide to cut. At last count, something south of 2,000 orders are in work or already mailed out. There are about 66,000 UAL or CAL retirees out there. No one could predict the level of interest in this opportunity, but I am certain of one thing: no one responds well to criticism when they are busting their butts to meet a huge challenge.

Captain K. William Chambers Jr. (retired) Executive Vice President, Golden Eagles

GETTING A DISCOUNT AT A FEDEX/KINKOS OFFICE

By RUPA Member Steve Jakubowski and E.K. Williams

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

FedEx in Leesburg accepted the plastic ID that we used to imprint our passes [back in the day of paper passes] and my drivers license to give me the UAL Discount on shipment. He told me that also acceptable is the small, gray, cheap paper retiree ID they gave me would be acceptable with picture ID.

I will keep the \$30 for UAL Retiree ID. Until the day arrives when I need it for something other than FedEx. *E.K.*

Notifying United of an Address Change for Retirees

For those members who are not aware, retirees cannot update their USPS mailing address online or by USPS mail. However, they can update the information by calling the

United Benefits Center at 800-651-1007 for assistance.

United reunited explosive-detection dog with Marine owner



With the help of LAX Captain Doug Metz, United's PetSafe reunited Marine Sergeant David Barrera with his dog, Sam. David and Sam started working together as a military working dog team in Afghanistan in 2008. Sam completed 200 patrols in Afghanistan and was on patrol with David when the platoon was ambushed and David was wounded.

David recently returned home to California and formally adopted Sam after U.S. Secretary of the Navy Ray Mabus approved Sam's retirement and adoption. However, David didn't know how to get his dog home to him. So Doug, who is also David's uncle, asked for United's help transporting Sam back to David. David wrote, "I can't thank United enough for bringing Sam home to me. To every-

one who had a hand in this, I thank you from the bottom of my heart. It's a blessing to see my daughter interact with Sam. If it wasn't for Sam, I might not have had the chance to experience having a daughter." Sam flew on Flight 1043 from RDU (Raleigh-Durham, N.C.) to ORD to LAX.

United Airlines expands premium beverage menu at United Clubs



United Airlines launched an expanded premium beverage menu at its U.S.-based United Club lounges, offering customers local and imported beer choices and a wider selection of wines and spirits for purchase.

Regionals, Imports and Microbrews: United now offers customers as many as 27 imported, regional and microbrew beers for purchase in addition to complimentary domestic beer. The airline expects to rotate the premium beer menu several times a year. The beer options include: Anchor Steam, Asahi, Blue Moon, Blue Point, Brooklyn Lager, Corona, Fat Tire, Florida IPA, Goose Island, Great Lakes-Dortmunder Gold, Guinness, Heineken, Hurricane Reef Caribbean Pilsner, Inversion IPA, Karl Strauss, Leinenkugel, Long Board, Maritime, Pyramid, San Tan, Shiner, Sierra Nevada, Speakeasy IPA, Saint Arnold and Yuengling.

Premium Spirits & Wines: In addition to expanding the premium beer offerings, United is offering customers a greater selection of spirits and wines at U.S.-based United Club locations. New wine options include a Joel Gott Cabernet Sauvignon, Kim Crawford Sauvignon Blanc, a Donna Paula Malbec and Veuve Cliquot Champagne. Added spirits include Ketel One, Stolichnaya, Hendrick's Gin, 10 Cane and Hennessy XO.

Additionally, United Clubs in several of the airline's hubs, including Chicago O'Hare, New York/Newark, Los Angeles, Houston and Washington Dulles, will offer members a complimentary guided tasting of Glenfiddich until the end of the year. A custom-made bar will offer customers a dedicated area to enjoy a pre-departure dram while learning about whisky. Availability of the new beers, wines and spirits will vary by club location.

United Club Investments: In addition to expanding the premium beverage offerings, United is investing more than \$50 million this year to renovate several of the airline's 49 United Club locations. United unveiled the new design prototype with the opening of the United Club in Terminal 2 at Chicago O'Hare International Airport last year. The airline recently opened newly designed United Clubs at Seattle-Tacoma International Airport and San Diego International Airport.

ADULT TRUTHS

Even under ideal conditions people have trouble locating their car keys in a pocket, finding their cell phone, and Pinning the Tail on the Donkey - but I'd bet everyone can find and push the snooze button from 3 feet away, in about 1.7 seconds, eyes closed, first time, every time.

Bizjet Concept Aims To Shatter Sound Barrier In Near-Silence

By Jim Moore



If Richard Lugg has his way, the next generation of supersonic civilian aircraft will shoot through the sky powered by engines that turn out a massive electrical charge, much of it converted into thrust with megawatts left over to silence the sonic boom.

Lugg, a veteran of past NASA efforts to shatter the sound barrier, founded Hyper-Mach Aerospace Industries and SonicBlue Aerospace, which have worked quietly for more than a decade to refine designs aimed at near-silent supersonic flight—one focused on the airframe, and the other building the powerplant. Building an aircraft that can turn New York to Tokyo into a two-hour trip remains an elusive and coveted goal. To make such an aircraft economically feasible, it must have engines that push it faster than the Concorde on a fraction of the fuel.

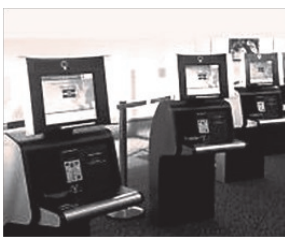
The engine would incorporate turbine stages not connected by a shaft, each able to rotate independently at the optimal speed for maximum aerodynamic efficiency in flight. They would spin in electromagnetic fields, using the same principle that allows high-speed trains to float frictionless above an energized track. The engine is a hybrid of turbofan, turbojet, and turbo ramjet, able to generate 40 megawatts (MW) of electricity. It uses about 9 MW of electricity to power a plasma field generator reshaping airflow around the aircraft and taming the pressure wave, turning sonic boom into a sound similar to rustling leaves on the ground.

SonicStar is the first concept aircraft to take shape that will utilize the patented Magnetic Advanced Generation Jet Electric Turbine (MAGJET) system, which has evolved into supersonic and hypersonic variations (S-MAGJET and H-MAGJET). SonicStar is a design with visual similarities to concepts being developed by Aerion Corp. That and other efforts are funded in part by NASA, which is also collaborating with Boeing.

SonicStar has upped the ante from Mach 3.3 to Mach 4 at 62,000 feet, edging toward the top end of the supersonic speed range (hypersonic speeds begin at Mach 5). The final engine design may run on traditional jet fuel formulations, or hydrogen, which would yield virtually emission-free performance. That and many other questions remain to be resolved.

Lugg hopes SonicStar will be ready for certification in 2023, though much of the technology still needs to be refined and perfected for that to happen. SonicStar is not the only aircraft Richard Lugg has in mind: He also plans to produce a suborbital Transport-category aircraft using another hybrid engine technology. "We've got our hands full, we're very much aware of that," Lugg said.

Chicago Airport hailed for efficient Automatic Passport Control



O'Hare's Automated Passport Control technology promises to dramatically reduce wait times for arriving international passengers. The program allows eligible U.S. citizens and legal residents to scan their passports and answer basic security questions at automatic kiosks in the international arrivals hall before speaking to a CBP officer.

The Chicago Department of Aviation and U.S. Customs and Border Protection (CBP) were praised for their collaboration in dramatically upgrading the security and efficiency of international passenger screening at O'Hare.

U.S. Travel commends the Chicago Department of Aviation and CBP for upgrading the passenger experience at O'Hare's international terminal and boosting security. By streamlining the security and entry process, Chicago will increase efficiency for travelers and magnify its role as a premier international airport. These important steps will help bring the benefits of increased traveler spending to the greater Chicago region and beyond."

According to the U.S. Department of Commerce, international travelers added nearly US\$90 billion to the U.S. economy in the first six months of 2013. International travel to the United States is America's No. 1 services export; America posted a travel trade surplus of US\$4.3 billion in June, the most recent month for which data is available.

"By efficiently welcoming more international travelers, O'Hare's installment of Automated Passport Control technology will help provide jobs, economic opportunity and tax revenue to Chicago and the other cities it serves," said Dow.

United Airlines to fly nonstop from Chicago to Edinburgh



United Airlines will launch nonstop summer seasonal service between its Chicago hub at O'Hare International Airport and Edinburgh, Scotland, beginning May 22, 2014, subject to government approval. This will be the first scheduled nonstop service between the two cities.

The flights will operate five times weekly from May 22 to June 11, daily between June 12 and Sept. 1 and four times weekly between Sept. 2 and Oct. 5, 2014.

"We're pleased to add Chicago-to-Edinburgh nonstop service to United's extensive trans-Atlantic route network," said Brian Znotins, United's vice president of network. "In addition to providing a direct link between the two cities, the new flights are conveniently timed to provide connections in Chicago to and from more than 125 destinations across North, Central and South America and the Caribbean."

The flights will depart Chicago at 6 p.m., arriving in Edinburgh at 7:45 a.m. the following day. The return flights will depart Edinburgh at 10:25 a.m., arriving in Chicago at 1 p.m. the same day (all times local). Flight times are seven hours, 45 minutes eastbound and eight hours, 35 minutes westbound.

The flights will operate using Boeing 757-200 aircraft with a total of 169 seats – 16 flat-bed seats in United BusinessFirst and 153 in United Economy, including 45 Economy Plus seats with added legroom and increased personal space.

United offers more nonstop service to more destinations from its Chicago O'Hare hub than any other carrier and has added 11 new routes from Chicago since the beginning of 2013.

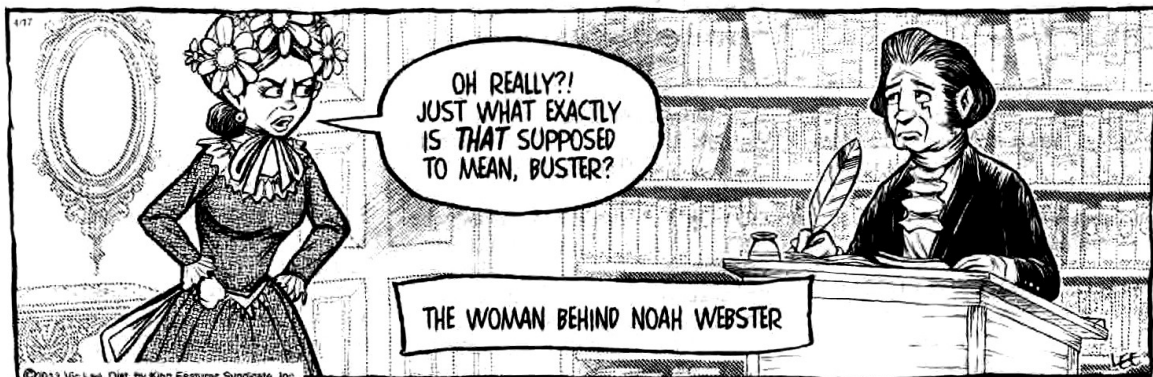
United currently operates year-round nonstop service from its New York hub at Newark Liberty International Airport to both Edinburgh and Glasgow, having started service to Scotland in 1998.

United Airlines planning service to operate B787 Service to Chengdu, China

United Airlines applied to the U.S. Department of Transportation for authority to begin nonstop service linking the airline's San Francisco hub with Chengdu, China, the fourth-largest Chinese city, effective June 9, 2014. United intends to use 787-8 Dreamliner, to operate three-times-weekly service to Chengdu. If approved, Chengdu will be the ninth destination United serves in the Asia/Pacific region nonstop from San Francisco, from which United offers more nonstop trans-Pacific flights from the United States than any other carrier – nearly twice as many as any airline from any West Coast city.

The proposed flights, subject to government approval, will depart San Francisco International Airport at 1:35 p.m. on Mondays, Wednesdays and Saturdays and arrive at Chengdu Shuangliu International Airport at 6:50 p.m. the following day (all times local). Service from Chengdu will depart at 10 a.m. on Mondays, Wednesdays and Fridays and arrive at San Francisco International Airport at 8:50 a.m. the same day. Flying times will be approximately 14 hours, 15 minutes westbound and 13 hours, 50 minutes eastbound. This new nonstop flight will shave nearly four hours off the typical travel time between the two cities.

PARDON MY PLANET | Vic Lee



Electronic Systems Expedite Your Departure from Frankfurt Airport



New technologies help save time and help passengers get to their planes without stress: Online check-in, luggage drop-off machines, boarding pass and border checks, and even boarding itself. Frankfurt Airport (FRA) is a trendsetter when it comes to faster and more comfortable departures. Security is of course a must and checks are mandatory, but security and other checks don't have to take long. This is the reason why Frankfurt Airport automates many pre-departure processes.

It starts with online check-in, which is gaining widespread acceptance. Self-service check-in kiosks are now a familiar feature at FRA. Quite new, however, are the automated baggage drop-off machines that Lufthansa has installed in Terminal 1 for its passengers and passengers of partner airlines. These baggage drop-off machines are very easy to use: First, the machine scans the barcode on your boarding pass and asks you the number of bags you want to check in. Then, bag tags are printed out for you to attach to each item. Next, place your luggage on the conveyor belt (and you're finished). Checking boarding passes just before accessing the security and passport checkpoints has also been automated in many cases.

Lesser known is the possibility of using automated biometrics-supported border checks at Frankfurt Airport. This service is available to all citizens of the European Union (EU), European Economic Area (EEA) and Switzerland who are 18 years or older and who have a valid machine-readable passport. After registering for the service, you can quickly complete the passport control formalities yourself by simply using an automated "autocheck lane" in the terminal. Place your passport on a scanner. A camera takes a live picture of your iris, which in turn is compared by a computer with your stored iris image (stored when you first registered for the service). If the iris images match, the turnstile lets you pass without any additional checks by a police officer. More information is available from the German Federal Police (in German only) at [http://www.bundespolizei.de/DE/01Buergerservice/Automatisierte-Grenzkont....](http://www.bundespolizei.de/DE/01Buergerservice/Automatisierte-Grenzkont...)

State-of-the-art electronics help Frankfurt Airport to continuously improve its services for passengers. This is also the overall goal of Fraport's "Great to Have You Here!" quality service program launched about two years ago to make it even more convenient and comfortable to fly via Germany's largest hub. In 2012, Frankfurt Airport welcomed more than 57 million passengers.

Travel grows six times faster than other US exports in 2013



WASHINGTON, D.C. - David Huether, senior vice president of research and economics at the U.S. Travel Association, provides analysis on September 4th Commerce Department announcement that the trade deficit deteriorated by \$4.6 billion in July 2013 to \$39.1 billion.

"After growing five of the first six months of the year, travel exports edged down slightly in July, falling \$96 million to a level of \$14.8 billion. This slight decline was in line with overall U.S. exports of goods and services, which also edged down 0.6 percent in July.

"Travel continues to be a leading export for the U.S. economy. Through the first seven months of 2013, travel exports increased 8.9 percent compared to the same timeframe in 2012, six times faster than the 1.5 percent rise in other U.S. exports of goods and services so far this year. As a result of growing much faster than other exports, the travel industry has generated 32 percent of the overall increase in U.S. exports in 2013. And with travel exports growing faster than the 2.9 percent increase in travel imports, the travel trade surplus so far this year is running 25 percent higher than last year.

"Travel exports are outpacing agriculture and manufacturing exports as well as other service exports to the world. This powerful economic force of welcoming international travelers to our shores is one of the primary reasons why the travel industry has added jobs at a faster rate than the rest of the economy during the past three years and has already made up more than 90 percent of the jobs lost during the Great Recession. We urge policymakers to support critical proposals to boost travel, such as the JOLT Act, which would increase international spending in the United States and create more American jobs."

Boeing forecasts increased global demand for airline pilots



Boeing projects the commercial aviation industry will need more than one million new pilots and technicians to support the expanding demand for new airplane deliveries over the next two decades. Projected pilot demand is increasing worldwide, as is demand for technicians in some regions.

At an event marking the launch of 787 flight training at the Boeing Flight Services campus in Miami, the company released the 2013 Pilot and Technician Outlook -- a respected industry forecast of aviation personnel.

The Boeing outlook indicates that by 2032 the world will require: 498,000 new commercial airline pilots, and 556,000 new commercial airline maintenance technicians.

"The urgent demand for competent aviation personnel is a global issue that is here now and is very real," said Sherry Carbary, vice president of Boeing Flight Services. "The key to closing the pilot and technician gap in our industry is enhancing our training with the latest, cutting-edge technologies to attract and retain young people interested in careers in aviation."

The 2013 outlook projects significant increases in pilot demand -- compared to previous forecasts -- in all regions except Europe, which declined slightly over last year's outlook. Overall, the demand is driven by steadily increasing airplane deliveries, particularly single-aisle airplanes, and represents a global requirement for about 25,000 new pilots annually.

Global demand for technicians remains significant, at approximately 28,000 new technicians required annually. However, the introduction of more efficient and smarter airplanes will require fewer mechanics over time, as aging aircraft—which typically require more maintenance—are retired from service. New airplane technologies featuring more advanced components are likely to lead in some areas to lower maintenance requirements and corresponding lower technician demand.

Projected demand for new pilots and technicians by global region:

Asia Pacific – 192,300 pilots and 215,300 technicians

Europe – 99,700 pilots and 108,200 technicians

North America – 85,700 pilots and 97,900 technicians

Latin America – 48,600 pilots and 47,600 technicians

Middle East – 40,000 pilots and 53,100 technicians

Africa – 16,500 pilots and 15,900 technicians

Russia and CIS – 15,200 pilots and 18,000 technicians

"This is a global issue that can only be addressed by industry-wide innovation and solutions," said Carbary. "We need to attract more young people to careers in aviation by continually looking at innovative ways to train pilots and technicians, moving away from paper and chalkboard-based learning to incorporate tablets, eBooks, gaming technology and three-dimensional models. Aviation is a great field to be in—we have a responsibility to make sure it's a viable career option for the world's youth."

AIR FORCE AIMS TO LAND MORE TOP GUNS AMID PILOT SHORTAGE

By W.J. Hennigan



The Pentagon is so short of Air Force fighter pilots that it's boosting its salary package to make the job more enticing. Help wanted: At least 130 veteran military aviators for nine-year commitment to fly fighter jets. Salary: \$34,500 to \$97,400. Plus good benefits and a \$225,000 signing bonus — guaranteed. That's the offer from the Pentagon, which is so short of Air Force fighter pilots that it's boosting its salary package to make the job more enticing. It may be hard to imagine that life as a high-flying fighter jock has lost its swagger, but the Air Force revealed it has a shortage of 200 fighter pilots this

year. And if something isn't done, the Air Force, which has about 3,000 fighter pilots, fears it may face a shortfall of 700 by 2021. Empty cockpits are bad news for the military, which is already shoveling money into the development of the world's most expensive program, the F-35 Joint Strike Fighter jet — expected to cost nearly \$400 billion. The cost is a double whammy for taxpayers, because the Air Force said it costs taxpayers about \$6 million to train a fighter pilot.

Several factors are behind the exodus of pilots, officials said, including a surge in demand for better-paying commercial pilots, the stresses of deployments and reassignments to fly combat drones, the remote-controlled technology that has reshaped modern warfare.

As a result, the Air Force is offering a souped-up incentive package under something called the Aviator Retention Program, which was first rolled out in 1989. The program now offers a \$25,000 signing bonus per year for nine years — nearly twice as long as the usual contract. "Were it not for the program, there would be a greater problem than the one we currently have," said Lt. Col. Kurt Konopatzke, who oversees the program. "Senior leadership is aware of the problem and is very concerned." The Air Force wants to get as many of the 200 to 250 eligible fighter pilots to take the deal. Some already have signed on.

Today, just 65% of pilots are deciding to extend their service past their 11th year, when they choose whether to stay for an additional five years. That's compared with 80% in 1993.

Air Force pilots typically earn about \$90,000 by the time they complete their 11th year. The median annual wage of airline pilots, copilots and flight engineers is \$103,210, according to the U.S. Bureau of Labor Statistics' latest numbers.

There have been fighter pilot shortages in the past, but the competition promises to be fierce in the years to come as airlines hunt for young talent because of a surge in retirements. Last year, passenger jet maker Boeing Co. released a report that estimated a global need for 460,000 new commercial pilots over the next two decades. There are currently more than 71,000 active airline pilots in the United States.

Neither US Airways nor American Airlines, which are in the middle of merging, has hired pilots in more than a decade, and are now beginning a large-scale recruiting effort to fill spots. US Airways and American are anticipating the retirement of more than 2,100 pilots within five years because of the mandatory retirement age of 65.

"The airlines are going to have more money to pay for pilots than the government," said Rob Streble, 52, secretary and treasurer for the US Airline Pilots Assn., a labor union that represents US Airways pilots. Streble knows firsthand, having left the Air Force as a pilot in the early 1990s for US Airways.

Great Quotes from CBS Golf Announcer Dave Feherty

Feherty is a CBS and Golf Channel announcer with a distinct Northern Ireland accent and a colorful way of putting things, . . . so to speak. If you watch golf on TV, he's often an announcer who finds very unique, colorful and uninhibited ways of explaining or describing whatever is on his mind.

He said one day, "It would be easier to pick a broken nose, than a winner in that group."

(He's probably always on time delay these days).

Feherty Quotes:

"Fortunately, Rory is 22 years old so his right wrist should be the strongest muscle in his body."

"That ball is so far left, Lassie couldn't find it if it was wrapped in bacon."

"I am sorry Nick Faldo couldn't be here this week. He is attending the birth of his next wife."

"Jim Furyk's swing "looks like an octopus falling out of a tree."

Describing VJ Singh's prodigious practice regime - "VJ hits more balls than Elton John's chin."

"That's a great shot with that swing. It's OK - the bunker stopped it."

"It's just a glorious day. The only way to ruin a day like this would be to play golf on it."

"That was a great shot - if they'd have put the pin there today."

"Watching Phil Mickelson play golf is like watching a drunk chasing a balloon near the edge of a cliff."

"That green appears smaller than a Pygmy's nipple".

BILL AWAITING CONGRESSIONAL APPROVAL TO REQUIRE A SECOND COCKPIT DOOR ON COMMERCIAL AIRCRAFT

By Hugo Martin



After the deadly attacks of Sept. 11, 2001, the Federal Aviation Administration required commercial airlines to install one locking door between the cabin and the cockpit. A bill is awaiting congressional approval to require a second cockpit door on commercial aircraft, but Airlines are balking over the possible, unfunded, requirement for it. Law enforcement supports the idea. Commercial airlines would be required to install a secondary barrier to protect the cockpit under legislation introduced by Rep. Michael G. Fitzpatrick (R-Pa.) and supported by Ellen Saracini, the widow of Victor Saracini, one of the pilots killed in the Sept. 11, 2001, terror attacks. The new bill suggests

that planes are momentarily vulnerable when a pilot unlocks the door to use the restroom in the main cabin. Fitzpatrick's bill was referred to a congressional subcommittee in April, with no hearing date scheduled. The debate over the barriers has grown heated, with federal law enforcement groups supporting the bill and the airline industry criticizing it for costing millions of dollars. "We believe individual carriers should be able to make the determination," said Jean Medina, a spokeswoman for Airlines for America, the trade group for the country's airlines. After the Sept. 11 attacks, Congress set aside \$100 million to help air carriers pay the estimated \$12,000 to \$17,000 cost of installing each cockpit door. Fitzpatrick's bill does not offer government funding for the second barrier.

The Federal Law Enforcement Officers Assn., which includes federal air marshals, endorsed the legislation. "The best security is a layered approach, and the more layers, the better," said Don Mihalek, a spokesman for the law enforcement group. He dismissed the airline's complaint that the doors are mandated without funding. "The only mandate the airlines should be primarily concerned with is the terrorists', which is to kill as many Americans as they can, no matter the cost," Mihalek said.

PILOTS TEXTING ATC

By Scott McCartney at middleseat@wsj.com

MONTREAL—Pilots and air-traffic controllers texting each other? OMG! Your airline flight is finally starting to communicate the way the rest of the world does.

Pilots texting in-flight might be scary but Middle Seat columnist Scott McCartney points out it's the norm in Canada and the U.S. is behind the curve.

Controllers and pilots aren't using their cell phones to text, even though many passengers now do using apps and in-flight Wi-Fi. Instead, planes with modern cockpit systems can log on to new systems at air-traffic control centers and link digitally. Rather than sometimes difficult radio calls, pilots and controllers simply send each other text

messages to change altitudes, routes and hand off from one controller to the next.

The system has been in use for flights across oceans for several years. Canada now has it active across its domestic skies and European controllers have it in use in two large regions. But the U.S. is way behind.

By texting instead of talking, controllers have more time to process requests for airlines. Pilots sometimes request shortcuts or more-preferential routes based on wind shifts. And as planes burn fuel and lighten, pilots often want to climb to higher altitudes for smoother rides, faster speed and better fuel burn. Sometimes those requests don't get made or get put off or denied simply because controllers don't have time to coordinate new altitude and route assignments with other controllers along a plane's flight path. The chatter on radio frequencies can get intense.

If texting while flying sounds scary, relax. This isn't like texting while driving, because planes have two pilots—one flies, one communicates. And flying an airplane is all about working dials and reading instruments.

Air-traffic controllers say the best benefit is safety—miscommunication is the biggest source of air-traffic control errors. Over long-distance radio transmissions, numbers and instructions can easily be misheard. Sometimes pilots are preoccupied and miss radio calls for their flight. Sometimes instructions get read back inaccurately and must be repeated by the controller and read back again by the pilot. Sometimes transmissions get blocked because two people try to talk at the same time over the radio.

Controllers say it frequently can take two or three tries to get simple instructions to a flight crew, especially if English, the universal language of air-traffic control, isn't the pilot's primary language.

"If you look at a lot of accidents and incidents, you see multiple events. This is an opportunity to eliminate one of them. You're eliminating a source of potential error," said Sid Koslow, chief technology officer for Nav Canada, the privatized air-traffic control services provider for Canada.

This new system is expected to boost capacity and reduce delays, people in the industry say. Planes often must wait to take off so air-traffic controllers don't get overloaded with too many planes at once. Eurocontrol, the agency that coordinates and plans air-traffic control throughout Europe, says that once half of all airline flights in Europe are equipped to communicate by text message, controllers will be able to handle 8% more flights because their workload will be reduced by 16%. When 75% of airplanes have the equipment, 11% more planes will be able to fly simultaneously as a result of a 22% controller workload reduction.

Direct data communications between planes and pilots is a crucial part of air-travel modernization, and it's an upgrade the U.S. has been trying to implement for more than a decade without success. U.S., European and Pacific controllers do text message with pilots out over oceans beyond regular radio range. But over land, where skies and radio frequencies are more congested and the need for better communications is strong, the switch has been painfully slow.

Controller-pilot data links were well on their way in the U.S. in 2002. American Airlines equipped several airplanes that conducted airborne tests with the Federal Aviation Administration's Miami air-traffic control center. But the program was canceled. A 2004 FAA report cited cost growth and schedule delays.

Earlier this year, the FAA launched a limited test in Memphis, Tenn., to text instructions to planes waiting to take off, with plans to expand it later this year to Newark, N.J., and Atlanta. The agency says it will begin deploying Data Comm, as the program has been renamed, in all control towers in 2016 and in all high-altitude control centers in 2019.

Canada offers a taste of the future for U.S. pilots close to home. Pilots there text with controllers both over oceans and over domestic skies. U.S. airlines that frequently use Canadian airspace for trips to and from Europe and Asia are making use of the texting technology. Cross-country domestic flights that entail flying over Canada also benefit.

"We love the technology. It's accurate and quick—the same reasons why people like texting on their phones so much," said Capt. Joseph Burns, managing director for flight standards and technology at United Airlines, which has texting capabilities on most of its wide-body fleet. "It does seem to make the world a bit smaller."

Europe also has controller-pilot text messaging in use at two air-traffic control centers, and should have its system fully implemented by 2015.

Aircraft delivered from Boeing BA -0.45% and Airbus over the past decade or so come with the right gear installed. Canadian authorities say 50% of the planes flying in the eastern part of the country can make use of Controller-Pilot Data Link Communications.

On a recent day in the Montreal control center, Delta Air Lines, DAL Flight 41, sent a request by CPDLC. A blue message box popped up on controller Caroline Heroux's large radar screen. "Request climb to FL360," meaning the pilot wanted to take the flight from London to Minneapolis up a bit to 36,000 feet above sea level. Ms. Heroux, 51 years old and a veteran controller, confirmed she could clear that flight level. With a couple of quick mouse clicks, she transmitted a message back: "Climb and maintain FL360." The pilot responded by text with "Wilco," short for "will comply." "It's rather easy," Ms. Heroux said. "It's a great benefit for the traveler and a great benefit for the controller. This is the biggest step forward, because human error

is taken away."

Controllers have pop-up windows with various choices of standard messages for altitude changes, frequency changes and some re-routings. Colored squares on the data tags for airplanes on the controller's radar screen change as pilots respond so that controllers get an extra visual cue in case a pilot doesn't see a message. Secure computers verify identity of the aircraft and make sure the links stay active.

"It's not rocket science, but it has to be done right," Mr. Koslow said. Like many projects in air-travel modernization, there's a chicken-and-egg question: Should airlines spend money on equipment before air-traffic control agencies prove they can work with it, or should air-traffic control service providers spend first and then wait for airlines to catch up? In many projects, one side or the other has backed out or balked.

Nav Canada decided to push ahead with the technology years ago in part because it handles so many airplanes coming off the oceans from Asia and Europe that it knew would be equipped with data-link capabilities. The company thought if airlines saw the benefits in action, they would get planes equipped faster.

"To us, it's better to just do it rather than planning 10 years ahead and telling everybody what they need to do," Mr. Koslow said.

FLIGHT ATTENDANT UNION'S ENDURING EFFORTS FOR SAFETY AND HEALTH PROTECTIONS in THE CABIN BECOME REALITY



AFA Commends OSHA, FAA for Finalizing Cabin Workplace Safety and Health Policy.

Washington, DC – The Association of Flight Attendants-CWA (AFA) today hailed the release of Occupational Safety and Health protections for Flight Attendants working on commercial aircraft. Following AFA's tireless advocacy to improve safety and health standards for Flight Attendants in the workplace, the Federal Aviation Administration (FAA) and the Occupational Safety and Health Administration (OSHA) finalized a policy statement that corrects a nearly four-decade old exclusion of OSHA in the passenger cabin.

"AFA looks forward to continuing our work with the FAA and OSHA to protect the safety and health of our nation's Flight Attendants, whose duties in the cabins of commercial aircraft subject them to potential workplace hazards, including noise, bloodborne pathogens, and toxic chemicals. AFA welcomes the opportunity, as the voice for Flight Attendants, to ensure full implementation of these critical protections," said Veda Shook, AFA International President. "AFA Flight Attendants have been forceful advocates for OSHA protections. We appreciate the efforts of FAA and OSHA to bring workplace safety and health standards into the cabin. This change will improve the working conditions of tens of thousands of Flight Attendants while benefiting the millions of passengers who travel on commercial flights every day."

In 1975, the FAA issued a notice claiming exclusive jurisdiction over workplace safety and health for all crewmembers, preventing OSHA from protecting Flight Attendants while working on board commercial flights. Since then, AFA has pursued multiple legal and regulatory solutions to extend OSHA safety and health protections to airline workers. Today's final policy statement resulted from years of aggressive AFA advocacy for inclusion of Flight Attendant safety and health protections, a memorandum of understanding signed between the FAA and OSHA during the Clinton administration, and follow through by the Obama administration. This final policy statement was issued after the FAA and OSHA thoroughly reviewed comments submitted by AFA, individual AFA members, and various industry stakeholders.

Moving forward, AFA will continue to work with the FAA, OSHA, and key aviation industry stakeholders to ensure that Flight Attendants are provided sufficient information to understand their rights to safe, healthy cabin workplaces, and that airlines comply with all relevant aspects of the applicable OSHA standards, including Flight Attendant training requirements.

Another SCAM followed by a deeper scam world

By John Hebbe/RUPA Member

In the last issue, I detailed a publication renewal scam. The Oregon Attorney General is currently involved. Here is another you may experience. Follow this case: Having a problem, I sought to contact XYZ corporation. Went to Google to find Contact Us for the place. "What is the contact for XYZ company?" Several responses appeared.* I picked one which provided a telephone number. I called. The man answering stated his company had been sub-contracted by XYZ to resolve technical issues. I explained mine and may have provided an email address. He said he would "check out" my computer to analyze the problem. I said nothing but was instantly amazed as he moved my cursor all around, rapidly scrolling through hundreds of files. He had total control! This stopped in less than a minute. He announced that my computer had been completely hacked by two people in Ontario, Canada along with five others all of whom were currently using my box as a robot computer for their own purposes!

Fortunately, for only \$150, he could clean up and protect my computer for as long as I owned it. I asked and he provided his name (Daniel M.) and the address where he was located (AMMY.com). Actual data.

I argued that I needed to verify him and his company. He urged instant protection and then brought up on the screen something like a form I could print and fill out and send in or call in. The email address on this form was: www.live-technician.com. This was bizarre. My final answer was that I would think about it before sending any money.

Shortly thereafter, I was writing to a friend to tell him what just happened. I was composing directly on Gmail, wanting to write and send it quickly so I could get back to work.

While composing the third paragraph, control of my computer was taken away for the second time. The hijacker completely Deleted my Draft and went on to Delete two other Drafts (concerning other matters) waiting to be finalized and sent.

I've been in the computer world since IBM trained me on 2nd generation machines in 1962 so I am not unfamiliar with this world. This was something called RDP or Remote Desktop Protocol. Legitimate companies such as Verizon and LogMeIn use this to satisfy customer needs. Neither Daniel M. nor AMMY.com are legitimate. Ask your search engine who www.AMMY.com is. See what you get but don't just go there or you will get into actual trouble. I'll skip the details about having to reload my computer to get rid of the problem. Now, issue #2; the deeper SCAM. And beyond.

"www.live-technician.com" certainly looks authentic. Again, don't actually go there . . . Check it out on Google, e.g., 'What is "www.live-technician.com"?' <Enter>

Standby to be amazed again. Colorful responses but SCAMBOOK (which appears in several answers so it must be legitimate, right?) talks about them suggesting they are all right. Now check out SCAMBOOK. Who is SCAMBOOK? Turns out, not valid at all! All of this begs the question: Just who can we trust these days? I'm not trying to share war-stories with you, I'm just trying to help you avoid getting cheated and today's cheaters are pretty slick. Turns out several people sent in the money.

To keep my PC/Windows machine clean, I use Kaspersky AV along with MalwareByte Anti-Malware. I performed regular scans and slept well at night. /s/ *John Hebbe*

*I'll avoid getting into the issue of 'redirects.'

THE SENILITY PRAYER :
Grant me the senility to forget the people
I never liked anyway,
the good fortune to run into the ones I do, and
the eyesight to tell the difference.

Experimental Aircraft Association "EAA" Founder, Paul Poberezny, Flies West



Paul Howard Poberezny (91) (September 14, 1921 – August 22, 2013) was an American aviator and aircraft designer. Paul started the EAA out of his Hales Corners, Wisconsin home in 1953. He served as the president of the Experimental Aircraft Association from 1953 and retired in 1989, remaining as Chairman of the organization until 2009. In 1999, he was inducted into the National Aviation Hall of Fame. As of 2013, the organization had approximately 180,000 members in more than 100 countries. EAA's annual convention and fly-in, known as EAA AirVenture Oshkosh in Oshkosh, Wisconsin. Participants refer to the event simply as “Oshkosh,” and it attracts a total attendance in excess of 500,000 people annually. He founded the Experimental Aircraft Association (EAA) in 1953, and spent the greater part of his life promoting homebuilt aircraft. The association now operates a museum in Oshkosh with more than 200 planes in its collection and a recreation of a 1930s airport.

Paul grew up poor in Milwaukee. He became fascinated by flight as a boy, but he did not fly in a plane himself until one of his schoolteachers gave him a damaged Waco Primary Glider which he restored to working condition. At 15 he figured out how to lift it into flight by towing it from the back of a car. Paul flew solo across the country, in 1939 at age 17. He served as a flight instructor in the Army during World War II. In the early 1950s, after returning to his native Wisconsin and eventually joining the Wisconsin Air National Guard — he flew a C-47s during the Korean War. Paul joined an informal group of do-it-yourself airplane builders and tinkerers, and in 1953 they formed the association, at first using his basement in a Milwaukee suburb as its headquarters.

He preferred to build and fly planes himself, and he often said that one benefit of making forced landings in unexpected places was meeting new people.

The association had its first annual fly-ins at Rockford, IL and eventually moved to Oshkosh, when the event outgrew Rockford. When the first fly-in was held, in September 1953, 22 aircraft arrived.

The association developed a lobbying arm that works with Congress and the Federal Aviation Administration to shape regulations involving experimental and small planes.

“At the present the same regulations that applied to the experimental work on the Boeing 707 jet apply to us,” Mr. Poberezny told The New York Times in 1959. “But regulations that apply to an elephant shouldn’t apply to a mouse.”

Shipping luggage may be cheaper than airline baggage fees



LONDON, England - Passengers could save -hundreds of pounds by using private couriers to ship their luggage to their destination rather than paying baggage charges on budget airlines such as Ryanair, a consumer watchdog has claimed.

An investigation by Which? revealed the increasingly high costs of taking luggage in the hold could be cut by sending bags in advance rather than -paying out to transport them on the plane. The report found passengers travelling on a flight to Rome from the UK could save £12 by sending their bags ahead with a courier firm, rather than forking out £35 for transporting bags to and from their destination with carrier Ryanair. The airline, run by outspoken chief executive Michael O’Leary, was found to be the most expensive of the six low-cost airlines surveyed. And if holidaymakers take sports

equipment such as golf clubs, the savings of using a courier are even greater, the report found – often amounting to hundreds of pounds.

Four of the five luggage couriers surveyed beat the price charged for a 30kg (66lb) golf bag if a traveler was to fly with Jet2, Monarch, Ryanair or Thomson Airways from south-west London to Malaga.

The cheapest courier compared with a Ryanair flight quoted £360 less to ship a golf bag – just under £140 to send a 30kg golf bag from London to Malaga and back with courier FetchMy, against £500 to put the bag in

the hold on a Ryanair flight and £336 for a FlyBe flight. “It’s surprising that it can work out hundreds of pounds cheaper to get sports gear chauffeured to your destination rather than putting it in the hold,” said a Which? spokesman. But he warned that sending luggage by courier can take much longer than checking it in at the airport.

“The downside of using a courier company is that you need to be more organized, as the standard delivery is likely to take a minimum of three working days to be there on arrival,” he said. “You’ll also have to check your hotel is happy to receive it.”

The high price charged for the golf bag by airlines was, in most cases, due to excess baggage fees. However, not all airlines charged more than couriers to ship sports gear. If a passenger were to fly with EasyJet, a 20kg bag costs just £16 each way and a bag of golf clubs an extra £27 – over £40 less than the cheapest courier at £69.38.

However, postal couriers such as MyParcelDelivery are also cheaper than the vast majority of budget airlines for excess baggage, charging just under £30 each way for a 30kg golf bag.

“I think if people are planning to take something away with them which is particularly bulky, then it may be worth looking at other options, including couriers,” said Gillian Edwards, spokeswoman for travel association Abta. “We advise passengers to check the weight allowance for hold and hand baggage as they change and it can be very expensive to pay for extra at check-in.”

HOW OLD IS TOO OLD? HOPES FOR LONG LIFE HAVE UPPER LIMIT

By Lauran Neergaard/Associated Press



Ninety birthdays maybe, but not 120: Americans hope to stretch out life expectancy another decade or so, but they're ambivalent, even skeptical, about a fountain of youth.

A new poll by the Pew Research Center explores attitudes about a scientific quest: Creating treatments that one day might slow the aging process and let people live decades longer than is normal today. Scientists already can extend the life span of certain laboratory animals - mice, worms, flies - with various techniques. They've also tried with monkeys, although the evidence in that species is mixed. But with the field growing, Pew took the public's pulse and found most Americans wouldn't want a treatment that would let them live to 120. Fifty-six percent said no

thanks - although two-thirds expect most other people would want to try such a step, said the report issued Tuesday. Few expect such a radical idea to become reality, at least by 2050, although most of those surveyed expect other medical advances that could more gradually extend life expectancy, such as better cancer care. When asked about living to 120 or beyond, the survey found 51 percent of people said that would be bad for society. They worried about a strain on natural resources, and that such treatments probably would be available only to the rich rather than to everyone.

What is the ideal life span? To most Americans, it's between 79 and 100; the median answer was 90 years, Pew reported. In the U.S., a child born today can expect to live 78.7 years. Women's life expectancy is longer, 81 years, than men's, 76.2. With a rapidly graying population that is bringing concern about the growth of Alzheimer's disease and an overburdened Medicare system, caution about the idea of one day living even longer may not be surprising.

The Pew Research Center's Religion & Public Life Project survey was conducted from March 21 to April 8, 2013. The nationally representative survey involved interviews, conducted on cell phones and landlines, with 2,012 adults. It has a margin of error of plus or minus 2.9 percentage points.

**Dear paranoid people who
check behind their shower
curtains for murderers, if you
do find one, what's your plan?**

SCIENCE BONES UP ON OSTEOPOROSIS TREATMENTS

By Ken Janton/Atlanta Journal-Constitution



Ways to mitigate or even prevent the disease are here or under development. The older we get, the greater our risk of developing osteoporosis becomes. The fragile bone disease affects about 9 million Americans, and experts from the National Osteoporosis Foundation predict that it will be responsible for approximately 3 million fractures by 2025. The good news is that there are several innovative options aimed at improving the effects of osteoporosis, and one treatment that may someday prevent the disease.

Assessing the risks: After watching his grandmother struggle for years with osteoporosis, Dr. Christopher Recknor decided to dedicate his career to the disease. As medical director of the United Osteoporosis Centers in Gainesville, GA, he has tracked patients' fractures since 2007 and, combining that information with other data, created the Integrated Outcomes Network, or ION, a computer software program that assesses each patient's risk of fracture. "There are lots of seniors who are trying to be very functional and active," said Dr. Recknor. "The issue for the physician is to establish whether or not the patient is safe in being functional and active. We've shown that we can measure safety and predict fracture based upon that." Since launching ION three years ago, Recknor said the refracture rate under his care has dropped from 14 percent to 3 percent, well below the national average.

Cryotherapy: Cold therapy has gained popularity in recent years as a treatment to reduce the pain of athletes' sore muscles, among other uses. According to Lauren Polivka, a licensed physical therapist and wellness coach at Icebox Cryotherapy Center, it's helpful to osteoporosis patients, too. "Pain for most osteoporosis patients is due to compression in the joints, lack of mobility and the inflammation that has resulted," she said. "Cryotherapy is a safe, short, effective treatment that will affect the entire system." The treatment involves applying nitrogen gas to the client's skin for 30 seconds or less, which dramatically reduces the body temperature for a few minutes. The theory is that the skin reacts by sending messages to the brain, which stimulates the regulatory functions of the body. "Osteoporosis generally doesn't cause discomfort in just one area," said Polivka, "so with the Cryotherapy being systemic, it's teaching the body how to combat pain and inflammation. The body goes into a healing state with the constant blood flow to the muscles, ligaments and tendons, and that is what is so beneficial with osteoporosis pain management."

Nanotechnology: There are plenty of medications on the market that treat osteoporosis, such as Fosamax and Miacalcin. Dr. M. Neale Weitzmann and Dr. George R. Beck, associate professors in Atlanta's Emory University Department of Medicine, hope that in 10 years or so, they will have developed a nanotechnology treatment that changes the way the disease is treated and could possibly prevent it entirely. It is in the patent stage now, and is still being tested on lab mice. "The hope is that this drug development could be useful in multiple forms of osteoporosis," said Weitzmann. "It could aid post-menopausal osteoporosis with women, age-related osteoporosis with men - it could even help with rarer causes of osteoporosis, like HIV and sickle cell disease in children." This promising drug works on the molecular level by reducing bone breakdown and promoting bone formation. Most drugs, said Weitzmann, focus only on bone reabsorption. "If everything goes as we plan, we could provide preventative measures, rather than just treatment after the fact," said Weitzmann. "The standard of care for osteoporosis could change completely."

Rotator Cuff Tears Are All Too Common

By Dr. Moshe Lewis/San Francisco Chronicle



The life of a professional athlete inspires images of success, money and ease that most of us can only dream of. But professional sports require grueling workout schedules, practice sessions and intense game-day routines. An athlete's body endures a constant beating in training, and it's far too easy to cross the line from helpful stress into repetitive stress injuries. Likewise, the weekend warrior and anyone doing physical labor is at risk for these same types of injuries, especially in the shoulder and upper extremities, and especially when improper lifting technique is used. One of the most common shoulder injuries is the rotator cuff tear.

The rotator cuff is the soft tissue in the "socket" of the shoulder's ball-and-socket joint, which is the joint that

gives shoulders a range of motion that is greater than anywhere else in the body. The rotator cuff is composed of four muscle groups. The rotator cuff is protected by a lubricating sac, known as the bursa. The bursa shields the cuff from the bone on top of the shoulder and allows the rotator cuff tendons to glide freely with arm movement. When the tendons are injured, this bursa can become inflamed and painful, which limits arm activity. Pitchers are especially prone to rotator cuff injuries caused by repetitive overhead activities and trauma. Rotator cuff injuries have symptoms similar to other soft-tissue injuries: shoulder pain, weakness and loss of range of motion and activity. If you have a rotator cuff injury, your shoulder pain might exacerbate during the night, while you are otherwise at rest. You might also feel crackling sensations when you move your shoulder.

The good news is that a rotator cuff can be quite resilient. More than 50 percent of rotator cuff injuries can be treated using nonsurgical orthopedic treatments, though this naturally depends on the size and duration of the tear. Conservative treatment usually includes rest, activity modification, physical therapy and the use of anti-inflammatory medication such as ibuprofen and naproxen. If the inflammation and pain continue, the next step might be a cortisone steroid injection. If there are continued symptoms beyond six months, then surgical consultation may be needed to aid full tendon healing.

Here are tips to help prevent shoulder injury:

Stretch your shoulder dynamically before performing intensive workouts.

Rest your shoulder regularly during practice and sports games.

Apply an ice pack if you experience shoulder pain.

Consider taking an anti-inflammatory pill to prevent swelling.

Whether you are a professional ballplayer or do work that involves repetitive heavy lifting, know your body's limits and how to manage injuries properly. Do not hesitate to see a physician if your arm becomes weak or has loss of range of motion beyond 24 hours.

HOW OLD IS TOO OLD? HOPES FOR LONG LIFE HAVE UPPER LIMIT

By Lauran Neergaard/Associated Press



Ninety birthdays maybe, but not 120: Americans hope to stretch out life expectancy another decade or so, but they're ambivalent, even skeptical, about a fountain of youth.

A new poll by the Pew Research Center explores attitudes about a scientific quest: Creating treatments that one day might slow the aging process and let people live decades longer than is normal today. Scientists already can extend the life span of certain laboratory animals - mice, worms, flies - with various techniques. They've also tried with monkeys, although the evidence in that species is mixed. But with the field growing, Pew took the public's pulse and found most Americans wouldn't want a treatment that would let them live to 120. Fifty-six percent said no thanks - although two-thirds expect most other people would want to try such a step, said the report issued Tuesday. Few expect such a radical idea to become reality, at least by 2050, although most of those surveyed expect other medical advances that could more gradually extend life expectancy, such as better cancer care. When asked about living to 120 or beyond, the survey found 51 percent of people said that would be bad for society. They worried about a strain on natural resources, and that such treatments probably would be available only to the rich rather than to everyone.

What is the ideal life span? To most Americans, it's between 79 and 100; the median answer was 90 years, Pew reported. In the U.S., a child born today can expect to live 78.7 years. Women's life expectancy is longer, 81 years, than men's, 76.2. With a rapidly graying population that is bringing concern about the growth of Alzheimer's disease and an overburdened Medicare system, caution about the idea of one day living even longer may not be surprising.

The Pew Research Center's Religion & Public Life Project survey was conducted from March 21 to April 8, 2013. The nationally representative survey involved interviews, conducted on cell phones and landlines, with 2,012 adults. It has a margin of error of plus or minus 2.9 percentage points.

SCIENTISTS FIND CLUE TO AGE-RELATED MEMORY LOSS

By Luran Neergaard/Associated Press



Condition is not the same as pre-Alzheimer's. Scientists have found a compelling clue in the quest to learn what causes age-related memory problems, and to one day be able to tell if those misplaced car keys are just a senior moment or an early warning of something worse.

The report offers evidence that age-related memory loss really is a distinct condition from pre-Alzheimer's - and offers a hint that what we now consider the normal forgetfulness of old age might eventually be treatable.

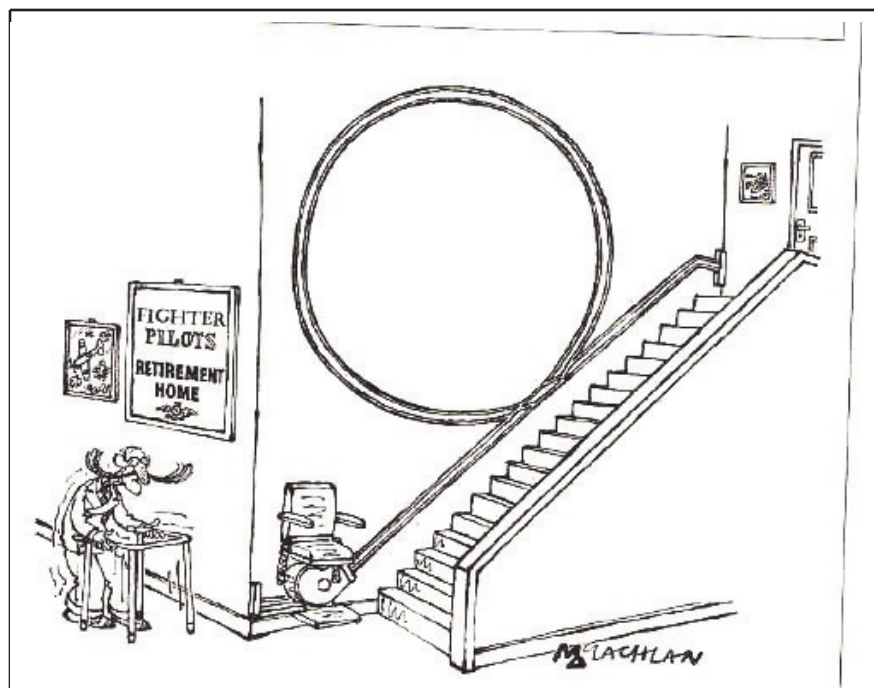
Researchers at Columbia University Medical Center examined brains, young and old ones, donated from people who died without signs of neurological disease. They discovered that a certain gene in a specific part of the hippocampus, the brain's memory center, quits working properly in older people. It produces less of a key protein. That section of the brain, called the dentate gyrus, has long been suspected of being especially vulnerable to aging. Importantly, it's a different neural neighborhood than where Alzheimer's begins to form.

But it's circumstantial evidence that having less of that protein, named RbAp48, affects memory loss in older adults. So the researchers took a closer look at mice, which become forgetful as they age in much the same way that people do. Sure enough, cutting levels of the protein made healthy young rodents lose their way in mazes and perform worse on other memory tasks just like old mice naturally do.

More intriguing, the memory loss was reversible: Boosting the protein made old mice as sharp as the youngsters again, the researchers reported in the journal *Science Translational Medicine*. "It's the best evidence so far" that age-related memory loss isn't the same as early Alzheimer's, said Nobel laureate Dr. Eric Kandel, who led the Columbia University team. And since some people make it to 100 without showing much of a cognitive slowdown, the work begs another question: "Is that normal aging, or is it a deterioration that we're allowing to occur?" Kandel said.

"As we want to live longer and stay engaged in a cognitively complex world, I think even mild age-related memory decline is meaningful," said Columbia neurologist Dr. Scott Small, a senior author of the study. "It opens up a whole avenue of investigation to now try to identify interventions." This is early-stage research that will require years of additional work to confirm, said Dr. Molly Wagster of the National Institute on Aging, who wasn't involved with the report. But Wagster said the findings add to a growing body of evidence suggesting "that we're not all on the road to Alzheimer's disease" after we pass a certain age. For example, other researchers have found that connections between neurons in other parts of the brain weaken with normal aging, making it harder but not impossible to retrieve memories. In contrast, Alzheimer's kills neurons.

How does this research fit? Many pathways make up a smoothly functioning memory, and that protein plays a role in turning a short-term memory - like where you left those car keys - into a longer-term one, Kandel said.



LETTERS

WALLY AMLING--Kailua Kona, HI

I moved to Kailua Kona in January, but kept my house in Encinitas and commute back and forth. I enjoy the warmer weather and particularly the warmer water here.

I just renewed my flight physical and two year check ride, so I can still fly Cessna 172s and 152s.

Please call me whenever my friends show up in Kailua Kona, Hawaii.

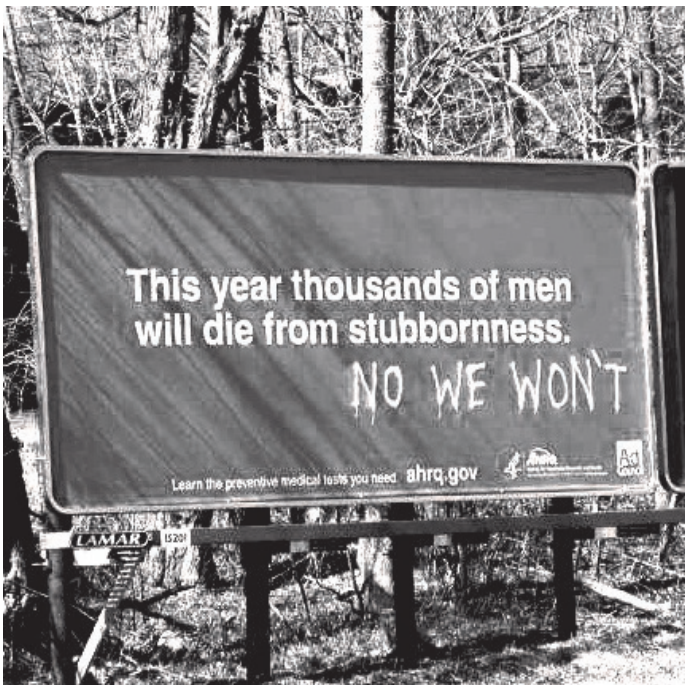
Thanks for all your efforts in putting out the *RUPANEWS*. *Wally*

DARREL ANKENY--Rogers, AR

All is well in the Ozark Mountains of Northwest Arkansas. Twelve years since the last shutdown checklist was read.

It's great to see letters from guys I've flown with over the years. After the first 15 or so years of stagnation in promotions during the '70s, I took the first upgrade bid I could hold from then on so I flew reserve a lot. As a result I recognize names from all over the system.

My wife, Trish, and I moved here from the Denver area eight years ago to take care of family matters. With that responsibility gone we're on our way back to colorful Colorado. Who moves voluntarily at our age? I guess we do and I ought to have my



head examined. Being a thrifty (read cheap) retired Pilot I decided I could pack the contents of our not-so-small house and then hire someone to move our belongings into storage while our down-sized Colorado home was being completed. It took about a month for my back to recover.

Health wise we're doing OK. I have been treated for Myelodysplastic Syndrome (MDS) for a number of years, and so far so good with bi-weekly self injections of a medicine named Pro-Crit. The blood disease is caused by bone marrow not producing enough normal red blood cells resulting in low readings in all things having to do with blood count, like low red and white cell count and low hemoglobin. One gets tired easily and stamina is affected (good excuse to have someone else to mow the lawn).

Saw some great sights on a 7,500 mile road trip last year in the western U.S. Yosemite National Park, Air Museums at both Merced, CA and Seattle, WA, Alcatraz, The Redwoods of Northern CA, Chihuly glass display and production in Tacoma, WA, The Olympic Peninsula in WA, Lake Coeur D Alene, ID, Yellowstone, Jackson Hole, WY and many other places we've all seen from 35,000 ft, but until now I at least hadn't taken the time to visit. What beauty we have in this land. Oh and by the way, since we were so close on Interstate 5 in Oregon we simply had to drive down Main Street in the town of Cottage Grove.....the Street where the parade scene from Animal House was filmed.

Thanks RUPA Officers and staff and thanks to all who take the time to write letters each year.

Darrel

DICK & LAURIE ANDERSON--Seattle, WA

Here we go again.....time for the annual dues and update. First, I want to thank Cleve for the great job he does as Editor of the *RUPANEWS*. And also thanks to the officers and directors for the great job of keeping RUPA operating. Both Laurie and I enjoy the *RUPANEWS* very much.

It's been another somewhat quiet year for Laurie and me; after selling our Maui home last year it took quite a while to store, give away, sell and bring stuff to Seattle. We still have our original partnership condo at Wailea Ekahi for two months a year so can still get to Maui.

We did get to take a couple of cruises; came back from Maui on the Celebrity "Solstice" last April.

They were nice enough to upgrade us to a "Royal Suite." A nice way to travel (spoiled!). Then we took a trip to Alaska on the same ship, but "only" in a Sky Suite (that's a regular balcony stateroom on the top deck). This trip was with 26 of our neighbors here at Horizon House - our retirement home.

Health wise we are still upright.....me with a cane and Laurie busy on numerous Horizon House committees.

Aloha, *Dick & Laurie*

MRS. LOIS BENEDICT--Glen Ellyn, IL
Greetings, It's Lois, wife of retired, deceased Captain Ross Benedict. He would be 89 on October 27th.

I'm doing okay, pretty good health, did have two breaks in my left wrist this summer while tugging the 100 foot hose across the lawn. I have to run out and mow our lawn, big corner lot, before our daughter, Cecelia, calls and says when headed over. Of course, she edges and blows clean the sidewalk and all that good stuff, which I don't do. Recently, my son-in-law, Daryl, mows with his riding mower and she does all the cleanup.

I'm still doing volunteer work here, there and everywhere. However, I am no longer helping at Marian Joy Rehab Hospital or Pads, which I did for 20 years; age 62-82, the first Sunday of each month. I took wheelchair patients for the two church services. Then at noon I opened the Gift Shop and was there until 5:30, total of eight hours at that job. The next day, I helped in Dietary Dept. In 2006, I was named Volunteer of the Year, and have my name along with other yearly honored volunteers on a plaque outside the Gift Shop door. I would leave Marian Joy to be at "Pads" shelter for the homeless, by 6:00pm to prepare and serve meals. I always took a hot dish, which Ross put in the oven for me and it was always ready for me. Sooo the first Sunday of each month I volunteered 12 hours.

I have volunteered all my life all over. When I'm doing the cancer collection, I don't mail the info to my two blocks of neighbors; I walk it, because if they have to look you in the eye, they're more likely to donate.

Before Marian Joy and Pads, I was driving to my home town, 2 ^{1/2} hours away for three days every other weekend for 3 ^{1/2} years to help my sister, Pat

(a nurse), take care of her husband at home. Fred had Lou Gehrig's Disease. I watched him go from the cane to the walker, to the wheelchair, to the lift to get him in and out of bed to the wheelchair, to completely paralyzed to never leave the bed. One time when Dr. Pendergast was visiting, Fred told him to come closer and he whispered, "you know Dr, when Pat isn't around I get up and dance." He and Pat were beautiful ballroom dancers. Pat has recently passed on and I hope they're up there dancing up a storm.

Thanks to all who work soooo hard to get this magazine to us. Sincerely, *Lois*

BOB BENZIES--Monterey, CA

Numbers wise it looks like on October 14, I will be 72 and have spent almost 35 years all based in SFO, and now "out the door" for the last 12 years. Like everyone else, it sure seems like it was only yesterday. And - like everyone else - it is the people that I miss the most.

Luckily, I have spent the last 39 of those years married to Cindy - my best friend and ever constant companion. We initially retired to Avila Beach, CA (San Luis Obispo area) and recently, November 2012, relocated to Monterey, CA.

A little over a year ago I managed to break my back (fractured a couple of lower vertebrae) apparently I thought I was still in my late 20's and lifted and carried equipment from our garage that I shouldn't have. Three months later (only 77 days) but who was counting, I was free of the upper body support brace!

Yes, we all know whose constant companion advised him not to do that. We are both now finally back to our road biking and again pedaling 30+ mile rides on a weekly basis and some shorter rides thrown in just because it's a beautiful day.

Note: The Monterey area is a fantastic place to ride along the coast.

At last, we are almost fully settled into our new location and looking forward to again traveling the quasi-friendly skies. We hope to see some of you out there.

Great thanks to Cleve and his constant companion, Rose, for helping us all to keep in touch with each other.

Bob & Cindy BobBenzies@comcast.net

JIM BURRILL--Wooster, OH

Like so many of us, it is hard to believe how quickly time passes. I understand United is retiring the B 757, my favorite after the B 727. For heaven's sake, the 757 has only been on the property for a measly 22 years! Capt. Bo Humphrey's B 52's are still flying after how long?

A lot of water has passed under the bridge since 1995. Just goes to show that we have to treat each new day as a gift.

It is so enjoyable reading the letters from the gentlemen I have flown with over the years. I wish you all continued good health for years to come.

Monica and I have enjoyed travel online and off line this past year and as far away as Germany, where we enjoyed a river cruise on the Danube.

A very interesting side tour included the Documentation Center, which outlines in pictures and video the rise and fall of Hitler. The similarities to the present times are scary. The center is located on the former Nazi Party Rally Grounds in Nuremberg. We plan on visiting Yellowstone and parks to the north during September, assuming our vacation pass luck continues to work for us.

Our thanks to all who work to produce this great magazine.

Cheers, *Jim*, EWR, LAX, CLE, LAX, ORD



JAY CASTEE--Challis ID

My hat off to all the people who have kept *RUPANEWS* going. I read in the magazine about all the fun and the traveling the new retirees are enjoying.

I have been retired 33years, so that makes me 93 years old, Not many of my group still around. My children came here to celebrate my birthday with me, my wife Maryvonne, and friends from Challis.

Here in July and August we have had a big forest fire 10 miles west of Challis. They stopped it in time. Helicopters refueling at Challis airport have been over our house many times, two light ones, two Sikorsky's and a DC 10. The firefighters camp and center was down in the valley below our house. They have gone now to Sun Valley where a new big fire just started.

All my best to my Colleagues, *Jay*

BUD COCHRAN--Amarillo TX

I delayed joining RUPA, a huge mistake I corrected a few years back.

Thanks to all who participate in the publication and organization. Very valuable, *Bud*

JAN CONOVER--Toms River, NJ

Took an S/A trip EWR-CLE on the morning after Easter Sunday, not realizing that it was UAL/CAL switchover day. Finally got on the last ride out, leaving about 1800hrs. Went out to look at a beautiful Ercoupe aircraft being sold in Lorain County. I arrived about 2100 and was picked up by the seller and taken to local motel.

In the morning we went to see the airplane and it was beautiful. I told the owner that I was interested and would be in touch later. He and his wife gave me a ride back to CLE /Hopkins and I made a great connection back to EWR. Everything worked great on this ride even though it was the first day of the merger.

My next adventure was a ride in a P-51D on Aug 31,2012. It was giving rides out of Monmouth Executive Airport for a small donation and It was on my "Bucket List". What a great ride, did a couple of rolls and a little inverted out over the beautiful Sea Girt beach area. By the way, it was a Collings Foundation P51D 2 seater and the donations go to keeping old airplanes flying, so a very happy occasion for me.

Now we come to September, a month in which I was tortured by the shingles disease for three weeks. I thought this was bad, but there was worse to come!

October ,29 came tropical storm "SANDY," well it flooded up over the mailboxes to the door handles of all three vehicles, the RV trailer, the hot tub the sea-doo. The house had 2ft. of water, the garage 4ft. All utilities, except for water were lost.

It was 24hrs+ before the water went down and then we had to remove everything from the house 1st floor and the garage. Everything had been ruined by salt water and had to be removed and dumped, including all underfloor ducting insulation, all sheetrock cut out to 4ft high etc. What a job and thank goodness we had Flood insurance, which did eventually pay for most of the expense.

Now we come to Dec.11, 2012. I'm feeling lousy and take blood test requested by heart Dr., which shows severe anemia. I receive 2units blood cells and have endoscopy, which shows negative for bleeding. I then prep for and have colonoscopy, which shows bleeding in colon. It is decided that I will have a re-section of the colon on Jan.11, 2013.

On New Year's Eve, Patty and I went to the local Elks Club with friends to celebrate and I won the 50/50! (First time that ever happened) On Jan 11, 2013, I was operated on for colon cancer removal and resection. I came home on the Jan. 15th. Then I had to go back for breathing problems on the 22nd. My wife says it's because I didn't do my breathing exercises-- I say it's because the sheetrock dust in the house made me cough--and--BOY, WASN'T THAT FUN.

Anyhow, I'm out now and feeling a lot better. When my Surgeon told me there was no need for Radiation, or Chemo, and that all 16 lymph nodes were negative, I got tears in my eyes. I AM A VERY LUCKY GUY!!!

I'm back doing a little work on an ERCOUBE that I



bought (not the CLE airplane) and hoping to get airborne again.

I did not mean to mention this at the end of this ramble, but we lost A GREAT Pilot and FRIEND on July 2, 2013 with the passing of Bob Davison. Bob had come over in 1986 from PAN AM and Truly loved UAL and her people until the bitter end. He always said that he admired how we stuck together in 1985. I will miss him.

Check in snail box for another couple of years, and thank all of you for keeping this great operation going. Many thanks to all who called and supported us.

Jan B. & Patty, JFK 747-767-727

CHARLES COREY--Evergreen, CO

Cleve, in my 24 years since retirement this is a first- dues sent in before letter delayed by medical events.

An ER visit put me in the Hospital with a pulmonary embolism and Atrial Fibrillation. Later was diagnosed with Mantle cell lymphoma, stage 3, which is treatable using chemotherapy. So, flight west may be delayed for several years if all goes well.

In case anyone still remembers me, I have a slot on caring bridge. Address is www.caringbridge.org/visit/charlescorey

My better half, Emily, and my three sons, as well as my daughter-in-law, Carol, have been great caregivers. Emily had cataract surgery on both eyes this past winter and reads and drives without glasses, which is a blessing for her and me.

As always, thanks for all you people do to keep RUPA strong.

Chuck, DEN, ORD, SFO, LAX

Retired off the rope start.

BARRY DAVIDSON--Lincolnshire, IL

We're still upright and mobile. Spend the volunteer hours mostly with the church, hospital, and museum.

Our travel is mostly to and with family on the road with our dog.

Many thanks to RUPA volunteers - great work and Magazine. **Barry**, '66-'99

DON DIEDRICK--Kailua Kona, HI
Greetings/Aloha. In Spring we sold our home in Carol Stream IL despite the sluggish real estate market, having done the necessary preparations, we fortunately settled on price within a few days.

We're currently renting in Kailua-Kona, Hawaii. We plan to build on our lot we bought eleven years ago. While busy with home plans, we enjoy the constant weather pattern that prevails, and appreciate the opportunity to live amid such tropical beauty.

Our second cruise, this one to the South Pacific and arranged over a year ago, will be in October, quite appropriate to the history of Hawaii.

Jen is still semi-retired, but plans at least a part time job here to facilitate finances.

Regular Air Line Pilot magazines and RUPA monthly email updates provide continuing contact with flying and those I worked with. The tireless efforts of RUPA volunteers is appreciated by all of us.

We are always thankful for health and family, and the great opportunity to have enjoyed a fine career. May God continue to bless us all.

Kind regards, *Don*, UAL-ORD retired 2002

Dennis the Menace Hank Ketcham



"HOW WILL I KNOW IF THIS IS ONE OF THE GOOD OL' DAYS, GRAMPA?"

BOB DORSEY--Readfield, ME

Another great summer in Maine though it was cooler and wetter than previous years. Looking back home to Pensacola, it seems that it was hotter and wetter than previous years so I guess it was a wash.

We enjoyed having friends and family join us for fun times on the lake, but will be heading south in mid October before it gets too cold here in central Maine.

Had a major life event this year with the loss of our daughter. She was home alone in San Juan, PR, fell on the tile floor and received a fatal head injury. Our family traveled to San Juan to be with her husband and our grandson for a very beautiful memorial service. *Bob*

WAYNE ERB--Lake Hopatcong, NJ

Greetings RUPA. In glancing at my August 2013 page of my wall calendar, I noticed that this year my birthday, August 12, falls on "International Youth Day!" Somehow, I feel that I can no longer claim to be one of them, unless they are willing to stretch the age limit to 79!

This year was highlighted by a "road trip" followings with Jack Kerouac or "Animal House." Take your pick! My grandson and I "hit the road" with my granddaughter asking "is this a guy thing?" For a month we "Toyota Tundraed" across this beautiful US of A from California to the shores of North Carolina and New Jersey. SFO, Pt. Reyes, Yosemite, Big Sur, Grand Canyon, Santa Fe, the Texas Pan Handle, Kentucky Blue Grass, "Tobacco Road" (West VA) Past "Charlie West and Frank Lloyd Wright's Falling water."

It's great to now travel "up close and personal" and leave the 41,000' stuff in myu past life behind. Nothing like a great journey to add to life's other journey.

My very best to all my fellow airman and "Band of Brothers. Tally Ho & God speed, *Wayne*

DOLORES "Frankie" FRANK--San Mateo, CA
Thanks to Jim Morehead, I now receive the informative "RUPANEWS" Journal. Articles are great, but I totally enjoy reading about pilots from my former bases.

I Started with United December '61, based in ORDMD, "hi to Buck Hubert." In '65 I transferred

to SEAMD--remember so many names, and happy to read of their activities. In '77 opened CLEMD, if it were easier to fly, I would attend a meeting just to say "hi." In '88 after closing CLEMD, was transferred to SFOMD, retiring when they closed the Medical Dept. in 2007.

I so miss my "fun" job--still love to travel (just returned from a 2 week "Baltic Heritage' cruise). Had my left shoulder replaced Feb 2013, doing OK so far.

Again Jim--thanks, really look forward to the first of the month!!! "*Frankie*" retired RN

MRS. DOROTHY GATED--Pleasantville, NY
Greetings: My first flying experience on UAL since Bill's passing 15 years ago. Four teenage grandchildren and parents left EWR to HNL on August 19th for a vacation before the start of school. My family insisted I fly first class. At age 82, my sleeper seat was comfortable, but expensive. I didn't want to be left at the gate!

My family was all in coach. It was a Continental crew both ways, and although they were cordial, I didn't feel the friendliness of UAL. We stayed at the Aulani, a Disney Resort and Spa, north of Honolulu and the airport. Lots to do with great water sports on the North Shore and the usual tourist things like Pearl Harbor. Always a lively time with grandkids. It was a good trip and I'm glad I went.

My best to all, thanks for a great publication, my only contact with UAL these days. *Dorothy*

RANDY & JEAN GRANT--Desoto, IL
Thanks to all who put the *RUPANEWS* together.

Lots of stories out there about how we pilots tip or in some cases don't. Here is my take on pilot tipping learned at an early age.

Question for you old timers out there, and I hope there are many. If you were in the Marine Corps or Navy flight training in Pensacola in 1954-55-56 and happened to live in Elinor Village out on Mobile Highway I was your paper boy.

You may remember the Pensacola News Journal was published in the morning and afternoon 6 days a week and once on Sunday. I delivered your paper before and after school on the only bicycle I ever owned, pedaling about 52 miles a week.

The point of all this is, in those days each carrier got

a "bill" with his Friday afternoon paper bundle which was payable to the News Journal by noon the next day, Saturday. After delivering the Friday afternoon paper, finishing around 1700, I would reverse my route and attempted to collect from each customer so I could pay my "bill" the next day. Any amount I collected over my "bill" was my take home pay for the week. Elinor Village was only about half my route and was almost 100% military. I learned quickly at the age of 13 that NO ONE connected to aviation whether real pilot, pilot to be, Marcad, Navcad, wife or girl friend was home on Friday night! I soon realized you were all at the beach, "O" Club, or Trader Jon's (that's another story).

So...I was the one getting you out of bed banging on your door at 0800 Saturday morning to collect. Those 13 papers you received for the week cost you .60 cents. My guess is at least half of you tipped me a quarter...which if this calculator is correct...is 41%...and that was in the mid 50's! Maybe you felt sorry for me having to come back a second time. I thought pilots tipped great...and all your wives and girl friends seemed really pretty to a 13 year old.

All is well here in DeSoto. Jean and I will be married 50 years in October...proof that someone up there does make miracles, which according to Webster is "an event or action that apparently contradicts known scientific laws."

Semper Fi, *Randy*, DEN ORD

ROBERT GRUBER--LaConner, WA

Dear Leon: This is the 92 anniversary of my birth and the 32 anniversary of my retirement. Neither marked by a great amount of awe nor reverence. Oh! well such is life.

My renewal check is enclosed. Spend what is left over frivolously. *Bob*

ROL HAMELIN--Vail, CO

Over 15 years into retirement and some aches and pains start appearing, so a new knee in Nov. Makes one glad they bailed at 55! Best decision ever!

So far it has been a fantastic ride; especially the new Ferrari 458 Spider! Ha! Can't say the same for riding in the air since the "merger." Everyone is familiar with the story, Vacation passes disappear quickly when commuting between Italy, Vail, Swe-

den and Maui.

Ingie will retire from Vail Resorts at the end of this season. In celebration of her becoming a US citizen, we did the tourist tour of our nation's capitol during abnormally lovely weather this summer. One can walk everywhere in this clean, friendly city. Also lots of culture and great restaurants. We should all be proud. Of course the politicians' infrastructure is a bit above that in the rest of the country.

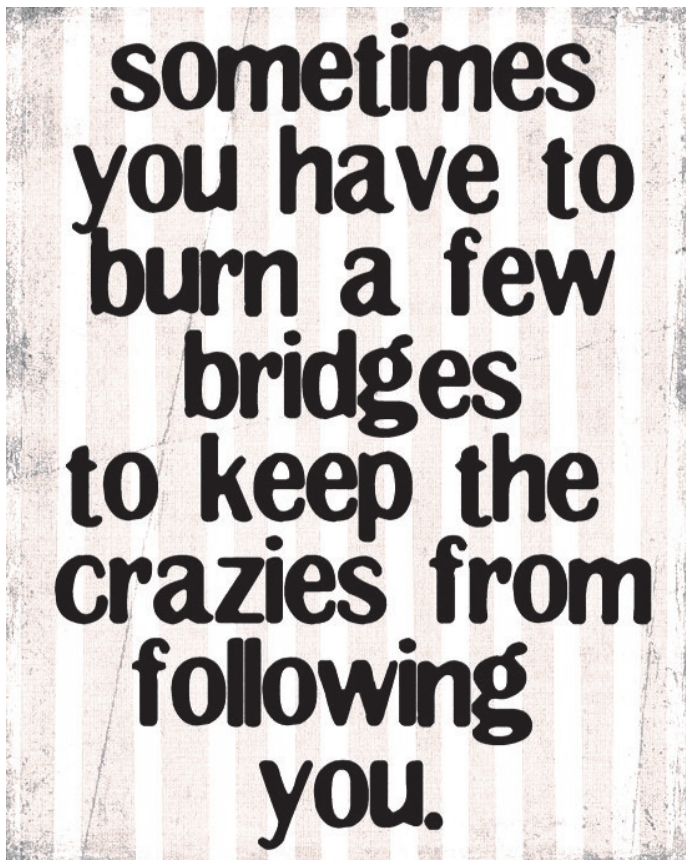
Wishing all the best of health, *RoL*

CONRAD HAMILTON--Gulf Breeze, FL
Moved to Pensacola 1999, when my youngest Daughter was 4. She left for college two weeks ago, and now it's just the cat and me, and a few houseplants I've not managed to kill yet.

Love living here. Wonderful people, great weather, lots of water all around, Pensacola is a very nice town. World class Naval Aviation Museum.

Health is good thus far. Hit the gym few days a week. Do some biking. Now my duties as Mom and Dad are at an end, I'll get to do the traveling I very much enjoy.

Belong to RUAEA here. Folks from Alabama and Florida mostly. Ground people, pilots, flight atten-



dants. A lot of fun.

I flew Co-pilot back in 70s in DC with Rick Her- rick; so, I always am seated to his right at our monthly luncheons at the Cubi Point Café located in the Naval Aviation Museum. Yes, I always take the chicken. Speaking of Rick, ALL of the people who belong to our group are wonderful people. If there is a RUAEA chapter near you I suggest you take a look at it you might be surprised.

Until next time, *Conrad*

H. DAVID HARRIS--Crystal Lake,IL

My 10th year of retirement. Seemed so far off at 60 now at 70 still going strong and planning for 80.

For the last 10 years we have traveled around in our RV and just agreed to sell it last week. In case you are wondering a motor home is NOT a good financial investment, it is just for fun. Really enjoyed the freedom and experiences the motor home provided us. Now on to travel that requires less work.

Next year Kathy and I will celebrate our 50th wedding anniversary. Tentative plans are to fly all the family out to the Ritz-Carlton Dove Mountain Resort in Tucson, AZ for the celebration. If any of you out there have an opinion or experience to share regarding that resort or one like it send me an e-mail at davharr1@aol.com or give me a call.

Enjoy our Wednesday morning retired United Pilot breakfasts here in Crystal Lake, following our son-in-law on the Indy Car racing circuit and fulfilling my duties and challenges as a board member at the Osthoff Resort in Elkhart Lake, Wisconsin. I give a day a month to the local food pantry. It is a rewarding experience worthwhile doing. Kath and I spend time with grandkids and friends and like all of you that keeps any free time that might occur in the schedule fully packed. Still one of the hardest questions to answer as a retiree is "What have you been up too". Answer: I don't know but we sure as hell have been busy. I did drive in the SCCA 50th anniversary formula Vee race in Savannah, GA last April. I was so exhausted could hardly get out of the car after the race. But it was fun!

Check is in the mail. Thanks for keeping the *RUPANEWS* alive and printing.

Stay Healthy, Fly Safe. *Dave* ORD-DTW-ORD

WARREN HEPLER--Davie, FL

We are not Snow Birds anymore, as we now live

permanently in Davie, FL.

I guess 89 helped me forget the number of years old I was, or that I've been married 66 years already, and my wife says she has to tell me everything to do!!! I don't know what my seniority number is anymore! *Warren*

HANK E. HIEFTJE--Green Cove Springs, FL



Leon, just got the September issue. Seems I have fallen behind on dues. Sorry, I'll send a check ASAP.

Took up painting and sculpture at 72. Now 82. Painted for years in Italy. Mostly studied in Florence and Roma, so I'm out of the country for long periods of time.

I do miss the old days of international flying and my years on the MEC (92-96 Council 10, HNL), but lucky to find art.

I live here on a golf course south of Navy JAXS. My only contact with aviators is as a member of the Bald Eagle Squadron, ANA, as the token Air Force pilot. I gave up the game of golf because my drives got shorter and my putts longer, and my score card numbers higher along with my bar bill.

Great publication. Especially the Travel stuff. Ciao, *Hank*, Lt.Col. ret USAF, UALPan Am

GARET JENKINS--San Juan Capistrano, CA

Well, after many years of reading about the hazards of growing old from my fellow retirees and sympathizing with their problems I guess it's my turn at the plate.

I never thought I would be immune to the perils of aging but, as most would admit, you always think maybe it won't happen to you. As I turn 82 tomorrow on Labor Day I start taking a new wonder drug that I hope will do wonders for me.

On April Fool's day I was told that I had myelofibrosis after a bone marrow biopsy explained why I was getting increasingly anemic over a period of several years. I had never heard of this disease since only about 3,000 people a year in the US get it. My hematologist laid out a pretty grim scenario with no effective treatment that he thought I was a candidate for. When the doctor pats you on the

shoulder and says "I'm sorry" it's not a good sign.

After talking to my younger brother who is a radiologist with 45 years of experience, I took his advice and began to read everything I could find on the internet, most of which confirmed that it was an incurable, fatal disease with a very progressive profile. I contacted all the drug companies that were conducting trial studies of drugs that had promise. Nothing happened for a month or so and then I got a call from the head pharmacist at Sanofi. He told me about a UCSD specialist in La Jolla who is a world renowned expert on my disease and was using the new drug, Jakafi. It had been approved by the FDA just recently and was effective in halting the progress and alleviating the symptoms, although not curing it. After a month of trying to get an appointment I was finally set up with a consultation. This doctor, who was as a bonus, a beautiful woman, said she would put me on the drug and expected that it would do the job and improve my condition in a few months. I have some reason to hope now that I'll be around for my next birthday, which is a big improvement over the last few months.

This drug is made by Incyte and has just completed phase 3 studies for pancreatic cancer with very favorable outcomes. It has very few side effects and is taken orally twice a day. Incidentally, when I asked the doctor what caused this disease she said radiation and benzene were the only known causes. When I told her I had been flying jets at high altitude starting at 20 and continuing for 40 years she said that might explain it.

That's my story and I hope it wasn't too long as I tried to keep it brief. I only write about every 10 years so cut me a little slack. *Garet*

ART LITTLEFIELD--San Jose, CA

Dear Leon; this is check number 33 that I have written to RUPA. It is mind boggling to think of all the work you volunteers have done over the years to keep us up to date with our friends and United. For this I thank you! Sincerely, *Art*

GEORGE MENDONCA--San Mateo, CA

For the first time I am on time with my 2013 birthday letter!!!

I keep upgrading my Kitfox. The latest is replacing the Hooker seat belt with an inertia reel type that was used on the B-737. It is working and makes

flying easier. I continue to fly children for the EAA Young Eagles program. I have flown 1742 to date.

I will be going to the Guppy Group gathering in Sonoma next month.

Keep the dirty side down. *George*
1965 to 1994, B-727 & B-737

BOB NICCOLLS--Medford, OR

Cheers to all from Southern Oregon. Missed last year's note when I had rotator surgery. Still dealing with it but wrapped up formal therapy earlier in the year.

We hit a freak wave off Vancouver Island while fishing a couple years back, did some damage to the boat and tossed me to the deck. Bad result. 2013 has been much kinder and so got in a South Pacific cruise for the month of February and a delight it was. Really interesting and beautiful islands. Since have been working on the shoulder, lots of gym time, time at the Chetco River camp or ours, kids and grandkids and still dabbling with the commercial real estate. Good stuff.

Though I was at the gym every other day I'd put some belly on so decided to take it off and now back to the running weight from days of yore. Wonder why the body doesn't look the same?

Anyhow, spent some time in the high country fishing with the boys, then all to camp for a few days of swimming and enjoying the river there. Did the obligatory mile run (as in shuffle) for my 79th and

then son Scotty, grandsons Will, Ryan and I hit the donut shop! Now that's celebrating!

Scotty is still flying for Alaska and now bid to Portland. Daughter Lisa just bought a home here in the Rogue Valley with plans to move up in another year or so. Her oldest Kyle is at UC Davis and is headed to the Air Force, but younger son Ryan will come up with her.

Still enjoying the old Porsche ('63 1600S) and added another newer one this Spring....amazing cars both of them....each unique.

Off in the morning and will head to Prague, Budapest and the river cruise to Amsterdam then back here late August.

In closing a huge thank you to all who have made and continue to make RUPA a viable and valuable group. Your efforts are appreciated so very much. Cheers to all, *Bob*, '61-'94

BOS, EWR, SFO, LAX, SFO

ART POWERS--Roseville, CA

I guess for 30 years retired and age 90, I'm not doing to badly. Still breathing with the green side up. Helen passed away last year, after 64 years married.

I'm all alone in our big house and not enjoying it very much--Golden years are not very great.

Best wishes, *Art*

M. RAY RANDALL--Federal Way, WA

Hi Leon, I am a little late this year. Big party this year, my wife, Faye, turned 90.

We are still in pretty good shape for our age! I don't seem to know anybody in the *RUPANEWS* any more, that is probably because I am 91, and most of the people I worked with are gone.

Still able to get up to Mt. Rainer, over to the Olympic Peninsula and over to the beach. Still drive so can go wherever we want to go, don't scare myself or Faye and my son hasn't said I should stop driving.

Will close now, and thanks to all you people doing the work that keeps RUPA going!!! *Ray*

MAURY ROSENBERG--Huntington Beach, CA

Finishing my 10th year of retirement. Like those before me I don't know how I managed to accomplish all the things I do now prior to retirement. Duh, it must have been my wonderful and loving wife who picked up all the slack.



Now I'm trying to fill those shoes since she's returned to full time employment. We have two teenagers at home staring at graduation from high school and beginning college. No wonder she went back to work. Who can afford those expenses without taking a big bite of your savings or taking out loans and having another monthly bill? I guess I'm lucky because she knew I sure as heck didn't want to be looking for a job. Actually I have a job. I'm the fix it guy. Unfortunately for our kids, (and wife) if dad can't fix it dad says we didn't need it. I can only do that so often before they gang up on me and we buy a new one.

Oh well. Life is good, we have our health, two outstanding loving teens, great family communications and discussions, and best of all we all laugh a lot. Until next time. *Maury*
SFO-DEN-LAX-ORD-LAX-JFK

DAVE SPECHT--SURPRISE, AZ

First - a "THANK YOU" to all who every month put this excellent publication together for us retirees.

Sept 17th marks the 15th year since I flew the last leg of my last flight for united, 896 HKG - ORD. The layover gave Sandy and me 85 hours to visit the sights together. This anniversary is just two and a quarter years short of half of my UAL career. Why is time going by so fast? Have I missed something? Has there, for quite some time now, only been twelve hours in a day? Or, is my walking speed too fast and I should maybe slow it down a bit?

I do miss the flying, and the fine men and women who I shared cockpit duties with. Speaking of such, I want to take this opportunity to thank an excellent pilot and true gentleman with whom I always enjoyed flying, Jim Tight, for his kind remarks about yours truly in the May 2013 issue of *RUPANEWS*.

Had another very pleasant surprise last month. Capt. Paul Miller called me to see how I was doing, and if I had received the Award of Merit certificate and coin from our incident. I had. Paul was the captain on DC-6 flight 881 of September 22, 1965, ORD-DSM. Joe Young was the F/O, I was the S/O one year out from new hire school. Over Newton, Iowa descending to 5,000 feet at 240kts on a very dark night, we ran into a flock of geese that put a 10 to 12 inch' hole through Joe's windshield. Joe and I got the full impact of the glass in our face and eyes. Paul had his head down

tuning a radio. Fortunately, we were still pressurized so what came in was instantly blown out. Paul took over the flying. He had to open his clear view window to wipe off geese residue in order to see the runway. He greased it on. Paul shut the aircraft down on the runway. From there we were taken to the hospital. We were met by the on-call ophthalmologist. The first thing he said was "okay Captain, get up on the table" and Paul answered "Nooo, I have had a long career, you take care of these young fella's first as they are just starting out. Paul was only forty three. If I had not put it together before, I certainly put it together then. Paul you are the epitome of excellence, a true leader - an AIRLINE CAPTAIN. Thank you Paul.

There were thirteen bird strikes on the aircraft. All were just on the nose and sides of the cockpit. There were two dents, one on the top of the radar dome and one just above Joe's windshield. No evidence of dents or streaks of blood were found anywhere else.

Joe and I were grounded approximately 4 weeks while our eyes healed from the bruising they received. I was blessed to be able to continue, my flying career.

To all, take care and be safe. *Dave*

MRS. GERTRUDE TRIGGS--San Antonio, TX

Dear Someone, Today was my husband's birthday. He passed away in 2000.

The last journal I received was in 2007. I'm enclosing my check for \$25 which is probably not enough. Let me know.

I had a lovely conversation some months ago but old age got in the way. Well, I'm 95 and there's no sign of leaving this world, So I guess I'll get on with life.

Joe flew in Chicago first, and then six years in San Francisco, United then moved us to the East Coast. Joe flew 30 years and was retired 25 years after retirement before he died.

We had a lot of good friends during those years. I'm probably one of the oldest. Thanks, *Gert*

GEORGE WAINSCOTT--Naples, FL

Retired twenty years ago last month. That suggests that I might be 80 years old. Marilyn and I are still in good health and remain active. I work 3 or 4 days a week in construction

and as a board member for Habitat for Humanity. Marilyn is the director of our church's charitable thrift store.

We both enjoy cruising and with Miami and Ft. Lauderdale only two hours away, have a great selection to choose from.

Our younger son, Grant, is heavily involved in an aviation museum in Atlanta devoted solely to airline history. When you have a spare moment, have a look at www.NationalAviationMuseum.com.

While we now live full time in Florida, we still have fond memories of our many wonderful years in Seattle. *George*

DON WEBER--Federal Way, WA

It's hard to believe another year has gone by. Vicki & I are both fine.

It appears that my second career at Boeing is coming to an end in January of next year. After 15 years as a flight instructor, senior management had decided to relocate all the simulators to Miami. No full time instructor has been offered a job transfer. Not that I would consider relocating from Puget Sound to Florida. All the Miami training is going to be conducted by "part time" labor, Good luck.

Cruising has become our hobby & we really enjoy it. Hopefully next year, we are going to attempt to use our vacation passes to get to Sydney. There is a very long cruise next April going from Sydney back to Seattle. Last time we attempted to fly on a pass it turned into a nightmare.

My Living Will

Last night, my kids and I were sitting in the living room and I said to them,

'I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug.'

They got up, unplugged the computer and threw out my wine!!

The little bastards.

Having a hip replaced in November, but that doesn't seem to be a big deal. One hour surgery & you are good to go for another 30 years.

Thanks for all the effort in publishing our *RUPANEWS*. You don't get enough credit for all your effort. *Don & Vicki*

HENRY WEIGEL--Bartlesville, OK

Previous bases: Norfolk, VA, Washington, DC, Denver, CO. Have been in Oklahoma ten years now. Worked in Flight Standards in Denver about ten years for Dale Cavanaugh. I started out at the Luscombe School in Trenton NJ. Built Luscombes after I got my A&E licenses. Worked at Falmouth Mass. on Cape Cod for a little over a year. Enlisted in the Air Corps in Boston and went through the Southeast Schools, then to Sebring, FL for B-17s. Then to Boise for a period, and then Wendover, UT, a new group which became a training base for B-24 crews. Moved to March Field in Riverside, CA for about one and a half years and discharged there.

Went to N.J. City and checked out TWA and finally was hired by Penn-Central at LaGuardia. First based in Norfolk then DCA. From there, went to Denver (*unclear*) PCA (Capital Airlines) until the merger with United. Ended up about ten years in Standards. Ended up on 10's then job hunting in N.Y. I was born and raised in New Jersey.

I flew Old Faithful, DC-3, and have more time in it than anything. Ended up on DC-10s, but have most time on DC-3s. What a great job airline flying was! Now vegetating in Bartlesville, Oklahoma. Was 94 in September. Many neat hours of flying in service and airlines.

I've been a bachelor for almost ten years now. One great trip was to Wright Field to see all those older machines.

Don't know where I'll go from here, but I'm moving slower and slower.

Thanks for inviting me aboard! *Henry*

PAUL WEISS--BOYNTON Beach, FL

From DC-6 to 747-400, where did the time go? Now it has been 11 years since I set the brakes for the last time at ORD.

The golf game is still good but not what it was before I got diagnosed with the big C two years ago. The good news is there has been no change in two

years and I am extremely happy with my oncologist who believes that quality of life is the most important thing. Each time the CAT scans show no change my wife starts planning for the next trip.

We do a lot of cruises and just returned from the Baltic where I have now seen enough Palaces, Museums and Churches for a life time.

I enjoy reading the RUPANEWS monthly and thank all those who are involved in its production. *Paul*

JOE WILDBERGER--San Francisco, CA

Hi Cleve: Well, another 365 days have slipped into the record book - they go so fast that I feel like I'm sliding down a hill - I'm just not sure what's at the bottom.

Not too much travel this year - a couple of trips to Maui and a couple of trips to New York were pretty much it.

Doctors say health is good (but what do they know) and, for my age, I feel ok - although I do find myself setting the weights lower and lower at the gym. I suppose when they reach zero I can just quit going.

Thanks for all the work that you and the crew do to keep us informed.

Check is in the mail. Best, *Joe*

BILL WILKERSON--Carlsbad, CA

Check enclosed for another year of the *RUPANEWS*. Judy and I read it from cover to cover each month.

We continue to enjoy summers in Carlsbad, CA and winter in Bonita Springs, FL.

Our nine grandchildren and church activities keep us happily busy and definitely inspired.

Thank you for continuing interesting news. *Bill*

MIKE WOMACKS--Scottsboro, AL

Another year has gone by, and even though I promised myself last year I would not forget to pay my dues on time, I did. Surely age is not a factor. Anyway my check is enclosed along with an apology.

It has been two years since I have written, and a lot has happened. I now have five grandchildren from my two daughters, and my son is in his last year of college. He recently got his private license and has decided he wants to be a pilot. He wants to join the

Air Force.

My wife and I stay busy with my job, and her managing our rental properties Florida. I am still flying for a living, and am the chief pilot for a company here in Alabama. We fly a Citation CJ, and average about 15 trips a month and I am home just about every night, so it is a good job for an aging pilot.

Still flying my Yak-52, and Bellanca Super Viking.

Best to all, and thanks to everyone who makes RUPA function. *Mike*

IN MEMORIAM

DAVID J. LANDRY

David J. Landry, 87, longtime resident of Naperville, IL and Kenner, LA, currently of Aurora, IL, died August 21, 2013 at his home.

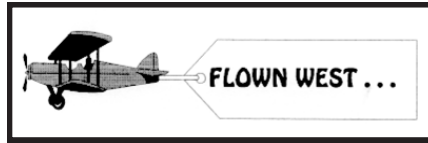


David was born on July 2, 1926, in New Orleans, LA and grew up there. He graduated from Martin Berman High School and began his military service in the U.S. Army Air Corps in 1946. He was honorably discharged as a corporal from the U.S. Air Force in 1949. After the war, David attended California Polytechnic College and began a 40 plus year career with United Airlines, starting as a mechanic and retiring as a captain.

David also was active and held leadership positions in the Air Line Pilots Association, International (ALPA). He was a longtime member of St. Raphael Church in Naperville and a current member of St. Thomas the Apostle Church in Naperville. An avid sailor, David was a past member of the Chicago Yacht Club and a past commodore and vice commodore of the Great Lakes Cruising Club. He also enjoyed photography, was a jazz enthusiast and expert on jazz history and will be remembered for his endless quest for knowledge.

David married the late Joy B. Landry (nee Downey), May 13, 1950 who preceded him in death October 6, 2010. He is survived by many children, grandchildren and great grandchildren.

In lieu of flowers, memorials to St. Raphael School, for the music program, 1215 Modaff Rd., Naperville, IL 60540, 630-355-1880, www.st-raphaelschool.com.



*Donald J. Anderton	
Walter J. Hiltpold	Dec. 2012
*Ralph Ralph, W	Jun. 2013
Donald E. Flanagan	Jul. 08, 2013
*David H. Quinn, Jr.	Aug. 05, 2013
William J. Dutour	Aug. 15, 2013
David J. Landry	Aug. 21, 2013
*William M. Orr, Jr.	Aug. 21, 2013
*Aaron "Arney" Jackson	Sep. 12, 2012

**denotes non-RUPA-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

October 2013 Edition

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From:

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



To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles 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, 11:00 AM)—*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