
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message
About the Cover
Local Reports

Page 3
Page 4
Page 4-13

Articles
Letters
In Memoriam
Calendar

Page 6-33
Page 34-45
Page 45-46
Page 48

— OFFICERS —

President Emeritus: The late Captain George Howson

President: Jon Rowbottom..... 831-595-5275..... rowbottom0@aol.com

Vice Pres: Tony Passannante..... 503-658-3860..... hotshotcharley@aol.com

Sec/Treas: Leon Scarbrough..... 707-938-7324..... rupa.sectr@yahoo.com

Membership Tony Passannante..... 503-658-3860..... hotshotcharley@aol.com

— BOARD OF DIRECTORS —

President - Jon Rowbottom, Vice President - Tony Passannante, Secretary Treasurer - Leon Scarbrough
Floyd Alfson, Rich Bouska, Phyllis Cleveland, Sam Cramb, Ron Jersey, Milt Jines
Walt Ramseur, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Convention Sites......Ron Jersey..... ronaldjersey@aol.com

RUPANEWS Manager..... Cleve Spring..... clevespring@comcast.net

RUPANEWS Editors..... Cleve Spring..... rupaed@gmail.com

Widows Coordinator..... Carol Morgan..... perdido1871@yahoo.com

..... Patti Melin..... pjmelin@aol.com

RUPA WEBSITE.....http://www.rupa.org

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners..... Ken Killmon
Tucson.....Randy Ryan

California

Dana Point.....Ted Simmons
Los Angeles South Bay..... Arvid von Nordenflycht
Monterey Peninsula..... Phyllis Cleveland
San Diego Co. Bob Harrell
San Francisco Bay..... Sam Cramb
San Francisco North Bay..... Bob Donegan
Thousand Oaks Denny Fendelander

Colorado

Denver Good Ol' Boys.....Ted Wilkinson

Florida

N.E. FloridaSteve Moddle
S.E. Florida Gold Coast.....
October thru April, - Lyn Wordell & Ned Rankin
May thru Sept., - Jim Morehead & Art Jackson
S.E. Florida Treasure Coast Sunbirds Bob Langevin
S.W. Florida Gary Crittenden
TampaMatt Middlebrooks

Hawaii

Hawaiian Ono Nene's..... Larry Becker

Illinois

Greater Chicago Area Group Claude Nickell

Nevada

Las Vegas High RollersAndy Anderson
Jerry Johnson
Reno's Biggest Little Group Gary Dyer
Lyle U'ren

New York

New York Skyscrapers Pete Sofman

Oregon

The Columbia River Geezers..... Ron Blash
Tony Passannante
The Intrepid Aviators of Southern Oregon.. Bob Niccolls

Ohio

Cleveland Crazyes Richard McMakin

Washington

Seattle Gooney Birds William R. Brett
Brent F. Revert

Washington D.C.

Washington D.C.....E.K. Williams J

The renewal date for dues is your birthday and is printed in the back cover address box.

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

RUPA, PO BOX 400, VINEBURG, CA 95487-0400

E-mail: rupa.sectr@yahoo.com

Change your mailing address for any reason, permanent or temporary, advise RUPA at the above address or email. You can even phone: 707-938-7324

DO NOT forget to fill out the Post Office mail forwarding postcard!!

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

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

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

President's Letter

I have the pleasure to report to you that we have 13 New Members! I would like to welcome Capt Willie Carpenter, Edwardsville, IL, Capt Robert Gale, Barrington, IL, Capt David Zane, Sevierville, TN, Capt Donald Roberts, Peachtree City, GA, Capt Wallace Drage, Peachtree City, GA, Capt Thomas Berg, Plantation, FL, Capt K R Wright, Argyle, TX, Capt Randy Atkinson, Jeffersonton, VA, Capt Forrest Brown, San Antonio, TX, Capt James E. "Jim" Peterson, Grand Junction, CO, Capt Daryl Rice, Brighton, CO, Capt Gregory Vinton, Longmont CO and Capt David Tighe, Scottsdale, AZ.

By now you have all been through the Open Enrollment Period for United Medical. We sent out an Eblast to remind you of the *extremely* short enrollment period. United did a poor job of mailing you the information in a timely manner. This created a very stressful period with long waiting times to speak to a Benefits Representative. The changeover to Aetna as the plan administrator and changes in doctors all added to the confusion. It is a shame that United informed us so late allowing very little time to properly research the important issues that are so important to the retirees. How inconsiderate for them!

There is no other news to report on the company front, which is probably the best news we could receive.

In lieu of a January *RUPANEWS* we send out our RUPA Directory. Please take a moment to check your listing in the current directory and advise Sec/Tres Leon Scarbrough at rupa.sectr@yahoo.com by December 15th of any changes you need to update.

As 2013 comes to a close, I hope you and your loved ones have a wonderful Holiday Season and a Happy New Year. I look forward to many new members in the coming year and hopefully the formation of some additional regional groups.

Jon Rowbottom, President

"Attention"

We publish our annual RUPA Directory of active members each January. Everyone wants their correct information included in it. If some of your information has change, such as a phone number, email address, etc., please send the correct information to Leon. If you are not sure if any of your information has changed. check the 2013 Directory.

The deadline for getting us this information is December 15th.

Send corrections to: RUPA, PO Box 400, Vineburg, CA 95487-0400

Or

E-mail to: rupa.sectr@yahoo.com

How to update your personal Information!

Address changes, (Attention Snowbirds!!!!)

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

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

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

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

About the Cover

A thunder and lightning storm at SFO

The RUPA Washington Area Eddie O'Donnell Luncheon

The October 17, 2013 luncheon for our members and guests was held at the Marco Polo Restaurant located in Vienna Virginia. Officially starting at 11:15 with lunch beginning at 12 noon, we had 45 minutes to talk to old friends, acquaintances and guests.

After our plated lunch of Chicken Asparagus Rollatini with fettuccini, we were pleased to have Topper Shutt as a guest speaker. He is the Chief Meteorologist at WUSA Ch.9, WHUR 96.3 & All-News 99.1. Mr. Shutt grew up in Silver Spring, Maryland. He is a local native and has been at WUSA since 1988. We had a great discussion with him about meteorologists and their thoughts concerning "Climate Change." He handled the questions very well.



Seated: Peg Duffy, Bogardus Huguley, Bob Bell, Jo Beth Lynch, Skip Strickler, Larry Grube, Ellen Grube
1st Hal Cockerill, Stokes Tomlin (triggering camera), Bob Gilbert, Bob Huguley, Clyde Luther, Claudette Luther, Betty Goodman, Pat Coshland, Linda Cook, Bud Ruddy
2nd Joe Soltis, Clara Grigg, Dale Grigg, Laura Pettit, Bob Goodman, Gil Coshland, Gary Cook, Lew Meyer, Dolores Miller, Ed Miller,
3rd Gloria Soltis, Catherine Reinhard, Herb Petitt, Don Reinhard, Bill Nolan (hiding), Roger Lemieux
4th Linda Cerisano, Jon Beckett
5th Betty Williams, Kyle Williams, E.K. Williams
6th Paul Gilson, Ray Best, Jerry Goebel, Cathy Foster, Jim Foster, Tony Keffer and top-o'the tree Bill Salisbury.

Jo Beth Lynch and Don Reinhard and his wife Catherine were first timers. It was also nice to have Linda Cerisano and Peg Duffy with us.

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

Our next scheduled luncheon will be for members only at the Marco Polo Restaurant on Thursday, January 16, 2013. *Jon P. Beckett*

2014 RUPA CRUISE

Our next cruise for RUPA members, relatives and friends departs on the 10th of May 2014. RUPA has participated in several cruises with Holland America and has never been disappointed. In order to secure space with our group, it is best to reserve space early in order to receive the best cabins aboard the ship. A cruise may be an excellent gift for Christmas or a means for our newer retirees to celebrate their recent Retirement and meet fellow retirees. For more information about the **14-day Norse Legends and Viking Sagas** go to www.hollandamerica.com and check out the itineraries and tours. You can book the first 7 days of the cruise, or the second 7 days, or the whole 14 days since the ship comes back to port after the first part of the cruise.

Holland has been visiting Europe's history-drenched ports for over 100 years. A cruise to the glacier-carved fjords is a perfect way to visit the quaint villages and towns of Norway and soak-up the history and culture while relaxing and dining in the company of friends and family. The ship will depart from and return to Rotterdam the Netherlands. At the present time, Holland is offering a special which includes a reduced deposit, an upgrade to a dinner at one of its specialty restaurants, and a beverage package that includes all wine, beer, spirits, sodas and specialty coffees; some restrictions apply but it's a great deal. Deposits are fully refundable up to 75 days prior to the cruise. As of this writing we have 22 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.

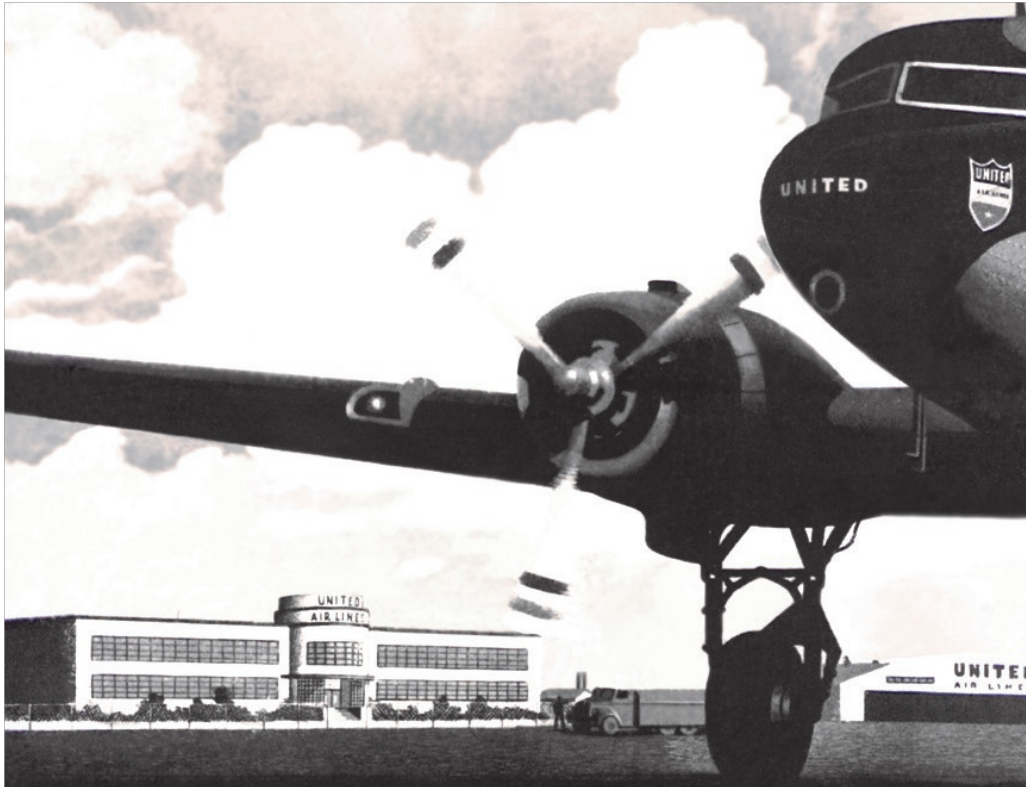
For further information contact: Jerry's Travel Service, 36 Mark Bradford Drive, Holden, MA 01520-2119, Phone 508-829-3068 or 1-800-309-2023 ext.33 or gpsp@aol.com.

Submitted by: *Rich Bouska*, rbouska1@comcast.net



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



United Air Lines Headquarters building at the Chicago Municipal Airport (Midway)

The February 1947 issue of United Airlines News stated that the company sought \$49,500,000 to help finance expansion plans. Added to United's reserves the money provided a total outlay of \$85,165,000. The totals were: \$58,456,000 for new flight equipment; \$22,517,000 for new ground facilities; \$425,000 for ground communications equipment and \$3,767 for miscellaneous purposes.

The new money was to be raised by sale of \$12,000,000 in debentures, 94,773 shares of preferred stock at \$100 per share and a \$28,000,000 loan from a group of 30 banks. Expansion plans included buying 35 Mainliner 300's, 50 Martin 303's and seven Boeing StratoCruisers. Other expenditures for equipment included money for conversion of military C-54s into Mainliner and Cargoliner 230s.

Expansion of ground facilities such as the new United Air Lines Headquarters building at Midway (photo) and other projects included new ground communications equipment and other operations devices.

Marvin Berryman DENTK Ret. - illustration from a Nov. 26, 1945 "LIFE" magazine "Frigidaire" air conditioning ad. Text excerpted from the Feb. 1947 "United Air Lines News."

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

FRIGIDAIRE made only by **GENERAL MOTORS**

When it's air conditioning for an airline office or refrigeration

Specify the favorite
Specify Frigidaire

UNITED AIR LINES puts accent on *modern, dependable* equipment. That's why United Air Lines specified Frigidaire air conditioning equipment for its headquarters office building at the Chicago Municipal Airport ... Frigidaire refrigeration equipment for preserving perishable foods in many of its flight kitchens and employee cafeterias, for ice cream storage and for cooling bottled beverages.

S.E. Florida Treasure Coast Sunbirds Luncheon

November is a darn Good month down here in Florida....our Northern RUPA buddies start to come back down to the Stuart/Treasure Coast Area; the dreaded Hurricane Season (yeah, THAT infamous 'H' word) will be over in about 15 days (as I type this); Thanksgiving is less than 2 weeks away; Football Season is creating a LOT of excitement and anticipation (Go Florida State!!!) and then there is CHRISTmas and New Years to look forward too as well. Yup....not bad at all...just another Sh---y day in Paradise. 🍷

Once again, our Treasure Coast group had a phantastick Luncheon at Shrimper's with good WX and scenery, along with delicious food and terrific service provided by Don (GR8 sense of humor/funny guy) and his helpers. As usual, most of the conversation evolved around Medical Ins. Coverage decisions currently being made, Cell Phone service in our area, pass travel and related experiences, recent cruises taken by our guys, Summer time activities and events, along with old times and good times, and a variety of Health related issues that some of our members are dealing with.

Once again, our Attendance was 'embellished' somewhat by three of our RUPA members from the FLL group making the 1+ hour drive up to join us. We were fortunate enough to be graced with the presence of Jerry Bradley, Ham Oldham and Art Jackson (aka 'The Boy Captain').



From left to right: Dick Starita, Jack Boisseau, Ham Oldham, Dick Baese, Ted Osinski, George Kane, Andy Lambert, Bob Langevin, Jim Dowd, Skip La Rocque, Don Jefferson, Jerry Bradley, Art Jackson, John Pinter and Del Gartner.

Our December Meeting will be on the 10th and as we have been doing the past few years, we will be inviting our wives and lady friends (NOT both 🍷) join us at our Luncheon. We do this in recognition of the CHRISTmas Holiday Season and like it to be something 'Special.' At the time of this writing, I'm still in the process of confirming either Sailor's Return or Spot's (a new location/option) as our Restaurant for our December Luncheon. If you happen to be traveling in the So. FL area at the time of our Luncheons (2nd Tuesday of each month, ALL Year round), please feel free to join us, we'd love to have you. If U have any questions or need directions, my Email address is: BobL34997@aol.com

That's about it for now, but do want to wish everyone a Happy & Safe Thanksgiving and a Merry, Joyous and Blessed CHRISTmas.

Your TC RUPA Scribe, *Bob Langevin*

Oxymoron

When they wrote the first dictionary, where did they find the words?

The Columbia River Geezer's Luncheon

Six of us showed up today at Claim Jumpers for our November luncheon. Left to right is Ron Blash, Pill Park, Ray Reed, Rich Warden, Sam Richardson and Doug Howden.



Interesting conversations, mostly about travel, leaning Lean of Peak for high compression aircraft engines, the leaning process in the DC-6 or 7 and of course our new AETNA medical insurance.

Sam Richardson is off to Auckland for 6 months. Both he and his wife spend the Oregon winters down under, paddling about having a great time in the sun. Doug had a couple of stories about hitting the boat in an A-4 Sky hawk. Doug also mentioned that he had just return from the east coast, where he had attended a former squadron's reunion with his old military buddies. Doug also mentioned that he had received a tour of the plant that makes the F-35, "a hell of a "fighter jet" he said. Tony Passannante is out delivering a Jet somewhere in the world. I mentioned that I had received an e-mail from one of our most recent pilot retirees Rusty Harrison. Rusty stated that he will be making one of our meetings soon, but was currently in central Oregon. All of us are getting ready for the holidays and the onset of Oregon's winter weather. We plan to have our next meeting at the Claim Jumpers restaurant on Wednesday Dec 11 located at Clackamas Town Center. See you then.

Regards, *Ron Blash* and *Tony Passannante* too.

The Monterey Peninsula Rupa Lunch Bunch

Wednesday November 13th was our last lunch at Edgar's in 2013. In December we will have our fifth annual holiday luncheon at the Beach House – on the shores of the blue Pacific – hosted by Carlos and Judy Quintana.

The dominate conversation was on the retiree health and drug insurance issues! With so many retirees not having computer skills or access, combined with the limited time frame to research, has made the serious decisions about health care a bit overwhelming for many. It has also been noted that there is a “no smoker” discount, but you have to ask for it!

Those enjoying the fine pre-Thanksgiving faire were; Will and Fran Blomgren, Milt and Sunee Jines, Diane Ellis, Brett Morris, Lee and Nancy Casey, Barrie and Sharon Nelson, Dave and Linda Mackie, Carlos and Judy Quintana, Bob and Cindy Benzies, Paul Olson, Rich Myers, Bob Cornell, Ed Manning, Pete and Donna Walmsley (our hosts), and yours truly.

The next Monterey luncheon is the holiday lunch on December 11th with the social hour beginning at 11:30 at the Monterey Peninsula Country Club Beach House. As in the past, this is a catered pre-selection menu, pre-paid, and reservation only event. For reservations contact Judy Quintana at 831 649-5935 by December 4th! There will be no lunch at Edgar's in December.

The first lunch at Edgar's in 2014 will be Wednesday January 8th. Please RSVP by the Tuesday before. Remember there will be no January *RUPANEWS* issue but you will receive the 2014 RUPA Directory. Is all your contact information up-to-date with RUPA?

Happy Holidays and a very Happy 2014! Phyllis Cleveland

San Francisco North Bay Rupa Luncheon

For the first time in quite some time we did not fill all the chairs at our usual two tables. Only twenty of us for lunch today.

Bob called the meeting to order with his "clicker", a souvenir from 1985. The "clicker" sounds like it is about to quit clicking' and it is only 28 years old. Perhaps we should get Bob a new one for Christmas.

The first item of business was that China is hiring pilots. That didn't seem to get much attention and there was not a mad rush out the door to go and apply for a job. Wonder why? Handouts were passed around regarding health insurance and several RETUP articles. As we do each year, we unanimously agreed to bring toys to the Dec. meeting to be given to the "Marine Corp Toys For Tots" program. We will have to decide at the Dec. meeting when to have the Jan. meeting since the first Wed. of Jan. is New Years Day. If I could read my own handwriting and figure out what my notes say I could write a few more words, but I don't have a clue as to what my notes say. Maybe I should get a recorder, or a secretary. Think the members would put up the money for me to hire a secretary? I think I will have to wait until pigs fly for that to happen.

Attending were: J.R. Hastings, Bill Mcguire, Al Milotich, Wayne Hayerly, Don Madson, Jules Lepkowsky, Jim Mansfield, Sam Anderson, Galen Wagner, Deke & Merle Holman, Ken & Shirley Corbin, Tom Gray, Larry Whyman, Richard Hanna, Norm DeBack, Bob & Doris Donegan and your reporter *Bill Greene*

The San Francisco Bay-Siders' Luncheon

We had a very good turnout, 33 Ruparians, on a glorious Fall day for the November SFO Bay-Siders' RUPA Luncheon. Harry's Hofbrau did its usual great job of decorating for the upcoming Holiday, and the ambiance added to our enjoyment of the get-together.

The main topic of conversation seemed to be the medical coverage that United is providing starting in 2014. In reading the minutes of other groups for this month, everyone seems to be in somewhat of a quandary over this subject.

We welcomed two members whom we hadn't seen in quite awhile: Neil Kelly and Bob Kibort. We had another mini SFOFO reunion as Gloria Green, Merle Kohr and Kay Mazzola were in attendance, as were Gene Walter and my wife Rose.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billie Cramb, Bob Ebenhahn, Rich & Cyndi Erhardt, Gloria Green, Jeri Johnson, Bob Kallestad, Kal Kalpin, Karl Kastle, Neil Kelly, Bob Kibort, Bill Klett, Merle Kohr, Kay Mazzola, Bessie McEachern, George Mendonca, Bob & Dee Norris, Jerry Quitney, Walt & Mary Ramseur, Norm Rupp, Cleve & Rose Spring, Gene & Carol Walter, Larry & Pat Wright.

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

Seattle Gooney Birds

Oct. 19, 2013 Chuck Westpfahl filled in as host again and took the roll call for Bill Brett, who was still recovering from knee replacement surgery.

In attendance were Al Haynes, Bud Granley, Bill Stoneman, Dave Carver, Gerry Pryde, Howard Holder, Jim Barber, Herb Marks, Verle Roth, Terry Mason (guest), Ray Hanson, Dick Anderson, Bill Shumway, Fred Hope, and, Jack Brown.

Male Reasoning

A wife asks her husband, "Could you please go shopping for me and buy one carton of milk, and if they have avocados, get 6." A short time later the husband comes back with 6 cartons of milk. The wife asks him, "Why did you buy 6 cartons of milk?" He replied, "They had avocados."

The Thousand Oaks RUPA Luncheon

A group of aviators braved the balmy, 85 degree, sunny weather in our fair city to attend the lunch at the Dish restaurant in Janns Mall. The 2nd Thursday of an odd month being our regular meeting time, we shall then have our next meeting on January 9th at 1100.

We might meet earlier since we all have an opportunity to attend the LAX Annual Christmas/Holiday party on December 12th at 1100 at the Hacienda Hotel. Tickets are \$35 pp, and reservations should be made by Dec 6th with a check to Arvid von Nordenflycht, 28849 Blythewood Dr., Rancho Palos Verdes, CA 90275, ph 310-541-1093. The party is always a lot of fun and a chance to see old friends, did I say old?

Our LAX leader for many years, Rex May, passed away in September. Doug and Marcene Rankin as well as Don McDermott, gave a description of the moving memorial service held for Rex at The Flight Path Museum in November. Rex hosted and MC'd the Annual party at the Hacienda for many years, his humor and dedication was appreciated by all.

Our leader, Doug Bielanski, convened our meeting and covered the problem of unstabilized approaches. He heard ex Con pilots get the bids on the first 25 B-787s. Don McDermott told of his SA travel difficulties thru EWR, and updated us on some of the pilot merger news. The somewhat common occurrence of having space on a flight disappear overnight was discussed. It was noted that if you want to delete any enrolled friends you'll have to do so by Dec 25th, or otherwise the existing ones will rollover to 2014. If you delete friends you can add new ones now or at a later date.



Pictured from left to right are myself, Nate Hall, Jim Hall, Kent O'Brien, Dale Meyers, Don Hollingsworth, Doug Bielanski, Walt Tyler, Bob Mosher, Don McDermott (Gloria McDermott attending but not in the photo), Dave Park, Doug and Marcene Rankin, Mary and Tom McQueen, Mike Herriott and Ray Engel. Regards, *Denny Fendelander*

Southwest Florida RUPA Luncheon

On November 11th, the first meeting of the new season 2013-2014 was both good and not so good. There were only 5 members and one guest in attendance. This small turn out did make for intimate conversation about tales of daring adventures.

The good part was the Olive Garden graciously offered a free entree to veterans. Since all present were veterans, it made for a pleasant lunch. I wonder if more members would have attended had they known.

Attending: Alves Wallis, Rip Curtiss, Harvey Hallberg, Ellis VanAlstine, Guest Richard Travas and yours truly Gary Crittenden. Next Meeting January 13, 2014

Dana Point RUPA Luncheon

Once again it was a perfect day in the harbor. Most everyone arrived early (11:30), and the Deck quickly filled with our group getting the priority on the upper level.

The celebration of Thanksgiving for the Life of Captain Rex H May was held on the 10th and several of our group and wives were able to attend. It was held at Flight Path Museum on the South side of LAX, just off imperial. A great location for a celebration of life for a long career of airman who spent much of his life flying out of LAX and living in the local area from Manhattan beach to Marina Del Rey. He was the first line Pilot who I came in touch with that give me some good advice. He said "live close it makes it easier to never be late for check in, especially with a certain nameless flight manger. It will make your probation year easier!" As he was a single guy, the advise also was great for beach life! The Flight Path Museum and Learning Center is a great place for all ages, if nothing else, watch the take offs and landings of the world's aircraft. It is open from 10:00 to 15:00 Tuesday through Saturday.

Joe Udovch gave a rundown on his visit to Slovenia and his cruise out of Venice through the Greek island to Turkey with his daughters. Bill Stewart got his solar system finished and is waiting for inspectors to come by and give the final OK for start up. Rusty Aimer is going ahead with his system. The area which we live in is subjected to continual rate increases so solar electrical panels seems the way to go.

Present were: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Butch Trembly, Jerry Meyer, Jim Cronin, Jim Grosswiler, Joe Udovch, John Arp and wife Cheryl, Park Ames, Rusty Aimer and myself.

The conversations and the food were great! Cheers, *Ted*

This portion was missing from the NOVEMBER issue.

Joe checking in from Bled Slovenia. "I'm currently in Bled, Slovenia on the shore of beautiful Lake Bled, one of the many signature sights in this country of many such picturesque places to visit. It is currently 1530 here and 0630 where you are. My eldest daughter and I will continue for a few more days in this, the country of my parental heritage, before we move down the coast to Venizia, Italia (Venice, Italy) to pick up a cruise to the Greek Isles and Turkey for a week. It is kind of a working cruise for Cathy, since she is a cruise specialist at her travel agency, and it is a Seminar Cruise. I will be a little more descriptive about our travel experience (ala New United) when I submit my birthday letter, which will be about a month late, but which will allow me to talk about our pass travel encounters; suffice to say that this continues to be a busy time to travel, and I expect we ran into a lot of travelers who are cashing in their Mileage-Plus for upgrades, because First Class was not even close to available for us, on the way here.

My best to all the gang at today's Wind and Sea luncheon. Cheers, Joe Udovch"

Some interesting conversation on the solar systems for reducing and almost eliminating your electric bill. Rusty and Bill Stewart are in the process of getting installation for their respective roofs. Be interesting see how the outcome works for them. I am also thinking solar...hope it can amortize it out in a few years.

Jack Healy Flew west he was 93. He got started with United in 1940 Seems he enlisted with the Navy which got him in Radio Operation then up to Canada for Radar Training then back to work eventually retiring as a pilot and coming back another 5 years as S/O. I will have to get one of the family to write the full orbit. He was one interesting Guy. Cheers, *Ted*

S.E. Florida Gold Coast Luncheon

We had 14 retirees attending our Gold Coast Luncheon today at Galluppi's Patio Bar and Restaurant. Our oldest member, Ham Wilson, showed up with a black eye. Don't know if anyone believed his story on how it happened. We took a group picture of the 14 of us, but I won't have it until tonight. I wanted to get our write-up in for the deadline, so will forward the Picture when it arrives on my PC.

Those attending today were; Lyn Wordell, Bill Lancaster, Dave Dryer, Ralph Rodriguez (active Pilot) Ham Wilson (Senior Member), Ed Wheeler, Wes Fetzer (back with us), Ham Oldham, Bill Garrett, Art Jackson, Bartlett Rolph, Jerry Bradley, Stan Baumwald (ret. NWA pilot) and myself, *Ned Rankin*.

San Diego County Rupa Luncheon

Bon jour, mon ami Cleve, We San Diego area earthlings had our usual lunch on the 12th with 8 present. Bill and Evelyn Pauling, Brad and Rhoda Green, Bob and Ruth Bowman, Mark Mayer, and myself. The week before, Don Trunick and Lois thought they might make it if Don was feeling up to par, but evidently he was not. We're rooting for you, Don.

Our unofficial club photographer Mark took several pictures, and our waiter was kind and took the one that showed us all. The photos are great in that some of our other RUPA readers may recognize us from the pics whereas the names might not at first.



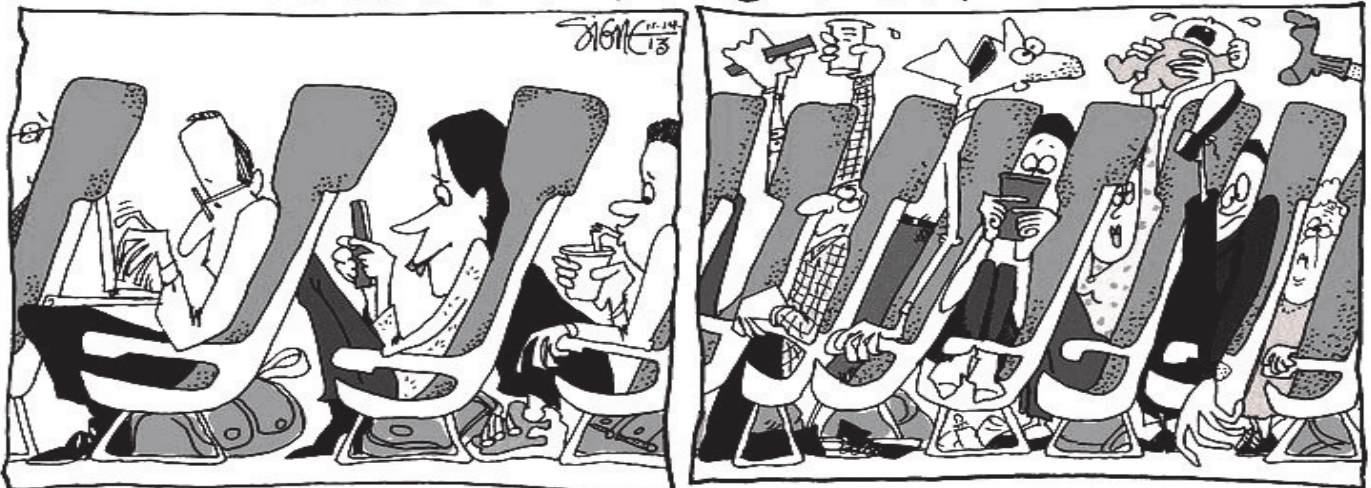
From left to right: Bill, Bob, Evelyn, Ruth, Mark, Rhoda, Brad + Bob.

Mark had his ipad and showed us some photos of some of his motorcycle rides through some interesting parts of our southern areas. All 8 of us talked together for awhile but eventually, we men got into our own topics and then ladies onto theirs. I did notice they laughed a lot. They were probably talking about us men. No matter. We love them all the same. Without our luncheons together, we may never have met, and that would have been a loss. Food and conversations make friends for sure.

I had an interesting trip to Palm Springs to see a re-creation of WW2 USO shows with some lovely lady singers of the songs of that period, and also did an Andrew sisters number. The MC was a lookalike Bob Hope. Additionally, the show was held in the Aircraft museum, and there were a lot of WW2 aircraft among some later ones. Volunteers help restore the craft, and a nice B-17G was in the final stage.

Best to you, Cleve, *Bob Harrell*

HOW AIRLINES MERGE!



BEFORE MERGER

MERGED!

The Intrepid Aviators Of Southern Oregon

Another great lunch with the Intrepids at the Pony Espresso in Jacksonville. We missed a couple of our regulars to travel and for Steve Fusco, a lingering sore back. Not good and hurry back Steve.



Those who ventured forth included from the left seated, Banjo Bob Keasbey, Harvey Saylor, George Elliott and seated next to him his daughter Catherine Dimino, Marty Niccolls, Mary and Bud Berlingeri. Standing behind from the left, Art Lumley, Scot Lee and Bob Niccolls.

Good times, good food, good conversation, good memories....(well maybe the jokes weren't so good....) not all bad. Cheers to all, **Bob**

Phoenix Roadrunners Luncheon

We met for our regular luncheon on Tuesday November 12th at our usual place the Bobby Q Restaurant. We did have a good group who came. This group included Cory Liston, Joan Bourgeois, (Frenchy was not feeling too good), Dave Specht, Mike Carlin, Dick McCormick, Bill Mullen, Frank Soare, Dennis & Darlene Leahy, P. J. Killmon and myself.

We tried to figure out what we would have for our retirement health benefits with the new regime. Some old acquaintances were discussed along with some timely jokes. Everyone seemed to enjoy the time spent together. Our next planned luncheon will be on December 10th, 2013 **Ken Killmon**

LA approves plan for full renovation of our LAX terminals



On Oct. 23, the Los Angeles City Council endorsed substantial improvements for United at LAX, earmarking more than \$400 million for a full renovation of Terminals 6, 7 and 8. Los Angeles World Airports (LAWA) will pay for the bulk of the upgrades, and the TSA and United will share some of the expenses for elements of the four-year project.

The redevelopment touches virtually all of our customer-facing space throughout LAX, including our ticketing lobby, terminal space, baggage system, United Clubs and more. The enhancements will occur gradually to minimize the impact on our customers and co-workers. We expect to complete the project by the end of 2017.

The renovations will offer customers improved amenities and reliability, including upscale restaurants and concessions, larger gate areas, faster connection times, more efficient baggage facilities and an improved lounge experience.

Frequent flyer to United Airlines: You make me sick!



United Airlines' announcement of changes to its frequent flyer program has been spreading like a digital wildfire all day today on social media websites and online message boards all across the US.

During a mundane browsing this morning, I came upon a post on Facebook by "Jimmy" that read, "United Airlines, you make me sick!." Further reading led me to FlyerTalk's website, flyertalk.com., which is the cyber home of the world's largest online travel community.

Effective February 1, 2014, United Airlines Mileage Plus customers traveling using award miles with partners on the Star Alliance Network will see an exponential increase in cost compared to similar awards flown only on United. First class ticket awards on partners will go up 40-80 percent and business class ticket awards on partners will go up 20-40 percent. First and business class awards flown on United (or mixed carriers where United is in premium cabin followed by partner segment in lower class). Some economy class awards will increase by 5-15 percent.

This change is not boding well with FlyerTalk members, with some poking fun of United's frequent flyer program by calling it "MileagePlusPesos." "We've just got peso'd," says a member that goes by the name "kalendil."

Speaking to eTN exclusively, FlyerTalk member "John," who requested to remain anonymous, said: "These recent changes by United are really disappointing. Those affected will be United's most loyal customers -- frequent travelers like me -- not casual customers who fly once a year. I'm a million-miler on United, with 1K status today."

"John", who says he has also held either Gold, Platinum, or 1K status continuously for the last 10 years or so, added: "I've been loyal to them -- but I'm seriously considering switching to one of their competitors unless they start recognizing the needs of their top tier clients more. How can they say they value us premier members when they do things like these? "

United customers penalized for higher miles lawsuit

By Justin Bachman/San Francisco Chomical

Most travelers know that airline fares change rapidly, often to a shopper's chagrin. The same thing can happen when you use frequent-flier rules to book a hotel or rental car - although typically you catch a break the more miles you've amassed with the airline.

Two members of United's MileagePlus program say they had the opposite experience. Robert Gordon and Melissa Chan, of Jersey City, N.J., contend in a lawsuit that the airline charges customers with higher balances more miles for hotel rooms.

In August, according to the suit, Gordon and Chan tried to book a hotel in Japan that was priced online at 40,750 miles for three nights. Gordon did not have enough miles for that stay, but Chan did. When she logged into the site, however, the price for the room had increased to 44,500. "Mr. Gordon called United to complain and was advised that United utilizes an algorithm that increases the number of miles a customer needs for an award, based on their total miles," according to the lawsuit, which was filed in October in U.S. District Court. The suit seeks class-action status to cover millions of Americans in the United program.

United says high mileage balances do not disadvantage its Mileage-Plus members and that the lawsuit has no merit "both factually and legally." "As we communicate clearly in our program rules, we reserve some benefits, including access to complimentary extra-legroom seating, first-class upgrades and preferential pricing on some awards, for our most frequent customers," the airline said in a statement. United typically declines to comment on pending litigation but made an exception for this lawsuit because it considers the allegations to reflect the exact opposite of the company's pricing practices, a spokeswoman said.

It's not hard to see why United would have a deep interest in battling this suit publicly. Any suggestion that it penalizes high-balance accounts could alienate United's best customers. It also further draws attention to the

fact that airlines are placing a much more conspicuous value on the people who spend the most money with them. Whether it's quicker boarding to snag the overhead bin, giving passengers access to aisle and window seats earlier in the booking process, or becoming more miserly with first-class upgrades, United and other legacy airlines are attempting to reward their most-profitable customers. (The least-profitable customers need to get over it and stop acting so over-entitled, as United's chief financial officer, John Rainey, so memorably expressed it last year.)

It's part of the industry's long effort to measure loyalty in the money you make for a carrier, not the miles you fly with it. In 2014, road warriors who chase "status" in the United and Delta programs will need to spend at least \$2,500 with the airline, in addition to racking up the usual mileage levels, to achieve the same program status. American Airlines, which is fighting a federal lawsuit trying to block its merger with US Airways, has not announced a spending requirement.

United offers "preferred pricing" for some MileagePlus members, typically those who have earned "elite" status by flying at least 25,000 miles in a calendar year.

United Airlines launches all-new mobile app for iOS 7



United Airlines has launched its all-new mobile application for the iOS 7 platform, offering customers innovative new features, better functionality and an improved touch-friendly design that enables travelers to access information more quickly and easily.

The new mobile app, which United designed specifically for iOS 7 and is fully functional on earlier iOS versions, updates its most-popular mobile tasks and introduces new features, including:

- Travel cards for mobile boarding passes, MileagePlus cards, United Club cards and other frequently used information that customers may display on the home screen and easily swipe through.
- Travel wallet, which holds relevant information, including upcoming reservations and flight status notifications, in a single location and enables customers to use a simple swipe and save details to the home screen.

The app, which the airline optimized for the iPhone and is compatible with the iPad, also enables customers to view seat maps more easily, purchase Travel Options and book award travel on multiple segments. Customers may also use the new app to book and check in for flights, track a flight's status and view MileagePlus information. The new mobile app, along with the redesigned check-in kiosks and upcoming all-new website, offers customers clear, consistent and flyer-friendly functionality throughout their entire travel experience.

The new mobile app follows United's redesign of its airport check-in kiosk screens, which the airline completed in October. Later this year, United will release a beta version of the first phase of its all-new united.com website, providing customers with a simplified, cleaner and consistent user experience across the airline's customer-facing digital channels.

Additionally, United will launch a similar all-new app for the new Android operating platform, KitKat, in the coming months. Customers with Android devices may continue to use United's current and popular app, as can customers using Windows 8 and BlackBerry 10, both of which received updates earlier this year.

United became the first U.S. airline to introduce mobile boarding passes in 2007, and it is the first U.S. carrier to offer mobile boarding at all of the domestic airports it serves. United currently offers mobile boarding at 48 international airports, more than any other U.S.-based carrier.

I tried exercise, but I was allergic to it. My skin flushed, and my heart raced. I got sweaty and short of breath. Very dangerous.

United Airlines begins offering electronics-friendly cabins



United Airlines is now offering its customers electronics-friendly cabins on all domestic mainline flights. The airline received approval from the Federal Aviation Administration (FAA) to begin allowing passengers use of their portable electronic devices during all phases of flight. United has implemented the benefit for its customers.

With this change, United customers can safely use their lightweight, hand-held electronic devices – such as tablets, e-readers, games and smartphones – in non-transmitting mode from gate-to-gate, unless instructed otherwise by a crew member. Larger electronic devices, like laptops, must still be stored securely in an overhead bin or another approved stowage area during takeoff and landing.

"I want to thank the FAA and Administrator Huerta for working with us so quickly to offer this great benefit to our customers," said Jim Compton, vice chairman and chief revenue officer at United. "Safely expanding the use of portable electronic devices is one of the many ways United is working to deliver a more user-friendly travel experience for our customers."

Currently, only United customers traveling on mainline flights arriving or departing within the 50 United States may operate portable electronic devices below 10,000 feet. However, the airline is working with its regional partners to extend the benefit, and expects to allow customers gate-to-gate use of their electronic devices across all United Express flights operating within the 50 United States by the end of the year as well. Passengers may still be asked to turn off their electronic devices in certain situations, such as low-visibility operations, and are reminded to carefully follow crew member instructions at all times. Voice calls from cell phones or VoIP-enabled devices are also still prohibited during taxiing, takeoffs, landings and while the aircraft is in flight.

Stranded on United Airlines : 1.1 million Dollar fine



A \$1.1 million fine is the largest levied against an airline since 2010, when new rules took effect in the United States that bar airlines from stranding passengers on the tarmac for longer than three hours without giving them the opportunity to leave the plane.

United Airlines will pay more than \$1 million in fines for stranding passengers on 13 planes for more than three hours on the tarmac during a stormy day last year at Chicago's O'Hare International Airport, federal officials announced Friday.

The delays involved 13 United and United Express planes on July 13, 2012, a day when severe thunderstorms and lightning had caused several ramp closures and disrupted the movement of aircraft at O'Hare, the nation's second largest airport. Toilets weren't working on two of those planes.

"It is unacceptable for passengers to be stranded in planes on the tarmac for hours on end," U.S. Transportation Secretary Anthony Foxx said in a statement. "We will continue to require airlines to adopt workable plans to protect passengers from lengthy tarmac delays and carry out these plans when necessary."

The airline exceeded the three-hour limit by as much as an hour and 17 minutes, and didn't contact airport personnel or other airlines for help, according to the department.

United spokeswoman Mary Ryan said the airline was "committed to complying with the tarmac regulations and we continue to improve our procedures while maintaining the safety of our customers and co-workers."

United will pay the government \$475,000, while \$185,000 will be used to compensate affected passengers, including those who were delayed on the tarmac for less than three hours. The airline will also use \$440,000 to acquire and maintain a surveillance system to monitor the location of each of its planes on the airfield.

CHURCH OF GOD
HONK IF YOU LOVE JESUS TEXT WHILE DRIVING IF YOU WANT TO MEET HIM
SUN. SCHOOL 10:00 AM SUN. WORSHIP 11:00 AM & 6:00 PM WED. 7:00 PM
Pastor Floyd Ingram

United launches daily nonstop flights between Chicago and San Juan, Puerto Rico



United Airlines begins daily nonstop flights from its hub at Chicago O'Hare International Airport to Luis Munoz Marín International Airport in San Juan, Puerto Rico.

Flight UA1688 will depart Chicago at 8:27 a.m. daily, arriving in San Juan at 3:05 p.m. The return flight, UA 1718, will depart San Juan at 3:55 p.m. and arrive in Chicago at 7:19 p.m. The service will be operated with Boeing 737-900 aircraft, with seating for 20 in United First, 51 in Economy Plus and 96 in Economy.

United will begin additional seasonal nonstop service between Chicago and San Juan on Dec. 4, 2013. Flight UA1448 will depart Chicago O'Hare at 4:10 p.m. daily, arriving in San Juan at 10:48 p.m. The return flight, UA 1405, will depart San Juan at 7:05 a.m., arriving in Chicago at 10:29 a.m. The seasonal service will operate until Jan. 6, 2014.

"San Juan continues to be a popular United destination, and we're very pleased to add these flights to increase travel options for customers in the Chicago market," said Millie Uriarte, United's Director, Latin America Onshore & Caribbean Sales.

With the addition of the Chicago flights, United will offer nonstop service between Puerto Rico and five of its hubs. The airline already serves Puerto Rico nonstop from Cleveland, Houston, New York/Newark and Washington, D.C./Dulles.

United Airlines makes seats available for sale on new flights to Chengdu, China



United Airlines has made seats available for sale on its new nonstop flights to Chengdu, China. The airline intends to operate three-times-weekly service from its San Francisco hub beginning June 9, 2014, subject to government approval, using Boeing 787 Dreamliner aircraft.

The flights 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.

Chengdu will be the ninth destination United serves in the Asia/Pacific region nonstop from its premier San Francisco gateway, from which the airline 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. From San Francisco, United provides access to more than 300 destinations worldwide, with nonstop service to 80 destinations on five continents – more than any other carrier.

Additionally, United operates more nonstop U.S.-China flights, and to more cities in China, than any other airline.

PICKLES | Brian Crane



San Francisco to Tokyo's Haneda Airport - pending application



United Airlines has applied to the U.S. Department of Transportation for authority to provide daily nonstop service from the airline's hub at San Francisco International Airport to Haneda Airport in downtown Tokyo. United applied for the Haneda Airport slot pair used by American Airlines for New York/JFK-Haneda service, which the carrier announced it will terminate on Oct. 16, 2013.

United proposes to begin the new service from San Francisco in the summer of 2014, using existing aircraft in its fleet, subject to government approval.

"With these slots, United will be able to provide convenient daily nonstop flights between our trans-Pacific gateway in San Francisco and the close-in Tokyo Haneda airport. In addition to giving customers direct access between San Francisco and Haneda, the service will also offer connecting opportunities at the San Francisco hub from cities across United's route network.

The proposed San Francisco-Haneda flights will complement United's daily San Francisco-Tokyo Narita service, which will continue to operate and offer alternative time-of-day departures and arrivals, as well as options for passengers who prefer to travel to Tokyo Narita or are making connections there.

United Airlines releases innovative cargo carbon emissions calculator



United Airlines, in partnership with Sustainable Travel International, today announced the release of an enhanced cargo emissions and offset calculator that quickly computes and presents per capita carbon emissions for customers shipping via United Cargo. United is the only U.S.-based carrier to offer the

calculator to its customers.

Recognizing the emerging global trend for increased accountability and the need to report carbon footprint data to shippers, United's user-friendly calculator provides information that is often now expected by its customers. Cargo customers can easily input place of origin and destination for each flight leg, along with the weight of their shipment, in order to quickly determine the total carbon footprint for their shipment using United operational data to provide an accurate result. This tool proves useful in various business-to-business transactions.

"We continue to see a shift in the industry toward the need for emissions data availability, and United's new cargo calculator provides a more transparent view into our customers' carbon footprint," said Robbie Anderson, President of United Cargo. "United Cargo is committed to an aggressive program to promote environmental sustainability, and we are focused on contributing to our industry's progress in this area."

The new tool also enables United Cargo to accurately and efficiently respond to shipping request-for-proposals, which increasingly require the inclusion of emissions reporting data.

The cargo calculator is built on the success of United's recently updated emissions and offset calculator for passenger travel that gives customers the opportunity to make a contribution to offset greenhouse gas emissions associated with their travel. The calculation methodology recognizes actual flight data related to aircraft type, routes and seasonality, and considers the effect that additional mass has on emissions stemming from freight transport. The tool offers greater reporting accuracy by applying a next-generation CO2 emissions calculation methodology informed by recent International Air Transport Association and International Civil Aviation Organization analyses as well as European Standards.

The calculator provides customers the opportunity to sponsor high-quality emission reduction projects around the globe. United selected the projects based on geographic relevance to its major hubs, and all of the projects have been third-party verified to internationally recognized standards. The current portfolio of projects includes support for forest conservation in California and Belize and renewable wind energy in Texas.

United employees ratify new joint labor agreements



United Airlines, passenger service, reservations and storekeeper workgroups at its United, Continental, Continental Micronesia and MileagePlus subsidiaries ratified new joint labor agreements.

"These agreements provide our co-workers with pay and benefit adjustments, while also giving United the flexibility to be more efficient as we provide great customer service," said Jon Roitman, senior vice president of airport operations and cargo. "The negotiating committees for United and the IAM worked together collaboratively to reach these agreements, and we look forward to working closely with the union to implement them." The agreements run through 2016 and cover nearly 28,000 United employees.

United now has joint contracts for more than half of their represented employees, and is working to continue its progress in negotiations with the other work groups."

Since merging with Continental, United has made significant progress in bringing together work groups. The company has reached combined agreements for pilots, passenger service, reservations, fleet service and stores employees, and separate agreements with flight attendants and technicians from its United, Continental and Continental Micronesia subsidiaries.

United's Redesigned hub lobbies are flyer-friendly



We have redesigned the lobbies in several of our U.S. hubs, creating an open floor plan to reduce the time it takes our customers to receive boarding passes and check their luggage. So far, we have made or are testing the changes at ORD, LAX, DEN, CLE, EWR and IAH.

Last summer, we began removing the stanchions forming the queue that directed customers to the ticket counters. Our customers in redesigned lobbies now walk directly to an available ticketing kiosk without waiting in line. We have customer service representatives stationed in the lobby to direct people to open kiosks and to help them use the self-serve ticketing machines.

"By doing that, we can engage customers more quickly and use the customer-service skills that our employees were hired for," said Customer Service and International Planning Managing Director Omar Idris, noting that the initiative has helped our United Customer Satisfaction scores, which hit a record high in October.

"We're seeing that customers really like it in terms of how the check-in process flows," said ORD Customer Service Airport Operations Managing Director Jacqui Key. "We are very proud of our colleagues' willingness to change and adapt as we continue to improve our processes and the customer experience."



The TSA Database: Giving up privacy when flying US airspace

By Susan Stellan/The New York Times



New York Times reporter, Susan Stellan, revealed that the TSA has access to a trove of huge databases — both federally and privately run — which it uses to keep track of information about almost anyone traveling through American airspace. The United State Transportation Security Administration (TSA) is learning much more about airline passengers than just their meal preference.

Tax identification numbers, old travel plans, property records and even physical characteristics are contained in these databases, Stellan wrote, which is then shared among government agencies and often combined with other information on record elsewhere, including intelligence maintained by the likes of debt collectors and other private agencies whose profits depend on digging up personal information.

This mass data-mining is being used by Department of Homeland Security agencies like the TSA as a tool to monitor suspected terrorists and other criminals, and could assist in an agency-wide goal of trimming time off of the notoriously lengthy security pat-downs currently in place at airports across the country. But while representatives from the TSA touted these efforts to the Times as necessary implements in ensuring utmost safety, privacy advocates are asking for change.

According to Stellan, the TSA is now not just conducting routine background and criminal checks on airline ticket holders, but also relying on these massive databases to identify any potential red flags. With computers — not humans — calling the shots, though, it could change the face of travel to one where everyone and everything is suspect, until the system ensures them otherwise.

“I think the best way to look at it is as a pre-crime assessment every time you fly,” Identity Project consultant Edward Hasbrouck told the Times. “The default will be the highest, most intrusive level of search, and anything less will be conditioned on providing some additional information in some fashion.”

Hasbrouck has previously sued the federal government in an attempt to learn about the information that agencies like the TSA compile on American travelers, and has long insisted that more than meets the eye is being collected. Hasbrouck noted on the Identity Project website that leaked security documents released to the media by former intelligence contractor Edward Snowden revealed that the US government is accumulating information from airline reservation systems and social media sites to scoop up information on travelers, both domestically and abroad.

Speaking to SF Weekly in 2010, Hasbrouck equated the Automated Targeting System started in 2006 by another DHS agency, Customs and Border Protection, as a “guilty-by-association machine” that can make any traveler appear suspicious since it relies on information compiled in a “database of detailed profiles of every person who'd crossed a US border.” Even then, Hasbrouck said the government had access to personalized dossiers that contained more details on travelers than one might assume. “I've seen in one person's file that showed not merely who they were traveling with, but ... whether they asked for one bed or two in a hotel room, because their hotel was booked through the same reservation as their flight. “I don't think it's appropriate for anyone to be looking behind your hotel room and seeing who's sleeping with whom.” According to the Times report more than three years later, the information being collected by the TSA is only expanding, and other government agencies are able to get their hands on it as well.

“For instance,” Stellan wrote, “an update about the TSA’s Transportation Security Enforcement Record System, which contains information about travelers accused of ‘violations or potential violations’ of security regulations, warns that the records may be shared with ‘a debt collection agency for the purpose of debt collection.’”

“A recent privacy notice about PreCheck notes that fingerprints submitted by people who apply for the program will be used by the FBI to check its unsolved crimes database,” she said of the new expedited screening process rolled out by the TSA at airports across the US earlier this month.

On the Identity Project website, Hasbrouck wrote that that same system authorizes the TSA to “create a new

permanent file with everything from your fingerprints to ‘any other information provided . . . by government agencies or other entities.’”

Couple that knowledge with leaked Snowden documents suggesting the NSA is independently accessing passenger records held by private airlines — then handing them over to the DHS — and the “pre-crime assessment” tools described by Hasbrouck are that much more powerful.

Should TSA officials be armed?



The killing of a TSA officer at the Los Angeles International Airport has reignited the debate in the United States over whether the agency’s staff should be given the ability to make arrests, as well as carry firearms.

Since its formation, the TSA has been tasked with developing procedures to thwart future airline hijackings, as well as bolstering security overall as a consequence of later bombing plots, such as 2003’s “Shoe Bomber” attempt, which led the agency to enact the mandatory removal of footwear during routine security screenings at US airports. Though the agency may seem ubiquitous to most Americans and international travelers now, the TSA is a fairly new offshoot of the US Department of Transportation, and was made into its own agency in the wake of the September 11, 2001 terrorist attacks by the Bush administration, and placed under the Department of Homeland Security in 2003.

In the wake of the deadly attack at LAX the TSA’s union has expressed a desire to see the creation of a new category of TSA agents that would be able to carry guns and perform arrests. Currently, the agency’s 45,000 screeners are not considered law enforcement officers. The TSA’s union, the American Federation of Government Employees, says that a new category of armed agents would bolster security throughout the country’s airports. “We feel a larger and more consistent armed presence in screening areas would be a positive step in improving security for both [security officers] and the flying public,” said J. David Cox, president of the AFGE. “The development of a new class of TSA officers with law enforcement status would be a logical approach to accomplishing this goal.”

Meanwhile, other union officials believe that the implementation of law enforcement officers within the TSA does not solve the whole issue. “Just saying you can arrest somebody, how far is that going to get you?” asked AFGE general counsel David Borer. “The focus needs to be on how do we deliver the right amount of security at the checkpoint,” he adds. The TSA’s Administrator, John Pistole, has said that his agency will be reviewing its procedures in the wake of the attack. However, despite the incident, not everyone is keen to the idea of arming TSA agents. “In the wake of this attack it is of critical importance to review coordination and communication between TSA and local police, whose job it is to protect airports, as well as review TSA’s own programs for detecting and disrupting terrorist attacks.”

Several security experts cited by the Los Angeles Times also oppose the arming of TSA officers as an expensive diversion from the agency’s primary screening task, which would also radically alter the public’s perception of the agents. “I want those guys focused on looking at my bag and looking at people,” said Jeff Price, an aviation security expert who teaches at Metropolitan State University of Denver. Price believes that arming screeners would be an “overkill” move that could cost billions. “There are other ways that you can provide the level of protection that the TSA screeners deserve without giving them all guns,” said Price.

Meanwhile, Brian Jenkins, an authority on terrorism and aviation security at with Rand Corp., worries about an increase in encounters between the 800 million yearly air passengers with armed federal authorities. “Heaven forbid we end up in a situation where in the course of a gunfight at a checkpoint, civilians were killed by friendly fire,” said Jenkins. “This would be a catastrophe for the TSA.”

**COMMON SENSE
IS LIKE DEODORANT.
THE PEOPLE WHO
NEED IT MOST
NEVER USE IT.**

TSA urged to lift carry-on-liquid restrictions



The Association for Airline Passenger Rights, (AAPR) today urged the Transportation Security Administration ("TSA") to end its "security theater" and lift the ban on carry-on liquids. Security Theater refers to "security measures that make people feel more secure without doing anything to actually improve their security."

"The current policy banning passengers from bringing liquids onto the plane is probably one of the least effective security screenings being employed by the TSA at our nation's airports," said Brandon M. Macsata, Executive Director of the Association for Airline Passenger Rights. "FBI tests have demonstrated terrorists could not bring down a plane with small amounts of liquids, and for years leading security consultants have

questioned the effectiveness of the liquid ban, so it is time to end it. Ending the ban would allow TSA agents to better focus on more pressing potential security threats."

Macsata pointed out that TSA's 3-1-1 policy already allows liquids on the plane, as does the medical/prescription exemption, not to mention that the very first thing seen by passengers who are forced to throw away their 20 ounce water or soda bottle: convenience stores selling all kinds of liquids. Additionally, technologies now exist to test liquids, which are already being deployed overseas in the European Union.

The current TSA 3-1-1 for carry-ons = 3.4 ounce (100ml) bottle or less (by volume); 1 quart-sized, clear, plastic, zip-top bag; 1 bag per passenger placed in screening bin. One-quart bag per person limits the total liquid volume each traveler can bring. 3.4 ounce (100ml) container size is a security measure.

Updating control of nation's flights stuck on ground

Associated Press



An Alaska Airlines plane takes off from Seattle-Tacoma International Airport, where some of the new procedures are being used. Most proposed changes have not been adopted. Ted S. Warren / Associated Press

Ten years after Congress gave the go-ahead to modernize the nation's air traffic control system, one of the government's most ambitious and complex technology programs is in trouble. The Next Generation Air Transportation System, or NextGen, was promoted as a way to accommodate an anticipated increase in air travel, reduce fuel consumption and improve safety and efficiency. By shifting from radar-based navigation and radio communications - technologies rooted in the first half of the 20th century - to satellite-based navigation and digital communications, it would handle three times as many planes

with half as many air traffic controllers by 2025, the Federal Aviation Administration promised.

Planes would fly directly to their destinations using GPS technology instead of following indirect routes to stay within the range of ground stations. They would continually broadcast their exact positions, not only to air traffic controllers, but to other similarly equipped aircraft. For the first time, pilots would be able to see on cockpit displays where they were in relation to other planes. That would enable planes to safely fly closer together, and even shift some of the responsibility for maintaining a safe separation of planes from controllers to pilots.

But almost nothing has happened as FAA officials anticipated. Increasing capacity is no longer urgent. The 1 billion passengers a year the FAA predicted by 2014 has now been shoved back to 2027. Difficulties have cropped up at almost every turn, from new landing procedures that were impossible for some planes to fly to aircraft-tracking software that misidentified planes. Key projects are behind schedule and at risk of cost overruns.

Some airline officials, frustrated that they haven't seen promised money-saving benefits, say they want better results before they spend more to equip planes to use Next-Gen, a step vital to its success. Lawmakers, too, are frustrated. NextGen has enjoyed broad bipartisan support in Congress, but with the government facing

another round of automatic spending cuts, supporters fear the program will be starved for money.

Responding to industry complaints, the FAA has zeroed in on an element of Next-Gen that promises near-term benefits: new procedures that save time and fuel in landings while decreasing greenhouse gas emissions. Planes equipped with highly calibrated GPS navigation are able to fly precise, continuous descents on low power all the way to the runway rather than the customary and time-consuming stair-step approaches in which pilots repeatedly decrease power to descend and increase power to level off.

FAA Administrator Michael Huerta says NextGen is on track despite the troubles. "It's a significant transformation that we're making," he said. "I would hope it would be moving faster as well, but we have a very large, a very complex system, and we're making great progress."

But even use of the GPS based procedures has been slowed. It takes several years to develop each procedure airport by airport. During busy periods, controllers don't have time to switch back and forth between the new procedures, which most airliners can use, and older procedures that regional and smaller planes often must still use. At six large airports in Chicago, New York and Washington, only 3 percent of eligible flights have used the new procedures, Calvin Scovel, the Transportation Department's inspector general, told a congressional hearing in July.

NextGen was originally forecast to cost \$40 billion, split between government and industry, and to be completed by 2025. But an internal FAA report estimates it will cost three times that much and take 10 years longer to complete. FAA officials have largely stopped talking about end dates and completion costs as the technology evolves. The agency spends about \$800 million a year on the program.

Hopefully the FAA can make a "mid-course correction" to get NextGen on track, said Rep. Rick Larsen, a supporter. "We shouldn't give up on the effort because I think everybody understands there is a lot of benefit to it." But he's concerned that more delays in the program "could force us to rename it LastGen."

Rules toughened for pilot training

Associated Press Washington



Prodded by the families of people killed in a regional airline crash, federal officials issued significantly tougher training requirements for pilots.

One of the most important changes requires airlines to provide better training on how to prevent and recover from an aerodynamic stall, in which a plane slows to the point that it loses lift. That was what happened to Continental Express Flight 3407, which crashed on approach to Buffalo Niagara International Airport in western New York on Feb. 12, 2009, killing all 49 people aboard and a man on the ground. The crash victims' families have campaigned relentlessly for nearly five years for changes in

federal regulations to address safety issues raised by the accident, including better pilot training. Under the new requirements - the most substantial in two decades - airlines will have to provide flight simulator training for pilots on how to deal with a stall.

The captain and first officer of Flight 3407, which was operated for Continental Airlines by now-defunct Colgan Air, failed to notice that the speed of the twin-engine turboprop had dropped dangerously low, an investigation revealed. The appropriate response would be to push forward on the yoke to lower the nose of the plane in order to pick up speed, while increasing engine power. But the captain, Marvin Renslow, pulled back hard on the yoke, sending the plane into a stall. At that point a safety system tried to point the plane's nose down, but Renslow again pulled back hard on the yoke. There was little chance of recovery after that, and the plane crashed. Renslow had not received any hands-on training in how to recover from a stall in the plane he was flying.

TO BE
OLD AND WISE,
YOU MUST FIRST
HAVE TO BE
YOUNG AND STUPID.

Geezers
Planet

Boeing forecasts \$550 billion market in Middle East for new airplanes



United Arab Emirates - Boeing forecasts that airlines in the Middle East will require 2,610 new airplanes over the next 20 years, worth an estimated \$550 billion. While one-third of that demand – 900 airplanes – will replace today's fleets, 66 percent of the demand is expected to be driven by the rapid fleet expansion in the region.

According to the Boeing Current Market Outlook (CMO), long-range, twin-aisle airplanes – such as the Boeing 777 and 787 Dreamliner – will continue to dominate the Middle East's order books, reflecting the global network priorities and emerging alliances and partnerships of the region's carriers.

"International traffic growth in the Middle East continues to outpace the rest of the world," said Randy Tinseth, Vice President of Marketing, Boeing Commercial Airplanes. "The Gulf region benefits from a unique geographic position that enables one-stop connectivity between Europe, Africa, Asia and Australasia. Additionally, over the last decade, we've seen a rise in low-cost carriers that have benefitted from a large youthful population, large migrant workforce and trends toward market liberalization."

According to the Boeing forecast, twin-aisle aircraft will account for more than half of the region's new airplane deliveries over the 20-year period – as compared to 24 percent globally. Single-aisle airplanes, such as the Boeing 737, will make up 47 percent of regional deliveries through to 2032, while large airplanes such as the Boeing 747 will account for 10 percent of forecasted demand. Regional jets account for the remaining 1 percent of the demand.

Boeing 777X to deliver unprecedented efficiency and economics



Boeing, one day after announcing the record-breaking launch of the 777X at the Dubai Airshow, outlined the performance characteristics and a variety of features that will make the newest member of the Boeing twin-aisle family the largest and most fuel-efficient twin-engine commercial jetliner in aviation history.

Key innovations will make the 777X 12 percent more fuel efficient than its competitor: an all-new composite wing based on the innovative wing developed for the super-efficient 787 Dreamliner, aerodynamic advances such as a hybrid laminar flow control vertical tail and natural laminar flow nacelles, and all-new GE9X engines developed by GE Aviation.

In addition to unprecedented fuel efficiency and environmental responsibility, these new technologies will help the 777X deliver 10 percent lower operating economics than the competition.

"The 777X builds on the heritage of the 777-300ER and incorporates many advanced technologies designed for the 787 to create a new standard for widebody airplanes. It will truly be a worthy successor to the 777-300ER," said Fancher.

The 777X's efficiency directly links to exceptional environmental performance. Carbon dioxide (CO₂) is produced as fuel is consumed. This means the reductions in fuel use will result in equivalent cuts in carbon dioxide emissions.

Two models comprise the 777X family – the 777-8X, with approximately 350 seats and a range capability of more than 9,300 nautical miles; and the 777-9X, with approximately 400 seats and a range of more than 8,200 nautical miles. The 777-8X competes directly with the Airbus A350-1000 while the 777-9X is in a class by itself, serving a market segment that no other airplane can.

"Both of these airplanes are about providing growth options and flexibility for our customers," Fancher said. "The 777-9X fits in the heart of where we think the market will go."

At 233 feet, the 777X composite wing has a longer span than today's 777-300ER. Its folding, raked wingtip delivers greater efficiency, significant fuel savings and complete airport gate capability. In addition, it allows access to the entire range of gates currently accessibly by the 777-300ER.

Adding 787 technologies in the flight deck, flight controls and other systems is just the beginning. The 777X

implements 787 technologies where they add value to our customers and increase commonality across Boeing's twin-aisle product family.

Boeing is exploring a number of innovations that will advance the passenger experience and create an interior passengers will prefer. For instance, the company will reposition and resize the windows to provide more ambient light inside and provide passengers with better views outside the cabin. A new interior architecture will make the 777X cabin even more spacious, leveraging the airplane's cross-section – the widest in its class.

Boeing to increase 737 production rate to 47 per month



Boeing announced that production on the 737 program will increase to 47 airplanes per month in 2017, the highest rate ever for the best-selling airliner in history. Once implemented, the 737 program will build more than 560 airplanes per year, and will have increased output by nearly 50 percent since 2010.

"We're taking this step to make sure our airplanes get into the hands of our customers when they need them," said Beverly Wyse, vice president and general manager, 737 Program, Boeing Commercial Airplanes. "Our employees and our suppliers have successfully increased the production rate to unmatched levels over the last three years. This increase will lay a solid foundation as we bridge into production on the 737 MAX."

Boeing currently produces 38 airplanes per month from its Renton, Wash., factory and will increase the rate to 42 per month in the first half of 2014. First delivery of the 737 MAX is on track for third quarter of 2017. "With the continuing strong demand we are seeing in the market for the 737, we expect to keep employees busy in Renton making this amazing airplane for years to come," said Wyse.

Uncertainty for Boeing 747



For decades, the Boeing 747 was the Queen of the Skies. But the glamorous double-decker jumbo jet that revolutionized air travel and shrunk the globe could be nearing the end of the line. Boeing has cut its production target twice in six months. Just 18 will be produced in each of the next two years. Some brand-new 747s go into storage as soon as they leave the plant. Counting cancellations, it hadn't sold a single 747 this year until Korean Air bought five on Oct. 24.

Boeing says it's committed to the 747 and sees a market for it in regions like Asia. But most airlines simply don't want big, four-engine planes anymore.

They prefer newer two-engine jets that fly the same distance while burning less fuel. "We had four engines when jet engine technology wasn't advanced," Delta Air Lines Inc. CEO Richard Anderson said at a recent conference. "Now jet engines are amazing, - amazing machines and you only need two of them." Delta inherited 16 747s when it bought Northwest Airlines in 2008. Northwest last ordered a 747 in 2001, according to Flightglobal's Ascend Online Fleets.

Part of the problem is all those seats. A 747 can carry from 380 to 560 people, depending on how an airline sets it up. A full one is a money-maker. But an airline that can't fill all the seats has to spread the cost of 63,000 gallons of jet fuel - roughly \$200,000 - among fewer passengers. They're also too big for most markets. There aren't enough passengers who want to fly each day between Atlanta and Paris, for example, to justify several jumbo jet flights. And business travelers want more than one flight to choose from. So airlines fly smaller planes several times a day instead. Boeing isn't giving up on its iconic airplane, and has sold more than 100 of the new version, including freighters. Marketing chief Randy Tinseth says the economic downturn of the past five years has hurt 747 sales. Still, he says, "We think that market will come around." Even if it doesn't, 747 fans can take heart. Many planes last three decades or more, so there will be some 747s in the skies for a long time.

Airline stocks soar as passengers suffer



Airline lobbyists will have an increasingly hard time pleading poverty when promoting mergers and opposing consumer regulation in the coming months as airline stocks have skyrocketed on average over 100% in the past year. An analysis by FlyersRights.org, the largest airline passenger organization, found that US airlines rewarded their shareholders with eye popping stock price increases in the past year. Paul Hudson, President of the group, called on Congress and the DOT to enact and enforce meaningful airline passenger protections, noting:

"Gotcha fees for everything, overcrowding, shrinking seats and legroom, reduced competition (due to mergers), coupled with aviation security abuses, have accelerated the downward spiral of the air travel experience."

"It is high time for Congress to review the Airline Deregulation Act of 1978 that courts have interpreted to exempt airlines from all state and local consumer protection laws and for the US DOT to exercise its statutory power to prevent 'unfair and deceptive' airline practices."

Flyersrights.org with 30,000 members operates a toll free hotline and tips line, publishes a weekly online newsletter, and advocates for airline passenger rights and interests.

It successfully advocated for the 3 hour rule prohibiting excessive tarmac delays and truth in scheduling rules enacted in 2010, as well as higher compensation for lost baggage and for bumping. In 2013, it successfully sought reversal of a TSA policy to allow knives back on airliners, called for a new safety review of the Boeing 787, and the ending of air traffic controller furloughs during sequestration.

Business aviation survey: 4 to 5 percent average annual industry growth



In its 22nd annual Business Aviation Outlook, Honeywell is forecasting up to 9,250 new business jet deliveries worth over \$250 billion from 2013 to 2022.

The 2013 Honeywell outlook reflects an approximate 3 to 4 percent increase in projected delivery value over the 2012 forecast. Despite slightly lower unit deliveries, the expected value comes from pricing increases and a continued change in expected business jet delivery mix, which reflects the ongoing trend toward larger business jet models.

Honeywell forecasts 2013 deliveries of approximately 600 to 625 new business jets, a single-digit decrease over levels reported last year. The reduced deliveries expected in 2013 are largely due to new program delays rather than deterioration in demand.

"2014 industry deliveries are anticipated to be up modestly, reflecting recovery in supply-side constraints and some gains linked to the projected pace of global economic recovery," said Rob Wilson, president, Honeywell Business and General Aviation.

In its latest survey, Honeywell found that the operators interviewed plan to make new jet purchases equivalent to about 28 percent of their fleets over the next five years either as a replacement or in addition to their current fleet. This level of interest has been largely stable for the past four survey cycles, and compares favorably with results of 25 percent or less that were the norm until 2006. Of those new business jet purchase plans, 19 percent are intended to occur by 2014, with larger shares of more than 22 percent each year scheduled for 2015 and 2016 purchases. The survey does not allocate specific years beyond 2016. This is slightly improved from last year's results and leads to a modest gain in projected demand in the near term.

Higher purchase expectations continue to focus on larger cabin aircraft classes ranging from supermidsize through the ultralong range and business liner, implying these types of aircraft will command the bulk of the value billed from now until 2023. This large cabin group is expected to account for more than 80 percent of all expenditures on new business jets in the near term. Volume growth between now and 2023 will be led by this class of aircraft, reflecting nearly 60 percent of additional units, and nearly 85 percent of additional retail value.

"The trend toward larger cabin aircraft with ever-increasing range expectations and advanced avionics is

seen more strongly than ever in this year's survey," Wilson said. "As a full- spectrum supplier to the industry, Honeywell has been successful in anticipating the needs of and advancing the technological capabilities of the popular supermidsize and larger aircraft in production or scheduled to enter service over the next few years."

"The Honeywell operator survey has been an invaluable tool for the industry over the past two decades," explained Carl Esposito, vice president of Marketing and Product Management, Honeywell Aerospace. "The annual outlook has helped guide our own product decision process, which has led to focused investments such as designing and developing optimized propulsion offerings, flight efficiency upgrades, innovative safety products and enhanced services. It has also contributed to our business pursuit strategy, and helped position Honeywell consistently on high-value platforms in growth sectors."

New DOT rules make flying easier for passengers with disabilities



The Association for Airline Passenger Rights, (AAPR) today applauded the new regulations promulgated by the U.S. Department of Transportation designed to make air travel more accessible for passengers with disabilities. The regulations will ensure equal access to airline websites and automated airport kiosks, as well as improve certain wheelchair stowage requirements.

AAPR is the only airline consumer rights group that includes "accessibility" as one of its stated objectives. Accessibility has increasingly gained the attention of the DOT, evidenced by the number of fines over the last few years against airlines for violating the

Air Carrier Access Act. In fact, consumer complaints among passengers with disabilities are on the rise, according to the Aviation Consumer Protection & Enforcement (ACPE).

"Once again, DOT has demonstrated its commitment to air travelers with access and functional needs," said Brandon M. Macsata, Executive Director of the Association for Airline Passenger Rights. "These new regulations serve to strengthen the accessibility protections afforded under the Air Carrier Access Act, but they also serve to entice the airlines to provide better service to one of the largest traveling demographics in the United States: individuals with disabilities."

The DOT regulations, in general, include the following provisions;

Covered airlines are required within two years to make pages of their websites that contain core travel information and services accessible to persons with disabilities, and to make all of their web pages accessible within three years;

Ticket agents to disclose and offer web-based discount fares to customers unable to use their sites due to a disability starting within 180 days after the rule's effective date;

Any automated kiosks installed at U.S. airports for services -- such as printing boarding passes and baggage tags -- must be accessible to passengers with disabilities until at least 25 percent of all kiosks at each airport location are accessible; and permits airlines to transport passenger wheelchairs by strapping them across a row of seats using a strap kit that complies with applicable safety standards, in addition to stowing them in a closet or similar compartment.

PICKLES | Brian Crane



Airbus Calls on Aviation Industry to Set a New Standard for Long Haul Comfort



Airbus proposes 18 inch seat width as the standard for future long haul economy air travel. Airbus reveals new research into the impact seat width makes to levels of passenger comfort on board long haul economy flights; calling on the aviation industry to set a minimum standard of 18 inches in order to improve the future comfort of long haul air travel.

The groundbreaking research conducted by Harley Street medical practice The London Sleep Centre, using polysomnography* to record every standard physiological sleep measurement - including monitoring brainwaves, eye, abdominal, chest and hip leg movement - on a selection of passengers, revealed that a minimum seat width of 18 inches improved passenger sleep quality by 53% when compared to the 1950s 17 inch standard.

Dr Irshaad Ebrahim MBChB MRCPsych of The London Sleep Centre commented: "The difference was significant. All passengers experienced a deeper, less disturbed and longer night's sleep in the 18 inch seat. They went from one sleep stage to the next as you would expect them to do under normal circumstances. Whilst in the narrower 17 inch seat the passengers were affected by numerous disturbances during sleep - which meant they rarely experienced deep restorative sleep. When it comes to flying long haul in economy, an inch makes a huge difference on passenger comfort."

Air transport has changed significantly over the last 50 years. There are more passengers, flying further for longer distances. In the last five years alone the number of flights over 6,000 nautical miles (13+ hours flight time) has increased by 70% from 24 to 41 daily flights. In 1998 no flight over 7,000 nautical miles had ever taken place. In the next 15 years passenger traffic will double and by 2032, the world's airlines will take delivery of more than 29,220 new passenger and freighter aircraft.

Airbus has always maintained a standard of 18 inch minimum in its long haul economy cabins. However, other manufacturers are eroding passenger comfort standards by going back to narrower seat widths from the 1950s in order to remain competitive. Changing Body Mass Index (BMI) and perspectives on personal space have encouraged other industries, such as leisure and automotive, to re-think seat width. And recent research conducted into long haul economy passengers across international airports revealed that seat comfort is now the most important criteria when booking a long distance flight in economy, even over the schedule of the flight.

INTERESTING FACTS ABOUT AIRLINES, AIRPORTS AND AIR TRAVELING

- All International Airline Pilots speaks English.
- * Flights longer than 8 hours require 3 pilots (1 captain and 2 first officers) to rotate flying duties.
- * Flights longer than 12 hours require 4 pilots (1 captain and 3 first officers). They usually fly 3-4 hour shifts.
- Each airline pilot flying the aircraft eats a different meal to minimize the risk of all pilots on board being ill.
- On average, pilots fly between 9 and 14 days a month (Indian company pilots fly 24 to 26 days)
- All airlines have an agreement to let each others' traveling pilots occupy empty seats. If no seats are available, the traveling pilot can also occupy an extra seat in the cockpit that is usually empty.
- The main function of flight attendants is for the safety and security of their passengers, and passenger comfort is only secondary.
- The first female flight attendants in 1930 were required to weigh less than 115 pounds. In addition, they had to be nurses and unmarried.
- Flight attendants must not have any tattoos visible when a uniform is worn. These requirements are designed to give the airlines a positive representation.
- The normal ratio of Flight Attendants to passenger seats is one Flight Attendant for every 50 passenger seats.
- The height requirement for Flight Attendant is for safety reasons, making sure that all flight attendants can reach overhead safety equipment.
- The normal ratio of Lavatories to passengers is approximately one lavatory for every 50 passengers.

- An air traveler can lose approximately 1.5 liters of water in the body during a three-hour flight.
- The reason why the lights are turned out during takeoff and landing—Is for your eyes to adjust to lower levels of light. If there's an accident and they have to activate the emergency slides, studies have shown that you will be able to see better and therefore be able to evacuate more quickly and safely.
- The World's largest Airline in terms of Fleet Size is Delta Airlines (United States) with 744 aircraft and 121 aircraft on order as of March 2011.
- The largest passenger plane is the Airbus 380 - nearly 240 feet long, almost 80 feet high, and has a wingspan of more than 260 feet. The double decker plane has a standard seating capacity of 555 passengers.
- The world's busiest airport in terms of passenger volume or the number of takeoffs and landings, is Hartsfield–Jackson Atlanta International Airport, Atlanta, Georgia, United States – with more than 88 million passengers shuffled through the Atlanta airport in 2009, with another 20 million in the first three months of 2010, and with aircraft take-off and landings approximately every 37 seconds.
- The Internet/On-Line check-in was first used by Alaskan Airlines in 1999.
- The world's Largest Airport is Kansai International Airport, Osaka, Japan (as of 2011). By 2013, Al Maktoum International Airport in Jebel Ali, Dubai, United Arab Emirates is planned to be the largest airport in the world.
- The airport with the longest runway in the world is Qamdo Bangda Airport in the Peoples Republic of China with 5.50 kilometers in length (as of 2011).
- American Airlines saved \$40,000 in 1987 by removing 1 olive from each salad served in first class.
- In 2009, Southwest served 63.2 million cans of soda, juices, and water; 14.3 million alcoholic beverages; 14 million bags of pretzels; 90 million bags of peanuts; 17.7 million Select-A-Snacks; and 33.5 million other snacks.
- Singapore Airlines spends about \$700 million on food every year and \$16 million on wine alone. First class passengers consume 20,000 bottles of alcohol every month and Singapore Airlines is the second largest buyer of Dom Perignon champagne in the world.
- Cathay Pacific carries rice cookers, toasters, cappuccino makers and skillets on board their airplanes.
- KLM of Netherlands stands for Koninklijke Luchtvaart Maatschappij (meaning Royal Dutch Airlines).
- KLM is the worlds' oldest airline established in 1919.
- QANTAS - Australia's national airline, originally stood for Queensland And Northern Territories Air Service.
- QANTAS is the second world's oldest airline established in 1920.
- QANTAS still has the world's best safety record with no crashes as of 2011.
- Virgin Atlantic lists catering as their third biggest expense, after fuel and maintenance.
- American Airlines spent about \$425 million on food for domestic passengers in 2001.
- In one year, British Airways passengers consume:
 - * 40.5 tons of chicken
 - * 6 tons of caviar
 - * 22 tons of smoked salmon
 - * 557,507 boxes of chocolate
 - * 90 thousand cases (9 liter cases) of sparkling wine.
- Abu Dhabi Airport Services once did a complete turn-around for a Boeing 777 in under 40 minutes, as opposed to a normal minimum of one hour. They unloaded passengers, cargo, mail, cleaned the aircraft, and loaded outbound passengers, cargo and mail in that short time.
- In 2001, Dubai Duty Free sold 1,570,214 cartons of cigarettes, 2,003,151 bottles of liquor, 2,909 kilograms of gold, 101,824 watches, 690,502 bottles of perfume, 52,119 mobile phones.
- In-flight catering is an \$18 billion worldwide industry employing up to 200,000 people.
- *Delta Airline was the first to introduce Air Bridge, which saved travelers lengthy walk from the plane to the terminal.

I used to wonder what it'd be like to read other people's minds. Then I got a Facebook account, and now I'm over it.

NASA prepares to launch first mission to explore Martian atmosphere



A NASA spacecraft that will examine the upper atmosphere of Mars in unprecedented detail is undergoing final preparations for a scheduled 1:28 p.m. EST Monday, Nov. 18 launch from Cape Canaveral Air Force Station in Florida.

The Mars Atmosphere and Volatile Evolution mission (MAVEN) will examine specific processes on Mars that led to the loss of much of its atmosphere. Data and analysis could tell planetary scientists the history of climate change on the Red Planet and provide further information on the history of planetary habitability.

"The MAVEN mission is a significant step toward unraveling the planetary puzzle about Mars' past and present environments," said John Grunsfeld, associate administrator for NASA's Science Mission Directorate in Washington. "The knowledge we gain will build on past and current missions examining Mars and will help inform future missions to send humans to Mars."

The 5,410-pound spacecraft will launch aboard a United Launch Alliance Atlas V 401 rocket on a 10-month journey to Mars. After arriving at Mars in September 2014, MAVEN will settle into its elliptical science orbit.

Over the course of its one-Earth-year primary mission, MAVEN will observe all of Mars' latitudes. Altitudes will range from 93 miles to more than 3,800 miles. During the primary mission, MAVEN will execute five deep dip maneuvers, descending to an altitude of 78 miles. This marks the lower boundary of the planet's upper atmosphere.

"Launch is an important event, but it's only a step along the way to getting the science measurements," said Bruce Jakosky, principal investigator at the University of Colorado, Boulder's Laboratory for Atmospheric and Space Physics (CU/LASP) in Boulder. "We're excited about the science we'll be doing, and are anxious now to get to Mars."

The MAVEN spacecraft will carry three instrument suites. The Particles and Fields Package, provided by the University of California at Berkeley with support from CU/LASP and NASA's Goddard Space Flight Center in Greenbelt, Md., contains six instruments to characterize the solar wind and the ionosphere of Mars. The Remote Sensing Package, built by CU/LASP, will determine global characteristics of the upper atmosphere and ionosphere. The Neutral Gas and Ion Mass Spectrometer, built by Goddard, will measure the composition of Mars' upper atmosphere.

"When we proposed and were selected to develop MAVEN back in 2008, we set our sights on Nov. 18, 2013, as our first launch opportunity," said Dave Mitchell, MAVEN project manager at Goddard. "Now we are poised to launch on that very day. That's quite an accomplishment by the team."

MAVEN's principal investigator is based at CU/LASP. The university provided science instruments and leads science operations, as well as education and public outreach, for the mission.

Goddard manages the project and provided two of the science instruments for the mission. Lockheed Martin built the spacecraft and is responsible for mission operations. The University of California at Berkeley's Space Sciences Laboratory provided science instruments for the mission. NASA's Jet Propulsion Laboratory in Pasadena, Calif., provides navigation support, Deep Space Network support, and Electra telecommunications relay hardware and operations.

**NASA's robot Curiosity
landed on Mars. Early
pictures show no signs of
ESPN, beer, or porn. This
makes it very clear that
men are not from Mars.**

Visit A Man's Point OfView at www.facebook.com/WomenAndDating

40,000 pilots needed in the Gulf region over next 20 years



Emirates Flight Academy will help address the need for 40,000 pilots in the Middle East over the next two decades in support of a fast growing aviation sector. Representatives of the academy have been explaining the latest developments at Dubai Air Show, running from 17 to 21 November at Al Maktoum International, Dubai World Central in Jebel Ali. At the show, His Highness Sheikh Mohammed bin Rashid Al Maktoum, UAE Vice President, Prime Minister and Ruler of Dubai viewed an eye-catching holographic video, the centerpiece of the academy's air show display, which highlights the importance of training the next generation of airline pilots.

The 2013 Boeing Pilot & Technician Outlook projects a requirement for nearly half a million pilots globally over the next 20 years, with 40,000 of those required in the Middle East.

“With the dramatic growth of the aviation sector, the demand for new pilots is clear. Emirates is taking the lead and planning for the future. This academy is a major commitment by the airline to the UAE's aviation industry, and it supports the global industry's need for a new generation of pilots,” said Adel Al Redha, Emirates Executive Vice President & Chief Operations Officer.

“The Emirates Flight Academy also takes an innovative approach to pilot training that will set the benchmark for training excellence in the industry,” added Mr Al Redha. The AED 500 million Emirates Flight Academy is designed to accommodate up to 400 students at a time. It will initially serve as the dedicated training centre for Emirates' National Cadet Pilot Program, and gradually expand its cadet intake to include ab-initio pilots from other carriers.

Based at Dubai World Central, the facility will have its own 1.5 kilometer runway, control tower, airport code and a fleet of training aircraft. The fully integrated academy will comprise of classrooms, student accommodation, flight simulators and flight training.

A distinct advantage is that students will be introduced to advanced jet orientation - dealing with fast and high speed jet aircraft - right at the beginning of their course, bringing a safer and simpler transition to First Officer status.

Once completed in 2015, the 140-hectare site, employing over 150 staff, will bring all aspects of cadet training within Dubai under one roof. Around 160 graduates are expected to be produced each year on the doorstep of what will become the world's largest airport.

Just in case you weren't feeling too old today

The people who started college this fall were born in 1995.

They are too young to remember the space shuttle blowing up.

Their lifetime has always included AIDS.

The CD was introduced four years before they were born.

They have always had an answering machine.

They have always had cable.

Jay Leno has always been on the Tonight Show.

Popcorn has always been micro waved..

They never took a swim and thought about Jaws.

They don't know who Mork was or where he was from.

They never heard: 'Where's the Beef?', 'I'd walk a mile for a Camel ' or 'de plane Boss, de plane'.

McDonald's never came in Styrofoam containers.

They don't have a clue how to use a typewriter.

E-Mail Tracker Programs -- for what it's worth...

Advice from snopes.com VERY IMPORTANT!!

1) Any time you see an email that says "forward this on to '10' (or however many) of your friends", "sign this petition", or "you'll get bad luck" or "you'll get good luck" or "you'll see something funny on your screen after you send it" or whatever --- it almost always has an email tracker program attached that tracks the cookies and emails of those folks you forward to. The host sender is getting a copy each time it gets forwarded and then is able to get lists of 'active' email addresses to use in SPAM emails or sell to other Spammers. Even when you get emails that demand you send the email on if you're not ashamed of God/Jesus --- that is email tracking, and they are playing on our conscience. These people don't care how they get your email addresses - just as long as they get them. Also, emails that talk about a missing child or a child with an incurable disease "how would you feel if that was your child" --- email tracking. Ignore them and don't participate!

2) Almost all emails that ask you to add your name and forward on to others are similar to that mass letter years ago that asked people to send business cards to the little kid in Florida who wanted to break the Guinness Book of Records for the most cards. All it was, and all any of this type of email is, is a way to get names and 'cookie' tracking information for telemarketers and Spammers -- to validate active email accounts for their own profitable purposes.

Do yourself a favor and STOP adding your name(s) to those types of listing regardless how inviting they might sound! Or make you feel guilty if you don't! It's all about getting email addresses and nothing more.

You may think you are supporting a GREAT cause, but you are NOT!

Instead, you will be getting tons of junk mail later and very possibly a virus attached! Plus, we are helping the Spammers get rich! Let's not make it easy for them!

ALSO: Email petitions are NOT acceptable to government or any other organization - e.g. Social security, etc. To be acceptable, petitions must have a "signed signature" and full address of the person signing the petition, so this is a waste of time and you are just helping the email trackers.

And another important point is to delete all previous names from your emails before forwarding!!! Send emails to your entire address list BCC then everyone after you doesn't get your friend's email address.

For walking, 30 is as good as 10,000

By Mary MacVean/Los Angeles Times



Health experts say getting up and moving is the key. At a time when many Americans spend their days exercising nothing but their thumbs to exhaustion, others have grown obsessed with steps. Each footfall, from getting the mail to getting in a run, is tracked on the way to 10,000 - a not-so-magic number that's been turned into a fitness grail. Ten-thousand steps is about five miles, depending on the stride, a distance that seems shorter when you start adding in every step from waking to sleeping. Still, many people barely log 3,000 steps per day.

You'd have to live in another galaxy to have missed the admonition to walk for health, to counter our sedentary jobs and hobbies: Walk the dog, park far from the store, take the stairs, schedule a walking meeting. It's exercise that's accessible to most people in most places. It improves cardiovascular health, strengthens bones and boosts mood. It uses calories. And it's simple.

The 10,000-step daily goal originated decades ago in Japan and has gained momentum in recent years in the United States, in part thanks to all the cool little tracking devices on the market. But many experts are looking at our walks in another way that could be easier to track and less intimidating: Walk for 30 minutes, five days a week. (One half-hour walk on its own is significantly less than 10,000 steps.) Either way you measure it, health officials say, is fine. The point is to get up and move.

"When we began to test 'walking 30 minutes a day' in our workforce, we had people telling us they were able

to track it without a special device. It was fun, they could do it with co-workers," says Kathy Gerwig, who leads the healthy workforce programs for Kaiser Permanente, including one called KP Walks. Walking 30 minutes a day seemed like more than just a good idea to Bob Sallis, a family doctor who has been president of the American College of Sports Medicine. The benefits of exercise seemed as good as medicine.

"If someone did a study of a drug that had some of these benefits, it would be the standard of care to prescribe it," says Sallis, spokesman for the national program Every Body Walk! (www.everybodywalk.org).

Time or steps, monitoring and immediate feedback seem to be essential. "The 10,000 steps are really intended for people whose primary activity is walking. These are the people who, when they get up in the morning, they strap the pedometer on," says Steve Farrell, science officer in the division of education at the Cooper Institute, a nonprofit preventive medicine institute in Dallas. He is not a step counter; he likes to swim and bike.

James Hill, the founding executive director of the Anschutz Health and Wellness Center at the University of Colorado and co-author of the book "State of Slim," says 10,000 would be great - if people actually stepped that many steps, something too few of us do.

To get to 10,000 in a day usually takes planning. When I got a fancy tracking device called Fitbit, I was surprised how easy it was to hit the 3,000 or 4,000 mark just going about my routine, even in drive-everywhere Los Angeles. Without jogging, though, I'd rarely get to 10,000.

Cheap pedometers can do that just fine, but the tech crowd is enamored with accelerometers: Bodybugg, UP, or one of the products from at least a dozen companies. They also measure intensity, count calories and provide motivation, Farrell says.

If you are ready to walk, what should you do once you have comfortable walking shoes?

- Consider whether the goal is good health, weight loss or improved athletic performance. As Farrell says, exercise is, to a point, dose responsive. To be in good health, experts recommend a minimum of 150 minutes a week at moderate intensity (and not all on the weekend).
- For weight loss, experts recommend 300 minutes a week of moderate activity or 150 minutes of vigorous activity in addition to a healthful diet of appropriate portions. Work toward the goal. For someone getting in 5,000 steps a day, maybe 7,000 is an intermediate goal, Hill says. Then keep moving up, gradually, to 10,000. Five minutes of nonstop walking is about 500 steps, he says.
- It helps to walk with vigor. Move your arms. Stand up straight. After all, getting from the kitchen sink to the bedroom, unless you live in a castle, is not going to do much good.
- The pace should be fast enough that it's hard to sing, slow enough that it's reasonable to talk, Gerwig says. "Strolling down a grocery store aisle is not what we're talking about.
- Log it, however you choose. "Psychologists tell us that people who keep track, those are the people who are most successful with behavior change long term," Farrell says.
- Meeting the goal doesn't mean it's OK to sit the rest of the day. "You may cancel out some of those benefits," Saffis says. "Get up as much as you can!"

World's highest civilian airport opens in Sichuan, China



Daocheng Yading Airport, the world's highest civilian airport, which is located 14,472 feet above sea level, began operations October, 2013 in China's Sichuan province in a remote Tibetan region of China.

The new airport is approximately 98 miles from Yading Nature Reserve in the eastern part of the Qinghai-Tibetan Plateau. Yading is known as "the last Shangri-La" for its untouched lands and breathtaking scenery.

The new airport will cut travel time from this provincial area to the city of Chengdu from two days to just 65 minutes. Additional flights to cities including Shanghai, Guangzhou and Chongqing are scheduled to commence in the future.

LETTERS

JIM BERTELSON—Ivanhoe, IL

Linda and I still enjoy good physical and mental health, for age 66. My only meds are for allergies. Medicare and TFL take good care of medical finances, after we paid for them for many years.

I have read the old, classic novels. Now moving on to philosophy and history. Finally getting a liberal arts education the last eight years, after 42 years of technical study.

Still working out six days a week, playing little tennis, and even less golf. Driving the 1963 Corvette SWC nine months of the year. Love the music at Ravinia and the Blackhawks Stanley Cup.

I hate hotels after three thousand nights, and travel too. But we enjoy the art, architecture, scenery, and history. Tours the last two years include: Paris down the Seine; British Isles; Amsterdam up the Rhine. This November will be the Mediterranean out of Barcelona. Twice per year until we cannot. Add, of course, visiting our son's three sons and our daughter's daughter. We even travel non-rev.

House projects are now complete: lower level finished; deck replaced; stone patio added.

The "active adult community" still works for us. Life is good. Drop by. *Jim*

WALT BOHL—Fountain Valley, CA

Hello to all, Ten years of retirement for wife Marnie (LAXSW 67-03) and nineteen years for Walt (LAXFO), during which we have had a great time



not driving to the airport three to eight times a month.

In May, we went on UAL space available to Australia. We spent six nights in Sydney. We were lucky to be in first class going over, but coming back was in economy plus. For being 75+, Walt was not required to remove his coat and shoes before going thru security at LAX.

In October, we again went on UAL space available back to Australia. We spent 6 Days in Melbourne and 7 days in Sydney. Over we were in economy plus and the return was in business class. This trip was probably our last UAL space available trip to Australia. In late March 2014, both the SFO and LAX flights to Sydney go from B-747-400s to B-777s with a loss of 106 seats a day in both markets (total of 212 seats each way). There are four other carriers in the market that sell PS tickets so we will continue to go to Australia twice a year, as we have done for the last seven years. An option is UAL worker/retiree 20% off PS tickets, but other carriers' PS tickets cost less money.

For the last 26 months, Walt has been a docent at the Lyon Air Museum located on Orange County Airport (SNA). Marnie still keeps busy with her very large collection of roses and lots of flowers on our large lot. We also spent two nights in the local Marriott Inn while the house was tented and fumigated. It had been twenty years since the last tenting job, just part of the Southern California way of life. The termites just love wood.

Thank you to all who put out the *RUPANEWS*. By snail mail is a check for \$25.00.

Walt & Marnie Magee-Bohl '55-'94

NEIL BRETTHAUER—Marco Island, FL

The old calendar has sped around much too rapidly, and it's time to ante up the RUPA dues (a great investment!) and type the annual epistle for the *RUPANEWS*.

2013 has been a pretty decent year, so far. January started with having my left shoulder scoped to get rid of the bone spurs that caused a minor rotator cuff tear and a torn labrum. No big deal; I'd had the other shoulder done two years ago, and by following the prescribed rehab exercises, all has turned out well. No other health issues to report.

This was my first summer in thirty years without a boat. We delivered the Tolly to its new owner in

mid-May. Discovered that one benefit has been finding money still in the checking account in October! We were so busy with travel and other activities we actually wondered how we ever had time to use the boat.

As I type this letter, I'm in our Marco Island condo still surrounded by the detritus resulting from a major redecoration project. With hope, it'll be finished in a couple of weeks and life can return to some semblance of normalcy, i.e., no dust, tripping over furniture in odd places, being able to find stuff, etc.

Thanks again to all who put in the work to serve RUPA in various capacities and keep us all connected. Your efforts are truly appreciated. *Neil*

CORT DE PEYSTER—Reno, NV

Phyllis, Jon, Leon, Et al, Thanks for continuing to make this such a fine publication. So enjoy the articles and missives from old comrades.

2013 was pretty busy. Continue to fly for XOJET, two weeks on/off and as long as the fun meter exceeds the BS meter, will probably continue. Last April before the crowds got excessive, Nancy and I took a river Cruise from Regensburg, Germany to Budapest, Hungary. We flew to Prague UA/LH for a few days, then overland to Regensburg. The 10 day cruise down the Danube was wonderful, and we were able to ride along the shoreline on bikes enjoying the sites and amazing spring weather of Eastern Europe. We made ports of call in Germany, Austria, Slovakia, and Hungary. SA travel was pretty seamless, by watching loads and using Vac pass in and out of FRA.

Daughter, Alie, graduated from OU in May with an education degree and plans to teach in SE Asia or Eastern Europe before settling down to a full time teaching slot in the USA. Our son, Brooks, graduated with honors from GGU law school in San Francisco, same month, and then spent the following three months studying for the CA Bar. After completing that rigorous task, having been a student for 19 years, took a month long trip to SE Asia. He had seen a blog on riding the Ho Chi Mihn Trail on motorbikes and was going to do it, but his traveling companion, chickened out. He wrote me and asked, "Hey Dad want to do the HCMT with me?" How does a dad turn down an offer like that?

Our "Secretary Treasurer" and old classmate, Leon "S", asked for an article on this, so here is the short

version.

We flew to Saigon on CON-U spent 3 days there touring War Remnants museum, Chu Chi tunnels, bars and restaurants etc, then via train to Nah Trang (9hrs). We spent several days there at the "resort beach city" that is inundated with Russian tourists, visiting as well, Cam Ranh Bay via rented scooters, \$6 per day. We then jumped on our motorbikes (Honda 150s) aided by a local Vietnamese guide whose father was a KIA, NVA and whose uncle was an ARVN Marine that survived the war. What transpired for the next two weeks was nothing short of amazing. Without boring everyone with minutia, we cruised horrible pot holed roads and trails, dodging water buffalo, chickens, dogs, goats, kids and other motorbikes, through the central highlands along the Laotian border up to the DMZ. We traveled through Delat, Lak Lake, Pleiku, A Loui. The weather was wet and cold with monsoon rains which made the riding quite challenging. Observations were, the landscape was beautiful, the jungle triple canopy thick and totally impassable without a road or trail. The people are very friendly, with little memory of the "American" war. We observed very few old people, but those we met loved Americans and hated Russians. It was hard to believe we were at war with these tiny, agrarian, friendly Buddhist worshipping people. We visited many old battle sites from Tet of 1968 and others including Kon Tum, Kham Duc, Hamburger Hill, Khe Sahn and Hue to name a few. (Attached is a pic of Brooks and me with a C-130A relic at fire base, Khe Sahn).



As an interesting aside, we procured a dog tag recovered with a metal detector at Khe Sahn, with the intent to repatriate it to either the owner or his family. (WA Gross USMC). Brooks and I have been working with a couple of Vet groups to see if we can find info to get the dog tag back to its rightful owner. In all we clocked 1,500 km on the odome-

ters, with only a couple of flat tires, minor engine adjustments and two typhoons. Our northern most spot was the DMZ on the coast. From there we proceeded south to Da Nang, Marble Mt and Hoi An. We flew via a local airline from Da Nang to Saigon (The ex pat Brit Capt made us a bit more at ease on this cattle car). Another evening in Saigon and back to SFO on Capt John Carter's retirement flight. Definite bucket list item and would be happy to share any details with anyone interested.

The next mile stone of 2013 was Oct 30, when after years putting up with manufacturing defects and worn out parts, took a medical leave from XOJET to join my bionic brethren and get a total hip replacement. At this writing, I can only say it is more painful than anticipated, but everyone says its worth it.

OK, enough about me, let's leave some room for others to write in.

Best to all my old compatriots. Have so many great memories of working and corresponding with all of you.

Till next year, "Cort" DCA, ORD, SFO '68-'06

JIM GOOD—Naples, FL

I decided to include a note with my annual dues because the *RUPANEWS* is getting thinner due to the lack of member involvement. I hope others will take up the cause and pen an update note.

As I enter the eleventh year of retirement I am



very grateful for continued good health for myself and my family. I still spend six months in Naples and six in Plymouth, MA. I continue to fly my Cirrus, and participate in several aviation oriented organizations.

Thanks to all the volunteers for keeping the magazine going. *Jim*

DICK GOUDEY—Port Orange, FL

Birthday 76 coming up.....how fast the time seems to be passing these days!!!

Spent the summer at our lake in PA and had a wonderful visit from our son Britt and his family from Alaska. Stopped in Hilton Head on our way north to see the island and old friends who returned the visit on their way to Maine later in June.

Watched the construction of the gas well pad on the mountain south of the lake with great interest. In Sept they drilled the vertical hole to over 6,000' and in October as we were leaving for Florida, they began the horizontal drilling which will go 7,200' through the Marcellus Shale formation. Fracking is next and then a pipeline is scheduled. I am amazed by the technology used in gas production. There have been 423 wells drilled in the first 6 months of 2013 in Susquehanna County vs. 320 during the same period a year ago.

My son Ryan and daughter Paige are learning to fly my Aeronca Champ when they visit Spruce Creek from their jobs in Manhattan. Ford has his light sport license already and of course Britt is ATP rated for his cargo flying in Alaska. His company is upgrading to jets from the venerable DC-6's which they still operate....what a different world of aviation than what I experienced in MATS and UAL! Some of the places he goes to like Dutch Harbor and the abandoned USAF radar sites like Sparrevohn, make Keflavik, Goose Bay, and Sondrestrom look civilized!

Really enjoy reading the *RUPANEWS* and want to thank all who make it possible.

Dick, EWR, JFK, LAX, LGA, JFK, ORD, SFO

BOB HELFFERICH—Bristol, WI

Cleve and All, My, how time flies when you're having fun. It's been 14 years since I set the brakes for the last time (for United Airlines). The airline is gone, but I'm glad to see that all of us aren't.

Not a lot to talk about this year. I continue to hit the

gym several times a week (mostly the pool) and ride my bicycle whenever I can. Just keeping up with a country property here in southeast Wisconsin is a major task. Watching the birds and animals that grace us with their presence every day makes life worth living.

We've managed to avoid travel on the airline all of the last year. Several trips to Florida (Sun n Fun, visiting, business) in the Cardinal plus one with a stopover in Beaufort, SC to go cycling and sightseeing; plus trips to PIT as well as many flights for Angel Flight Central kept me flying. Carl Eberle and I flew up to Lake Elmo, MN for Bob Pike's 80th birthday party. Great trip, terrific party! Nice to see other pilots and talk about the old days.

The Challenger that Carl Eberle and I have been flying is back in the air and so are we. Not flying a lot, but enough to satisfy the itch. The only big trip so far was a nice 8 day stint to Sint Maarten. Someone's gotta do it!

Health is still good (still got a class 1 physical), but Gail has finally agreed to get the knee replacements that she's needed for the last 10 years. The first one will be in mid-November, so her business will be slow for the next few months. Guess I'll be busy with "Honey Do's for a while.

Not much else. Thanks to all of you who keep this thing going. The refrigerator always has beer, the cellar wine, the house beds and lots of food. My name's in the phone book and we'll leave the light on for you. **Bob**

DEKE HOLMAN—Napa, CA

Well I guess it is time I brought everyone up to date. I will be 89 day after tomorrow so here goes.

It's been a pretty good year but not for golf, can't break 90 anymore. About the Boeing 307 on the last cover, I got my flight engineer rating in that airplane. It was the same one that the Boeing pilots ran out of gas and landed in the Puget Sound. I took my log book to Oshkosh and showed it to the pilots. A pressurized airplane with sea level engines. Palm Springs in March, Kona in October and hope to go to Virginia and North Carolina for Thanksgiving. I missed Oshkosh this year, the first time in 36 years. Hope to make one more year. Sold my Christen Eagle this year, very traumatic. Still working at the Winery, only had one retired UAL pilot and wife to visit me, the offer is still open.

Thanks to everyone who makes this magazine for all retirees. **Deke**

MICHAEL HUFF—Glen Burnie, MD

For those that may have read my story years ago you may know how excited I was to hear that there was a friendly place that I could still be a part of. In my first letter to RUPA I had mentioned that at the age of 45 years old I was a Capt. and had contracted a virus that attacked my heart this was known to me as cardiomyopathy with arrhythmias. Of course this devastated me because I went into a medical grounding from United Airlines and thought that my life would be over.

In the fall of 2002 I contracted walking pneumonia probably due to the stress that I was continuously under with my marriage on the rocks. By May of 2003 I was found to have cardiomyopathy and lost the only real love of employment that I had ever known. I went to see three different cardiologist and they all told me the same thing. So then I realized it must be true, I'm going to die. 85% of the people who contract and/or have cardiomyopathy die within the first five years. The other 14% within 10 years and the other 1% go on to live a healthy life according to my cardiologist. I tried staying positive even though it was very difficult with a divorce looming over my head and knowing that if something happened to me how would my kids be protected. I thought about it and decided that if I were to get a defibrillator put in me there would be no chance of ever returning to flying, even little airplanes. And I knew that the FAA would never let me fly if I was given a new heart. As one of my doctors told me, I was surely a bad gambling man because I was going to do nothing but stay positive and know that one day I will be able to return to flying. Shortly thereafter I was divorced and out of my own.

In order to keep a positive outlook on life I decided to buy a boat to travel through the intercoastal waterways. My father has been talking about doing this for years and I felt that it would be a great opportunity for him and my brother to share a bond in that we would never forget. I guess I was fortunate enough to do this and had the time to do it because that was the last dream my father and I were able to share together. My father died of pancreatic cancer in 2007 after only knowing three months in advance that he had cancer.

My doctor also had a boat with very little time to man it, so he would call me to be the captain whenever we went out. My doctor was also curious about flying and I entertained him into getting his private pilot certificate. We all know the saying, doctors and airplanes don't mix. So I thought it would be best for him to obtain an instrument rating so that if he did get into any difficulties he would be better prepared. After he obtained the licenses he told me he was going to buy a Cirrus airplane, the one that gives you a false sense of security due to the parachute it has in the back of it. I was apprehensive and told him not to rely on the parachute to protect you. But he did and it didn't. He went into a side of a mountain and killed him and his son.

As I look ahead in my life I could see that I was passing through the gates of hell and though everything was coming down upon me I kept dreaming of the heaven and the clouds above me and wanting them to be the clouds below me. I kept a positive attitude I swam in the summer I went on walks and believe it or not I believe the house I bought with four stories Strengthening my heart each and every day. I remember one day finding out that pilots could fly until the age of 65. And in finding out that the older we are our injection fraction lowers as we get older. The FAA lowered their injection fraction requirements to 45% instead of the 55% which is



the norm. Now I became extremely excited my injection fraction was 45%.

At this time I called a friend of mine who's on the EAP committee to ask him what my chances might be to return to work. After doing some research he call me back and told me that I was still on the seniority list with United and that if I could obtain a first class flight physical he could see no reason why I would not be able to return to work. My next call was to ALPA medical they would know what to do. The medical team at ALPA sent me a list of hoops and hurdles that I would have to undergo in order to return to flying. So I took that challenge and proceeded to complete everything I needed do on the list that I was given. I had to go through several stress tests and echocardiograms, I had to write letters to the FAA explaining what I've been doing and what I was still taking and how I was feeling. After ALPA completed their paperwork they sent it to the FAA and waiting over 3 1/2 months I received an e-mail on October 11, 2013. The FAA stated that I am qualified to take a first-class flight physical and after successively completing the physical would be able to return to work. On October 14th, I could hardly get out of my own way as I was rushing to get to the doctor's office so that I could take a first class medical. Needless to say I walked out of the office with a first class medical certificate in my hand. I then drove to Dulles Airport where I was met by the chief pilot, I told him I felt like a kid in a candy factory and I could not believe that this was really happening to me. He was glad that I was returning back to work and gave me a few numbers to call to get the process going. I can now tell you that in a few days I'm going to be walking into heaven as I open the doors at Denver TK. Training starts November 5th through December 30th. IOE, sometime in January 2014.
Sincerely, *Huff*

FRED HUNTER—Somonauk, IL
Oct 10th 2013 Somonauk Illinois, on a lake surrounded by corn fields, only couple weeks over due, memory not so great. Enjoy reading *RUPANEWS*. Cleve does a great job and makes the magazine interesting to read.

We moved here to enjoy our Grandchildren, now our grandson is in the navy, and our granddaughter is off to university.

We enjoyed our motor home for 10 years, drove

coast to coast and border to border, saw all the wonderful sights of this great country. We have since sold it and now spend a few months in Florida during the winter. We did take two 12 day cruises, one to turkey and the other to Saint Petersburg Russia, both where really enjoyable but I think I am cruised out for a while.

I ordered a United Visa and received 45,000 miles. Wife ordered one on got 25,000 miles. That was good enough for a one way ticket for both of us to Rome. We managed to get a space available seat home from Rome. Recovered the extra miles I had used and did it all over again to London. Again, was lucky and got a seat home on the same day we returned from the cruise.

Pass riding is not fun nor easy now. A while back we were stuck in Denver waiting for a trip with 18 open seats which ended with about 25 SA's and us at the bottom. I had my tablet along so went on line and pulled up Leisure flights. I don't know why, but they asked \$128 each for a regular ticket, which I did, as cheap as a night in the hotel.

Has been warm and dry here this fall but as winter approaches we look forward to our trip to Florida.

Our generation is passing on so it is a joy to read the letters from fellow pilots and there interesting history's. *Fred & Wilma*

SCOTT A. MIKKELSEN—Woodstock, GA
Greetings to all! I wanted to share one of the many stories about my short career at United (compared to others) and how I became known as “Captain General!”

When I was hired by United in 1979 I was the happiest and proudest person in the world! Unfortunately, I was immediately laid off after 6 months of service in 1980. Went back in the military for an 8 year active duty stint and thus missed the strike. Returned in 1988 and flew until 2005. By the time I had retired my feelings about United, its' leadership and managers had turned 180 degrees. I walked off my last flight (GRU-ORD) at 0500 and never looked back. This story was one of many that contributed to those feelings.

In 2003 after the bankruptcy was announced I was based in JFK flying the 767. I was fairly senior as a Capt and my preferred schedule was JFK-EZE (Buenos Aires)-JFK, since I lived in the Atlanta area and was a commuter. On one particular com-

mute, I was having difficulty in getting to New York on other airlines jump seats. I had started the commute at 1230 for the 2200 departure that night to EZE. I was completing a paid move from my upgrade to Captain and still was in the window for BP-3 passes which I had with me. My back-up plan was a UAL 1430 departure ATL-IAD with a connection in IAD that got me to LGA at 1900. After missing a couple of jump seats direct to LGA, I decided to implement my back-up plan. Unbeknownst to most everyone, this was also at a time when the air traffic controllers were secretly conducting a slowdown out of major hubs on the East & West coasts. If there was a thunderstorm anywhere in the area, they immediately invoked their recommended textbook rules and put everybody in 40-50 mile trail. This resulted in takeoffs every 7-8 minutes. Afternoon/evening three hour delays would develop in as little as 30 min. I arrived at IAD on time about 1600 only to find the rest of the hourly flights to LGA cancelled for the rest of the day. I called the crew desk and explained to them my problem - that I was commuting on positive space and could they help me out. The particular scheduler I talked to said that there was nothing he could do and for me to do the best I could on my own. After two other promising options collapsed around 1700, I called the crew desk and was unlucky enough to get the same scheduler. I told him to put me on the sick list knowing they would still have 5 hours to get a reserve alerted. Unfortunately, the company was using the “system reserve concept and there were no reserves in JFK, so they cancelled the flight. The next day I got a call from a young flight manager in JFK grilling me about my experience. I explained patiently to him all of the above information. His response was “well I have to document this incident.” I told him “fine – do what you think is the right thing to do.” At that time, we had two trips to South America out of JFK – one to Buenos Aires and one to Sao Paolo. Interestingly enough, (unbeknownst to me) the captain of the Sao Paolo flight was also at Dulles and caught in the same mess I was in. The scheduler he contacted at the crew desk told him not to worry, gave him a hotel voucher to the Marriott, a BP-1 for the next morning to LGA and delayed the Sao Paolo flight until mid-morning the next day! I discovered this the following week when we were flight planning at the same time in JFK operations. So much for treating everyone fairly within the airline.

When I got back to JFK there was a letter in my mail file. It had no subject matter - it was simply addressed "Dear Scotty." When you initially applied at United, they asked you for your nickname. Once you were hired, they used your nickname from your personnel records on all correspondence generated throughout the company. The letter sufficiently chastised me for not being diligent enough to insure I was present for my scheduled trip. I took the letter into the young flight manager's office and asked him why he wrote the letter. His response was "Well, we have three flight managers here. If this incident was not documented, I could do it two more times and see the two other flight managers before anyone would remember that I had called in sick for a trip thereby getting away with it three times." I then asked him how long the letter would stay in my file and he replied, "two years." I then said to him, "So this is really a Letter of Discipline" - to which he did not answer. A few years prior to this I had recently retired from 30 years' service in the Reserves. Eighteen of those years had been full time active duty. I was able to retire as a Brigadier General and had disciplined many people from a simple chat in my office up to and including a court martial. Never, did I address an airman or officer by his nickname. I was extremely incensed that this young flight manager, who did not know me personally, had chosen to write me a Letter of Discipline and use my nickname instead of my title -



Captain Mikkelsen. The flight office staff at JFK was a great staff. I went to Pat and said, "You know, I want to change my nickname". She couldn't understand why. I told her that I had recently retired from the military reserves and that people back home called me "General" and that was now my nickname. The real reason I changed it was that if the same little flight manager decided to write me another letter and he looked up my nickname, it would be "General." So, the letter would be addressed "Dear General" which would be better than "Dear Scotty!" Well, what I did not know was that nickname change would come out on all of the flight itineraries (fltids) for other co-pilots and all of the flight attendant briefings (fltbrfs) for the flight attendants. So, on all of these documents I was "Captain General Mikkelsen!" People who saw these for the first time did not know what to think about it! However, after only one trip most people remembered my name and who I was. So, I guess that the young JFK flight manager really did me a favor!!

This Flight manager's attitude typified what I experienced from company management from 2003-2005. The absolute best Chief Pilot/Manager that supervised me was the time I was at IAD from 1991-1994 - Capt. Poss Horton. Poss was a true leader. Part of being a good leader is that you have to have people willing to follow you. There is no school for this. You just have to develop good people skills and take the time to explain to people why you are doing what you are doing while enforcing the rules. Not all transgressions are black and white. Not all company rules can be followed to the letter. You must also have the courage to use a little latitude when managing people while enforcing company rules as best you can.

In 1991 we started flying to Europe on the 767 out of IAD. After about 8-10 months of flying, someone up in EXO decided that they "really needed to know if you planned to fly your trip." So they came out with this additional requirement to "verid" (verify your ID) in the computer. They wanted you to go to this page and check it off well in advance of your trip. At the time I was a co-pilot and a poor "verid'er" I figured it was just one more thing to do and that I intended to fly all of my trips. The few times I was sick, I always tried to give them 24 hours' notice, sometimes more, so they had plenty of time to get a reserve. I kept getting notes

on my unimatic sign-in page –“Please Verid.” Finally, I got a notice to “See the Chief Pilot.” At the time I did not know what it was about. I went into Poss’s office. His desk was covered with papers and he was busy working. He asked me what I wanted. I told him I had been instructed to see him. He asked me my name which I gave him. He then said “Mikkelsen, Mikkeslen, oh yes verid. Look son, this is some program that somebody dreamed up at EXO. I think it is redundant, but we have to work with it. You see all of these papers on my desk? Well, you can really help me out if you would comply with the verid program so I don’t have to see you again – now get out of here.” I never again failed to verid again because I did not want to let Poss down. A great leader compared to 12 years later when a letter was placed in my file because they wanted to make sure they caught me if it happened again! *Scott*

PAUL MILLER—Mechanicsburg, PA

Once again it is time for another letter. October is a good month. A good month for my birthday and it has been a good month for flying. My age of 94 sounds like a U.S. highway number to me. Maybe it is the number for a final highway to the west like out "Final Flight West" tribute. I am not ready for either way; however, I better be ready after having two minor strokes and spending time in the hospital and in a rehab center in September.

I am glad to be back home and am getting more help around the house. At times like this I wish my retirement pay had a cost of living raise in it. Without the COLA, my retirement is worth only about a third of what it was worth when I retired in 1979. I have now been retired from the airline longer than I worked, in both cases over 33 years. Now that I have made those unusual numbers, what do I now aim for? Like settling down and taking a day at a time. Guess I will take a year at a time as well and see how far I can go.

I still have more nice events than I do poor events. One of my favorite hymns is "Great Is Thy Faithfulness." The words "morning by morning new mercies I see" are very special to me. I can get up in the morning feeling low or depressed until something nice comes along and my day becomes better. It might be a telephone call a visit or some mail and then something not going well changes to something better. I see it happening so often, just like I

did in the September issue of our *RUPANEWS* where on page 44 Dave Specht, who flew 2nd officer on our trip that met up with a flock of geese, wrote his article about the incident along with some very nice words about me. "Morning by morning" it made my day. Thank you, Dave.

I can add some humor to the story. My wife Betty, who died in 1991, had a good sense of humor that I have missed for over 22 years, when she was listening to a group of us talking about the bird strike and had a chance to break in her comment was, "yes, he ruined a good handkerchief wiping blood and guts off his windshield." I hope she still had some humor for her God. She was a wonderful lady and I still miss her dearly.

Up here in the nineties, it is so different for me. There is a lot of adjusting and changing for me to keep up with life. I guess I can say that I am not made for the nineties and the nineties are not made for me. I get used to making mistakes and errors and that is not good. I am glad that Betty left me with two good daughters. I call them my angels and they are a big help to me. Both were born, raised and attended college in Virginia, but today live close to me. My son was born in Pennsylvania but lives in Virginia. Somehow with the Grace of God, I get through each day.

I always look forward to visitors and am looking ahead to a visit from my pilot friends from northern Virginia who plan to visit this fall. I hope the weather cooperates for their planned trip here in November. They are a wonderful group of men and their continued contact with me over these many years has been a blessing to me.

With my best regards until next year, *Paul*

KEN PERKINS—North Hampton, NH

Hi Cleve, 24 years since my last landing at SFO and the big earth quake of 1989. I sure screwed up the World Series.

It's been a good year with enough snow for good skiing last winter and a nice summer. Just got back from a few weeks in Norway visiting friends and family. Fine weather for hiking and sightseeing and eating. Forget the cholesterol. They have whipped cream you can stand a crow bar up in.

We are well and looking forward to another snowy winter.

The check is in the mail 2 days early. Regards, *Ken*

CLIFF RHODES—Ormond Beach, FL
Hi Boys and Girls, Well, one more candle and one more trip around the sun for this old aviator. I am proud to have flown with many of you, a great bunch of professionals and true aviators. I am still on the green side of the sod after surviving stage four throat cancer, (5 + years into remission) and for that I am thankful. I miss you guys and the good times we had. I also give a hardy salute to those older than I am who made flying at United something special, who stood up to be counted during the strike, who made a difference to all who followed in their footsteps. Because you don't get thanked enough, I thank you.

Despite working out four days a week, having great numbers on my blood work, a 69 resting heart rate, BP 114/79, I am not inclined to apply for a 3rd class medical as I have undergone chemo and radiation, which fried my thyroid, albeit 5 years ago, and the FAA is particular and so behind the times. Additionally, you cannot go to OKC and stand in front of them for an actual physical or workout. So LSA is my only option. I am fortunate because my old shipmate, Commanding Officer, fighter pilot, and aviator extraordinaire, Pete Hunt, call sign "Hunter," has two RV-7's which I can still fly with him to get in some acro and formation flying.

Every once in awhile, Ida and I take a chance and get on an airplane to pass ride to see the grandkids. But pass riding is even more of a crap shoot these days. I spent the night in IAH recently after spending the day trying to get home.

Ida and I are not facing any major medical problems these days and for that we are thankful, for those who are, God bless you. Hang in there, we have been in the dark days of cancer and can sympathize with your journey. May you all have the best year yet in retirement and may you have fair winds and following seas on your trip around the sun this year.

Note: If you wait until the last minute to do anything, it will only take one minute.

You are welcome! *Cliff*

JACK SCHAUF—Pompano Beach, FL.
I want to thank all the volunteers for their time and great efforts to make this such a fine magazine. Glad to see new members among the group.

It is hard to believe I have been retired for 28 years. Every day flying was a pure joy. I miss the fellow-

ship of the pilots, cabin crews and the fantastic sights of God's creation.

I noticed recently Captain Vick Kocan flew West. I had the pleasure of flying with Vic when I was a S/O & F/O. He was a great pilot and I learned a lot from him, a true professional.

In May we celebrated our 64th anniversary with family, wow, how time flies. Mae has increasing health issues including sciatica so we sold our villa in Ocala, FL in April and are renting a 2 bdrm/2 bath apartment in an independent living facility in Pompano Beach, FL. Have two meals in the dining room and fix our lunch in the apartment, a fine arrangement. Our oldest son and wife live two miles away, and grandson and family live seven miles away. Enjoy being near them, the two great granddaughters are full of energy. Selling the house was like a dream. I told my neighbor we were going to list it and he said the lady across the street was looking for a house for a friend and our exact model in move in condition, etc. We had a sale in two days without listing it. A dream came true.

I'm in great shape considering my age of 88 on Dec. 3rd. Have some of the typical problems like hearing aids that don't do a great job, pace maker due to replacement in about three years, etc. I feel abundantly blessed, praise God.

Our son Ken is still in MSP flying the 757/767 for Delta (NWA before the merger) and keeps me somewhat abreast with the industry and assuring me we flew in the golden years. I feel fortunate that we had a fine group of flight managers in ORDFO, dispatchers, mechanics, FA's and all the other groups that make an airline function.

At the end of August I flew on Delta to Des Moines for a family reunion and my 70th class reunion. Thanks to Ken arranging for 20% off on a positive space ticket. My two younger brothers are also retired pilots, TWA and co-operate, arrived from Kansas City and Albuquerque and Ken from MSP and other family members and friends. The first evening we were guest of our older sister on her farm at Bayard, 60 miles NW of DSM. We had a great time and flying was a hot topic. While looking at photo albums my sister was telling about her first airline flight from MSP to DSM in about 1942. I said it must have been on Mid-Continent Airlines on a Lockheed Lodestar & she said she didn't know but while pointing both index finger at us and rotating

them she said it had two of these (props). Youngest brother said, Charlotte, that is not pilot talk! Four pilots will never let her forget this! We had a great time.

My 70th class reunion was a great time. It was a small class of 36 and 18 still living. Only 8 of us attended all local farmers except for me.

I say thanks to all who made it a great career with many fond memories.

Best to all, *Jack & Mae*. '56-'85, MDW & ORD

BOB SHEEHAN—Marco Is., FL & Harvey Cedars, NJ

First, thanks for putting out the magazine. Great stuff.

Hitting 81 this month. My wife Cynthia and I are doing pretty good health wise, with just the normal aches and pains.

We had to evacuate our place on Long Beach Is. for hurricane Sandi last Oct. They let us back on for a day, 6 days later. What a mess. Except for our town and Barnegat Light to the north. We live 5 houses from the beach and had one tree down with no damage, and no flooding from the ocean side. Our Street had flooding from the bay side, but it didn't reach any of the houses. Our town decided to have the beach dunes renourished 3 years ago and that saved us. They have now rebuilt them again.

Hope everyone has a good safe winter.

Dues enclosed. *Bob*

PAT SHEEHY—Cupertino, CA

It has been a while since I added to the collective wisdom of our esteemed RUPA aviators.

Contrary to what I read here, I have some good things to say about pass travel. In August my wife and I took a 10-day vacation to Korea for a wedding. We started our trip on a -400 with United's "Global First" on a vacation pass (free is good, first class is better). While my wife, Princess Pauahi, deserves such treatment I am mindful that I am simply the consort.

On the trip home I was bumped from Global First to a middle seat in economy. As befits her station Pauahi stayed in first. I was just starting to feel sorry for myself when I was tapped on the shoulder and asked if I would like Business Class. On top of that, in Business I had to sit next to a beautiful

young woman - that is hard on an old man's heart.

I used to say that it took 3 days to recover from an international trip - it takes a lot longer now that I am older. We did have a wonderful time in Seoul thanks to the hospitality of my new daughter-in-law's parents. I had an ID90T on Asiana in my back pocket just in case, and the \$500 refund was no problem.

We will be spending time in Honolulu soon. Let's hope that the pass travel experience isn't too painful.

Stay as healthy as you can. *Pat*

TOM SHEERAN—Grand Junction, CO

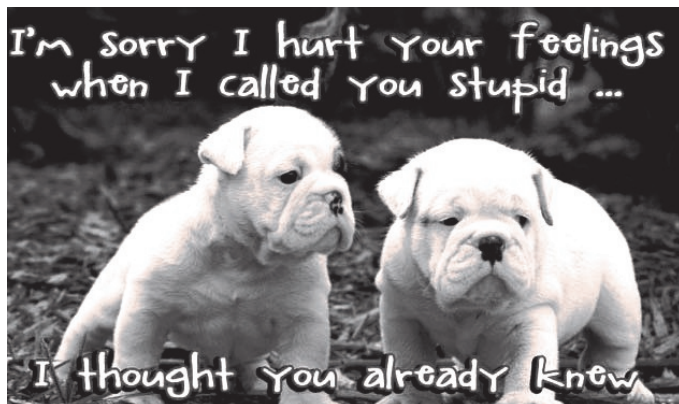
Well, it's that time of year again when I have to cough up the annual dues, and thought I'd just add to the letter file. First the Korean SFO tragedy. Perhaps they have gone overboard on this simulator business, and should require 3 actual T.O.'s and landings in the aircraft VFR, for all type ratings. It would be interesting to see the requirements for the individual country's type ratings. As an afterthought, back in the early days, C.R. Smith the CEO and Founder of American Airlines would not initially allow auto-pilots to be installed on their aircraft because in his words, "I pay Pilots to fly my airplanes, not to watch the auto-pilot fly the airplane." ????. Maybe the companies are adding electronic equipment to the aircraft because they can, and not because they should.

A few months ago a letter appeared from I can't remember who, about the "quiet Freighters" flying out of Midway on the DC-4's. I REMEMBER!!! Fortunately, it was only one Captain who caused the problem. If you happened to be awarded that sequence, the only words exchanged, and that included the layover, were to get the Aircraft from A to B, that being from Midway to CLE, PHL, IDL (now JFK), and Boston, with approximately an hour at each stop. The return trip was Boston, Hartford, CLE, Midway. All at Night, and all loading and unloading was done manually. What an airplane, Pipe Stem Oxygen, rubber apron for rainy wx. Takeoffs, rain water would accumulate on top of the glare shield and when the airplane accelerated it would splash over onto your lap. Red Devil Ice scrapers for Windscreen Ice reachable through the Clear View window, (ground only please), the ramp guys at CLE beating the ice off our rubber expandable wing leading edge deicers with broom sticks

after coming over the Allegheny's. However, when all was said and done, the greatest perk was flying with a great group of Captains, with one exception. The other perk was being able to buy live Lobster from the ramp foreman at Boston delivered to the cockpit. Those were the Days.

After reading the tribute to the CV-340, in the latest issue of the *RUPANEWS*, I remembered one great display of airmanship by an LAX Convair crew. Because of a fuel problem the aircraft lost BOTH engines at 11,000 Ft. IFR, around the vicinity of Newhall CA on a flight from Fresno to LAX. They declared the Mayday and were picked up by the LAX center, and told they were in Radar contact and to take up a heading of 180 degrees and that they would break out of the overcast over the San Fernando Valley. They did and finally broke out of the overcast around the Newhall Fan Marker area at 3,000 ft. They had time to make one 180 degree turn to land the aircraft, gear up, in a field at a ground level of approx. 1,500 ft. No one was injured that I can remember, and the aircraft was rebuilt. Now the unbelievable part, the terrain on each side of their Flight path in that area went up to 4,000 ft., and it turned out that LAX radar had the wrong aircraft in radar contact when they were given the heading of 180 degrees. That erroneous heading was the only thing that saved the event from becoming a total loss. This account and a visual sighting of the area was given to me by the Captain on a flight returning to LAX from Bakersfield. For you Historians, this occurred either in 1963 or 1964. (If the altitudes and elevations are not entirely accurate, I plead age.)

One final comment, I was sorry to hear of the passing of Capt. Jim Chilton. We were classmates at Williams AFB at Chandler Arizona in Class 50C, graduating in June of 1950. The next time we met was in SEA on a DC-7 Training Flight in 1964?



We had a great evening exchanging experiences. A great Airman and a real Gentleman.

I hope we can keep the Magazine going. It's a great publication and the work and time involved editing and sending it out is greatly appreciated.

Cheers, *Tom*

SIDNEY TIEMANN--Dundee, IL.

Greetings to all, thanks to the RUPA staff for their great work, and thanks to all for the good company these many years.

I think the earth orbits the sun faster each year. Time passes. A child born the day I last landed an aircraft for United would now be an adult.

Two things mark this year a bit different from the usual routine;- our 55th wedding anniversary and my 65th high school reunion. (A friend phoned from Arizona to confirm that I would be at the reunion so he would know at least one person.)

The usual routine,---includes fencing, singing, skiing, and watching the grand children grow. Louise sings with the Elgin Choral Union and her voice is as good as ever. We meet each year with old friends for a short ski vacation, and I continue to coach fencing. We are in good health and life is good.

Thanks again for *RUPANEWS*.

Best wishes to all, *Sid and Louise*

JOE UDOVCH—Laguna Hills, CA

As I begin this letter, I am sitting in a luxury hotel in Milan, Italy. I know I am a month late with my birthday submission, but I wanted to share my travel experience with fellow Ruparians. Because I have heard both good and bad reports about the new UAL travel privileges for retirees, I felt it was time to "get my feet wet," so to speak. I have not used our hard earned travel benefits for many years because of all the challenging hoops that had to be navigated in a continually changing landscape. First of all, in preparation for my trip, on which I took with my eldest daughter, Cathy (who also happens to be a travel agent), I reviewed as much of the information that appeared in *RUPANEWS* as I could (September 2013 issue very helpful). But there is no substitute for just getting on the Flying Together Website (<https://flyingtogether.ual.com>), signing in with your ID (u and 6-digit ID) and password (you may have to select a new one), and then prepare

yourself for a lot of reading when you select the TRAVEL option. You can review each of the items under "INFORMATION FOR ALL CO-WORKERS" and see the many beneficial changes which have taken place. Of course, not all the changes are in my personal plus column, but one of the changes directly helped me in bringing my daughter along on my trip. That was the fact that although she has not been a dependent for many years, and as a consequence, not eligible for travel privileges on the "OLD UNITED," she was now eligible for travel as a "COMPANION," with the one caveat that all travel must be on "NEW UNITED," no partner airlines, ZED fares, or any of that. It is all covered in the many pages on the website.

By starting out on the website, you can do a lot of preparation ahead of time. Things like I did in listing my daughter, Cathy, as a companion, and then looking at flights that are available for where you may want to go. You may try to play the system by trying to select the best days/times for travel, but you will find out, as I did, that the company's use of sophisticated algorithms and aircraft scheduling, may trump your capability to get into a FIRST CLASS seat. The company has the ability to fill those FIRST CLASS seats with MILEAGE PLUS upgrades on popular routes, so be aware.

Cathy is a cruise specialist with TRAVELSTORE, and had for some time been doing research to find a cruise departing Venice, Italy, in order to facilitate a side trip to Slovenia, the country of my parental origin. She was lucky enough to find one in which she was able to go as a travel seminar participant, and take along a companion (me); and so we were able to cruise (in pilot vernacular) on the cheap. To do this in true "cheap pilot" style, we went on United from LAX to EWR to MXP (Milan, Italy), and did this with the expenditure of only two vacation passes (which we later found, we did not need to use, since we did not manage FIRST CLASS) plus a small service charge. Once again, these things are all covered on the website.

When we got to Milan, besides staying in some nice hotels throughout, we did some EuroRail travel, renting a car in Trieste, Italy for travel through Slovenia, and eventually winding up in Venice to pick up our cruise through the Greek Islands and Turkey. On our return, we spent a couple of nights in Milan in order to tour that beautiful Italian city. High on my daughter's priority list there was a visit to Leo-

nardo da Vinci's rendering of THE LAST SUPPER, and also a tour of the famed LA SCALA OPERA HOUSE among other things. Because our trip was during the first three weeks of October, we did encounter some change-of-season weather: high humidity, some rain, but nothing insurmountable. On our return trip, MXP-EWR-LAX, I found out some new things about travel on the "NEW UNITED." First, though we were unable to obtain FIRST CLASS seating, we were placed in ECONOMY PLUS (more leg-room than straight ECONOMY), but in less desirable center section seating. And, though we were given a substantial and tasty lunch on the leg from Milan to Newark, the flight from Newark to Los Angeles, with an advertised "dinner" only materialized for those in FIRST CLASS; those of us in ECONOMY PLUS had to pony up \$7.99 for basically a cheese and cracker plate, and yes, they do have credit card readers, which the flight attendants must wield for anyone desiring drinks, wine, or food.

All in all, we had a very enjoyable time. And by the way, for anyone considering travel of any sort, beyond just simple point-to-point, travel agents do serve a worthwhile function, providing help in putting together arrangements with value and simplicity uppermost, as I am sure many of you have found out over the years in making your own travel plans. As an aside, I note a very good article in this month's issue of RUPANEWS (November) on page 20, about "AIR TRAVEL IS NOT WHAT IT USED TO BE," which we found out in spades. Check in the mail and many thanks to all the RUPA staff.

Cheers, *Joe* Mostly LAX with short stints in ORD, SFO, DEN

IN MEMORIAM

ROBERT THOMAS BANDFIELD

Robert Thomas Bandfield, Sr., age 84 of Howell, MI, passed away October 11, 2013.

Bob was born August 27, 1929 in Detroit, MI. He attended Western Michigan University where he played football his freshman year. He served his country as an Air Force pilot during the Korean Conflict. Bob was hired by United in 1955 and retired in 1989 after a 34 year career.

Bob had lived in the Howell area since 1968. He

was a Life member of Howell American Legion Devereaus Post #141, the Howell Elks Lodge #2168 and was a member of the Retired United Pilots' Assn.

Bob was preceded in death his wife, Phyllis Mae Bandfield, and is survived by three children and seven grandchildren.

Memorial contributions are suggested to: Howell Chamber Foundation (for Veterans Memorial).

REX HALLAM MAY

Rex Hallam May died at home on September 21 at the age of 81. He was a resident of Playa del Rey and Marina del Rey for over 50 years.

Rex was born in Creighton, Nebraska on December 27, 1931. He spent some of his younger years on the Rosebud Reservation while his father was with the Indian Service. He graduated from Mullen High School in Mullen Nebraska. He went on to attend Kearney State now the University of Nebraska. Rex flew the A1 Skyraider in the Marines from 1952 to 1956. He was proud of being a Marine. He joined United Airlines in 1956 and flew for 36 years. He had a short time in New York and the rest of his career was out of Los Angeles. He retired as Captain on the 747. He served as chairman of the Retired United Pilots Association (RUPA) in LAX for many years. He was a member of the Red Barons.

Rex loved skiing. He was an avid runner and for many years ran with the LA Leggers. He had run over 25 marathons, the last being 2006. Rex loved travelling especially with his friends. He was inspector at the polling place for over twenty years. His devotion to animals, especially rescued dogs, was best expressed in the care and attention he provided numerous family pets. His recent favorite pastime was volunteering to exercise the dogs at the Friends of Animals Foundation. This is a no-kill shelter where he adopted his last dog, Amy.

Rex is survived by Linda Wiley May, his wife of 24 years (ret. LAXSW), a sister, and nine nieces and nephews.

Those wishing to remember Rex in memorial gifts can direct them to the Friends of Animals Foundation, 2336 S. Sepulveda Blvd, Los Angeles, CA 90293. (310)479-5089, foala.org



RALPH EUGENE MIKULICH

Captain Ralph Mikulich of Kildeer, IL passed away on May 21, 2013 after a long battle with COPD.

Ralph was born on February 6, 1933. After graduating high school he sailed the great lakes on the large ore carriers and was set to enter the Merchant Marine. However, his mother convinced him that he should go to college and learn to fly. During the early years he met & married Barbara Radick. She accompanied him on his life's journey that started at Embry Riddle Aeronautical University. Ralph flew many aircraft, learning to fly in a Piper Cub and Stearman. He flew a Beech 19 as a corporate pilot before getting hired at United in 1964. Mainly based out of O'Hare, he flew the DC-3, DC-6, Viscount, DC-8, B727, B737 and finally retired in 1993 on the DC-10 (one of his favorites).

Always an adventurer, Ralph spent his childhood in the suburbs of Cleveland and got his first taste of aviation at the Cleveland Air Races. He never thought he could "become a flyer" and intended to be satisfied as an airplane mechanic. Little did he know that flying would eventually be his vocation.

Ralph is survived by his wife Barbara, a daughter, a son and two grandsons.

JAMES W. MILLER

James W. Miller was born on April 18, 1935 in Leymone, Pennsylvania and passed away on November 7, 2013 in Redlands, California.

Jim served our country in the United States Air Force and National Guard as a Captain and then went on to have a 36 year career as a pilot for Capital Airlines and United Airlines. In retirement Jim was a member of the American Legion, F86 Sabre Pilots Association and the Retired United Pilots Association.

Jim will be forever missed by his wife of 53 years, Beverly Miller; two children, and two grandchildren.

Private Services were held. In lieu of flowers, please make a donation in his name to your favorite charity.





*Walter H. Stampfli	?
*Mark r. Hamilton	?
Ralph E. Mikulich	May 21, 2013
*Dan W. Adams	Aug. 08, 2013
Rex H. May	Sep. 21, 2013
Robert T. Bandfield	Oct. 02, 2013
Ronald L. Widner	Oct. 08, 2013
Arden "A.J." Hartzler	Oct. 28, 2013
F. P. Fritz Meyer	Nov. 02, 2013
James W. Miller	Nov. 07, 2013

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
5614 Prairie Ridge Rd, Crystal Lake, IL 60014-4656

December 2013 Edition

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

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.) - 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

Greater Chicago Area Group (2nd Tuesday starting in February)

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