
rupanews



Journal of the Retired United Pilots Association



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S.E. Florida Gold Coast.....
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May thru Sept., - Jim Morehead & Art Jackson
S.E. Florida Treasure Coast Sunbirds Bob Langevin
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31 North-Illinois RUPA Group..... E. Allan Englehardt

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

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PRESIDENT'S LETTER

NEW MEMBERS: Since November 24 new members have joined our ranks. Please welcome Captain Cliff Shahbaz, Portland, OR, Captain Paul Mattson, Frisco, CO, Captain Ray Case, Clearwater Beach, FL, Captain Thomas Rayl, Merced, CA, Captain Bill Carter, Pukalani, HI, Captain William Critcher, Dallas, TX, Captain David Douglas, Eatonton, GA, Captain William Guerrieri, Simpsonville, SC, Captain Larry Nikolaus, Huntington, WV, Captain Gary Small, Albuquerque, NM, Captain Christopher Stevens, Ellicott City, MD, Captain Warren Jepson, Oak Park, IL, Captain Ronald Whitfield, Picayune, MS, Captain Matthew Poleski, Belvidere, IL, Captain Mark Felices, New Smyrna Beach, FL, Captain Dave Peterson, Pequot Lakes, MN, Captain Robert Schmidt, Fort Collins, CO, Captain Bruce Hacker, Colorado Springs, CO, Captain George Clements, Mesa, AZ, Captain Jay Kelly, Las Vegas, NV, Captain Rhynia Weaver, Louisville, KY, Captain John Taylor, Jr, Monument, CO, Captain John Stefanik, Colorado Springs, CO and Captain Michael Tobias, Aurora, CO.

VICE PRESIDENT: In December, Vice President Tony Passannante resigned. He continues to work and in spite of his best intentions, work responsibilities do not permit him to properly discharge the duties of VP. We all agreed that it would also be best if he also resigned from the RUPA Board. I appreciate the time and effort that Tony devoted to RUPA and understand the conflict his work causes. He will remain an active member of the Columbia River Geezers and I look forward to his efforts in Portland. I will be actively seeking a new VP and encourage you to contact me if you would be interested.

MEDICAL INSURANCE: In my December Message, I commented on the very short notice UAL gave the retirees regarding the switch to Aetna as the Medical Plan Administrator. Many of our members were caught off guard and had to scramble to make important decisions regarding their choice of doctors and plans. To add insult to injury, some retirees did not receive their Aetna Enrollment Card in time for the January 1st changeover. UAL Employee Benefits says that some of the data transfers they sent to Aetna were never received. When talking to UAL the retiree was told they are correctly listed in the UAL system, yet, when talking to Aetna, they were told there is no record of them being enrolled. On January 3rd, I contacted UAL and asked that they quickly correct the error. As I write this on January 15th, there has been no resolution to the problem. I suggest you contact Employee Benefits if you have not received your card or there are any issues regarding the Aetna changeover. Some pilots have called Aetna Member Services at 1-800-334-0110 and have been about to get them to fix the problem and were then able to log in to Aetna and print their ID Cards. I have heard that Medicare still has Blue Cross Blue Shield as our supplemental insurance post Aetna. Surprise, the switchover hasn't happened for most United retiree Supplement plans. Unless you call Aetna to make the switchover yourself your provider will send Blue Cross the bill when Medicare is finished with it, and BCBS will deny payment. It's a mess. But a simple phone call to Aetna will fix it. One of our retirees got everything corrected for both he and his wife in about 10 minutes on the phone with Aetna. The Aetna representative told me that it might take as long as 21 days to take effect. It is so disappointing to see another retiree benefit get less than management's full attention. Do they not understand that they too will be retired someday? This is no way to reward all those years of dedicated service we provided. If the United Pilots flew their aircraft the way management has handled each changeover, there would have been one huge pile of bent metal scattered around the system!

TRAVEL AND BEBENEFITS: We have mentioned before the terrific work Kirk Moore does as the Chairperson, RAFA Travel Benefits Committee. Kirk shares his updates on retiree travel and benefits with all the retiree groups. RUPA members can access this information on our web site rupa.org, under the Bulletins Tab on the left side of our Home Page. We just posted Kirk's extensive January Update so you might want to check it out. In cases of time sensitive information, our Eblast Manager, Phyllis Cleveland, sends out a blast to those who have signed up. In those cases we also post the message on the Bulletin Boards.

UPCOMING TRAVEL SURVEY: The Company has advised us that there will be another Employee/Retiree Travel Survey in early 2014. As you may recall, the last survey failed to ask straight forward questions. From our perspective, it was quite obvious that they intended to drastically change our travel benefits, and, they did. RUPA has been told that we will be advised when the survey will be available online for everyone to respond. We intend to send out an E-blast to advise you to go online to complete the survey.

PLEASE DO SO IMMEDIATELY SO WE CAN INSURE THE RETIREES ARE WELL REPRESENTED.

Jon Rowbottom, RUPA President

~Extra! ~ Extra! ~ Extra!~

That's what the paper boys used to yell in the old movies when there was a special event!! Well this is a special event! Phyllis Cleveland's January 14, 2014 Eblast informed our members who have email that the United 2014 Pass Travel Benefits Survey is here. Unfortunately, if you don't have email, you may not get this notification in time. The cutoff date is February 6 at 11:59 p.m. CT.

If you have an email address and you're not getting our Eblasts check with Leon to make sure we have your correct email address. You must have access to a computer to take part in the survey.

Please participate in this new online 2014 United Pass Travel Survey!

All United employees and retirees have an opportunity to provide input about the pass travel program through a new online survey. The survey asks you to rate elements of the program and your responses will be used to determine whether any changes are warranted.

The survey is confidential and should take about 15 minutes to complete. A third-party vendor will administer the survey and keep all responses anonymous.

To complete the survey, go to Flying Together > Travel or the home page of employeeRES. (The survey option is located in the middle of the page just below the "welcome and name" section.)

The survey is open through Feb. 6 at 11:59 p.m. CT.

Here is the link: http://www9.hayinsightsurvey.com/run/united_airlines2014/intro

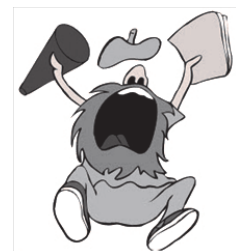
Helpful hints concerning the survey questions:

1. Don't use "U" before your file number.
2. There are 34 questions, but pay attention to number 21 and 22.
3. Be cautious with questions concerning added service charges for cabin class preferences - regardless of years of service! (For retirees with 25 years of service currently there is no charge.)
4. Carefully consider question 30. In order to save \$60M for costs regarding employee/retiree travel, rank listed items 1 through 6 in order of preference.
5. Questions 32 and 33 concern rewarding active employees for reaching predetermined goals.
6. Comment box – please write your thoughts about the loss of your benefits for all your years of service.

Use this opportunity to voice your opinions! Spread the word!



**Phyllis Cleveland
RUPA
Eblast Coordinator**



About the Cover

A 757 showing wing vortex on clouds

The 31 North-Illinois RUPA Group (January) Luncheon

We had this little cool spell around the Midwest last week whose minus-fifty chill factor caused a couple problems, so we took a snow day and moved our luncheon back a week instead. A little of the white stuff fell today too---hey, it's winter---but copious applications of Mayor Emanuel's Fender Solvent on the roads made short work of it. Everybody agreed it was good to be retired and watching the weather from inside---sure as shootin' we'd have been called out to fly last week.

Forty-four RUPA members and their guests gathered at 31North Banquets in McHenry and enjoyed terrific food prepared by Bernice Zubrzyckie and her staff. Our MC, Capt. Allan Englehardt, gave a presentation on the current state and future of General Aviation and changes to the FAR's relative to pilot qualifications. The mike was passed around to each table and those present gave a short personal note on what we were doing in retirement.

Our senior attendee was Capt. Buck Hilbert, our most recent retiree was Capt. Warren Jepson, and Capt. Patrick Bowman, who still has a few flights to go before retirement, was our current link with the airline. Buck took the prize for the best TINS tale, by the way. At least nobody challenged him.

Those enjoying the warmth and hospitality were Bob Helfferich, Bruce Carey, Glen Peterson, Orrin Towner, Ole Sindberg, Dick Murdock, Bill Cherwin, Buck Hilbert, Rick and Lynn Hustad, Jim and Mary Jeanne Trosky, Jim and Jan Noble, Allan and Diana Englehardt, Tom Helms, Wayne Walusiak, Warren Jepson, Tom Conley, Frank Zackary, Bill Thompson, David Graham, Mike Brueggeman, Dave Runyan, Carl Eberle, Wendell Jelm, Dave Harris, Jeff Bales, Norm Clemetsen, Al deLeeuwe, Marty Gallagher and his son Tim Gallagher (Delta), Jim Richardson, Jim Rosater, Bill Silvester, Larry Cabeen, Patrick Bowman and wife Barbara Healy, Jerry and Eleanor Westfall, Lyman Walter, Paul Wember, and your Scribe-For-A-Day, *Walt Fink*



Those who didn't have to leave early and who stuck around for a mug shot:

L – R: Al deLeeuwe, Carl Eberle, Tom Helms, Bruce Carey, Orrin Towner, Lynn Hustad, Rick Hustad, Bill Cherwin, Tom Conley, David Graham, Walt Fink, Wendell Jelm, Jeff Bales, Bob Helfferich, Allen Englehardt, Dave Harris, Glen Peterson, Marty Gallagher, Warren Jepson, Buck Hilbert, Jim Trosky, Ole Sindberg, Wayne Walusiak, Larry Cabeen, Dick Murdock, Dave Runyan, Jerry Westfall, Patrick Bowman, Norm Clemetsen.

Classic Peanuts Charles Schulz



Los Angeles South Bay Christmas Luncheon

The LAX Christmas Luncheon took place as scheduled on December 12th at the Hacienda Hotel. It was a great affair.

We were happy to welcome 60+ guests for this congenial event. As before, we had invited our retired Flight Attendants, Clipped Wings and friends to this event and were pleased that so many of our old friends were there exchanging experiences and new greetings. The buffet was extensive and not too bad coming from someone who doesn't like buffets (me).

Unfortunately our invitation to have LAXFO's current Chief Pilot Capt John Buyer or his Assistant to have lunch with us and give us an update on the current LAXFO was declined due to their previous commitments so we were very pleased to have a nice presentation from Eleanor Ginsburg, a Clipped Wings member and a docent for the Flight Path Museum explaining the major developments of our LAX Airport. There is the just opened new International Terminal and plans for many other rebuilds of the ex satellite buildings. i.e. Alaska airlines is now in most of Satellite 6 and UAL is rebuilding Satellite 8 for more gates. A loss was the imminent closure of parking lot "B/E" and the Proud Bird Restaurant. However, much public support has given the Proud Bird another year. And for our still intrepid travelers, It is nice to still be able to buy a parking pass but now at Lot D West.

Also our new RUPA member just retired Perry Cockreham gave us a quick overview of United's operation out of LAX. There is now a new 737 base, great but new worries about the 747-400 flying or the lack thereof.

The Retired Flight Attendants Representative, Jan Heistermann, also added her view of their plans and desires for the group.

Respectfully submitted by *Arvid von Nordenflycht*



Manassas, VA RUPA (December) Breakfast

These proud be-capped Christmas merrymakers enjoyed breakfast at the monthly Manassas, VA get together. The coffee was hot and good as were the humorous stories from retired DCA crew man, Henry.



Left to Right: Jim Foster, Henry Ayers, Gary Cook, Bill Davis, Gene Couvillion, EK Williams, Sim Stidham, and Bob Gilbert. *Gene Couvillion*

Next Greater Chicago Area Group Luncheon

Tuesday Feb. 11, 2014, 12 NOON
Nick's Pizza & Pub
856 Pyott Road, Crystal Lake, IL
Spouses and friends welcome
Open bar order from the Menu

RSVP by Thursday February 6, 2014
Notify Claude Nickell
buddyclaude@comcast.net
Phone 815-459-5314



Reno's Biggest Little Group

The "Biggest Little Group" of 11 assembled at our new digs, the Spitfire Grille on South McCarran, promptly at 1300 hours for our November Luncheon.

The usual topics of, war stories, CON-U shafting of retirees and old jokes ensued. The Christmas party/dinner was also discussed.

We always welcome any UALers living in or passing through Reno to join us.



Picture attached, left to right sitting: Gordie Newman, Larry Fritz, Dean Shuff, Jim Whiteley, Cort de Peyster, Charlie Kettering, Bill Shepherd. Standing left to right: Lyle U'Ren, Bill Charney, Tommy Diehl (RNOTR) and Gary Dyer. *Cort*(alt scribe)

THE DUPLEX | Glenn McCoy





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The Dispatch room was where Mainliner crews went before each flight to create a Flight Plan for their trips. Skilled technicians furnished up-to-the-minute information about weather conditions along the flight route, reviewed completed flight plans and filed data with the local Air Route Traffic Control center. In the adjoining "weather room" the latest weather information from hundreds of points on the continent were compiled and charted. Here the Captain discussed weather probabilities in detail with the Station Meteorologist and dispatcher.



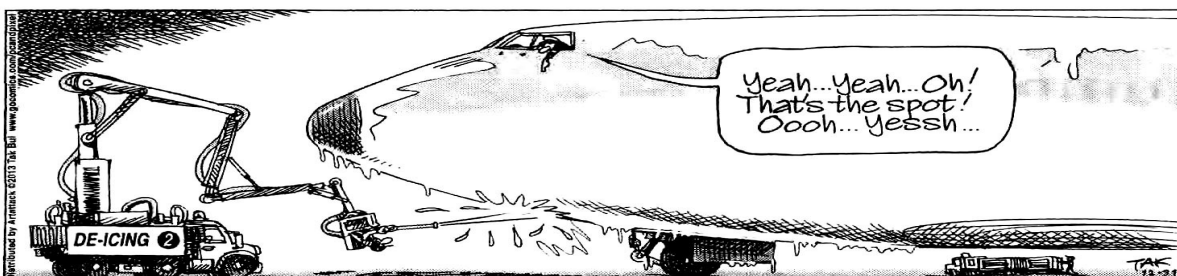
The Captain and Dispatcher, jointly responsible for the Flight Plan, met with the First Officer and Meteorologist going over the many sources of information available. These sources included U.S. Weather Bureau reports assembled by a staff of Meteorologists stationed at dispatch centers on United's 15,000 mile system.

The reports included actual weather en-route (as reported on incoming pilot's logs) and charts showing wind velocity and direction at altitudes of 5, 10, 15 and 20 thousand feet. These charts were received four times daily over photo-facsimile machines.

Marvin Berryman DENTK Ret. from the 11/55 United Mainliner Flight Plan booklet.

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

PC AND PIXEL | Tak Bui



The Columbia River Geezer's Luncheon

Not too much to report since our January 8, 2014 Luncheon saw only 3 of us show up: Jay Donaldson, Doug Howden and myself, Tony Passannante.

I think we might have had some of the usual suspects missing account holiday travel and so forth, but be there 3 or a dozen, these monthly get-togethers are always enjoyable with lots of catching up and sea stories. In fact, some of these stories might have even involved some of those missing from our table! Nah!

Jay is still busy enjoying his various fishing trips around the NW, Alaska and Mexico, Doug is travelling "around the system" a bit, and we all shared the usual commentaries and observations about various aircraft.

That's it for this month, remember that we most definitely welcome drop-ins so if you're in town and have some time on your hands we hope you can make it. We meet at Claim Jumper, Clackamas Town Center, Clackamas, OR at 1100 hours, every second Wednesday. It's conveniently located just west of I-205.

Tony Passannante & Ron Blash

DCA Hagerstown Boys Night Out Reunion

This is the OFFICIAL photograph showing the attendees at the BOYS NIGHT OUT reunion, held in Hagerstown, MD, on the night of December 4th, 2013.



From left to right...Gil Coshland, Pierre Ney, John King, Bill Nolan, Paul Davis, Bill Atkins, Joe Soltis, Bernie Schwartzman, John Eastman, Chuck Rhine, Stokes Tomlin, Charlie Schwab (PAA), and Don Rinehart.

Once again, we all enjoyed a good GERMAN meal, with good GERMAN BEER!

I believe the next get-together will be on March 12th, 2014. Thanks, *Stokes Tomlin*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

We had another cold morning which morphed into a beautiful but unseasonably warm day When we met at Harry's Hofbrau for our January Luncheon. Our balmy weather may sound enviable to you East Coast Ruparians, but it comes with a price as we have an early allergy season and a declared record setting drought.

Nonetheless, our gathering was convivial and filled with the usual good cheer that camaraderie brings. The main topics of discussion were the recent change in our medical coverage from BCBS to Aetna, and the new United Pass Travel Survey. Maybe the Company didn't take enough away from us with the first survey!

In attendance were: Marty Berg, Rich & Georgia Bouska, Bob & Burkie Callaghan, Rich & Cyndi Erhardt, Carol Gillett, Dick & Jeri Johnson, Bob Kallestad, Neil Kelly, Bill Klett, Bessie McEachern, George Mendonca, Bob Norris, Jerry Quitney, Walt Ramseur, Cleve & Rose Spring, Jerry Terstiege, Larry & Pat Wright.

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

Southwest Florida RUPA Luncheon

The Olive Garden restaurant in sunny Fort Myers, FL once again hosted our luncheon on January 13, 2014. A good group of 19 attendees signed in. Perfect weather. There was some mix-up in getting the room we usually have. Apparently 45 employees from Lee County were having a luncheon at the same time. Our group was moved to another room which turned out to be just as good and private. Our servers were Nick and Austin who were especially attentive, efficient and very polite. They seemed to enjoy their jobs. The number attending this time was a quantitative leap from the six which attended the last luncheon in November.

Conversation was lively ranging from flying the C-119 Flying Boxcar, AD Skyraiders, Crusaders, Banshees and, of course, the DC-3. Also some discussion around current books we were reading (we have a scholarly group!)

Once again, there was no formal program but judging by the level of chatter, everyone was enjoying lunch and stayed longer than usual.

We're gearing up for the RUPA Day at the Sun-n-Fun Fly-In at Lakeland, FL on Thursday 3 April 2014 at the OX-5 Club House. The Fly-In and Expo dates are April 1-6, 2014. This will be their 40th Anniversary. The Blue Angels are expected to perform this year (given the full functioning/funding of the government). Pictured in the photo are: Front and center is Mamie Thompson*. Starting from the front on the left is



Janice Crittenden, Gary Crittenden, Bill Bates, Wallis Alves, Ellis Van Alstine, Gene Chapman*, Don Kincaid, James Rigsbee, Judy Rigsbee, Neil Bretthauer, Jim Howard, Rip Curtiss, Norb Cudnowski, Jim Sutton*, Don Sullivan*, Jack Taffe, Dot Prose, and Faith Osborn*. (* denotes guest). Apologies to anyone's face who was obscured. Our waiter Nick took the photo.

The next two luncheons at the Olive Garden will be Monday Feb 10th and Monday Mar 10th. Everyone is welcome! Regards, *Gary Crittenden and Dot Prose*

Denver Good Ol' Boys and Girl (November) RUPA Luncheon

We assembled at the American Legion Post One on the 3rd Tuesday of the month per past practice and procedure. Members began arriving at 11:00 to enjoy liquid refreshments until lunch was served at 12:00. Ted reported on the passing of Fritz Meyer and A. J. (Arden) Hartzler. Both were well liked and highly respected pilots. They will be missed.

Attending were: Ted Wilkinson, Bill Hanson, Rick Madsen, Mack Connelly, Al Dorsey, Denis Getman, Jim Adair, Tom Johnston, Dick Shipman, Al Snook, Bob Blessin, Jack Davis, Casey Walker, Susan Hytinen, David Horowitz, Bob Crowell, Steve Pahs, Dick Kobayashi, Dave Murtha, Jack Wilhite, Bill and Claire Fife, Joe Collard, Russ Ward, Ray Bowman, Duane Searle and George Maize. Your Co-Scribe, *Tom Johnston*

Denver Good Ol' Boys and Girl (December) RUPA Luncheon

Our scheduled meeting convened Tuesday December 17th at the Denver American Legion Leyden Chiles Wickersham Post 1. Following libations and visiting, a good lunch got underway served up by Heather and her assistants; it was a bit tight food wise because near double the expected number of people showed up which is nevertheless always nice. Beginning after lunch discussions our coordinator Ted Wilkinson as usual had his sort of short joke which again ended with a dry subtle punch line for his last time as coordinator. He has been doing what he has done well for quite a few years and for which we are grateful. Our member photographer was not in attendance so no pictures this time. This month was one of the four when we invite wives and significant others.

Gail Walker gave a nice presentation and brought along brochures for the United Airlines Historical Foundation. The cost to belong is ten dollars per year and the website is <http://www.uahf.org/> - therein is set forth the primary goal and description of its operation along with access to the application form.

Of concern soon is the need to start thinking and planning the picnic and camp over we have done for about three years at Cherry Creek State Park on the third Tuesday in August. We are open to volunteers to help with the planning and running this event.

Attending – fifty-one of us: Ted & Rose Wilkinson Steve Pahs Dick Garbrick Bill Hanson Casey & Gail Walker Judy Meyer Al Dorsey Mack Conelly Denis Getman Frank McCurdy Tom Hess & Erica Mercer Rick & Kaye Madsen Jim & Artella Adair Keith & Shirly Patton Dick & Jeanne Kobayashi Bernie Stoeker Ron & Georgia Schafer Tom & Sue Ann Johnston Rick Beebe Frank & Bette Mortan Bob & Penny Dietrich Dick Shipman Dave Horwitz Duane Searle & Mary Lois Edgar & Ruth Riehl Terrence Brady Nick Hinch Cliff Lawson Don & Chris Johnson Bill & Claire Fife Ray & Barb Bowman Stanley Boehm Ken Ewing & Kathy Brendlinger Ed Cutler and Russ Ward. A good time was enjoyed by all.

For the future Tom Johnston and the undersigned will be continuing the coordinator function.

Respectfully submitted, *Stanley Boehm* co-scribe

Phoenix Roadrunners (December) Luncheon

We met for our regular luncheon on Tuesday December 10th at our usual place the Bobby Q Restaurant.

This group included; Frenchy & Joan Bourgeois, Mike Carlin, Charlie Schwob, Dick McCormick, Dennis & Darlene Leahy, Hank & Jeannie Kyser, Fred & Judy Meyer, our Reno friend Gary Dyer & his lovely new friend Jan, P. J. Killmon and myself.

We again talked about our retirement health benefits with the new regime. Some good info was passed on relating to our pass benefits and how to get the best deals.

Everyone seemed to enjoy the time spent together while getting ready for Christmas. Our next planned luncheon will be on January 14th in our New Year of 2014. *Ken Killmon*

Phoenix Roadrunners (January) Luncheon

We met for our first regular luncheon of 2014 on Tuesday January 14th at our usual place the Bobby Q Restaurant.

This group included, Mike Carlin, Charlie Schwob, Frank Soare, Corey Liston, Jerry Smith, Dick McCormick, Frenchy & Joan Bourgeois, Dennis & Darlene Leahy, Hank & Jeannie Kyser, two of our Reno friends Gary Dyer & his friend Jan and Jim & Norma Nugent, Neil & Lee Johnson, Doug & Brenda Lund and myself.

From friends who tried but could not get into town on UnCon we found out it is getting harder and harder to get any seats on the new outfit due to such heavy bookings. Again we talked about the new Aetna health benefits coverage and the need to contact Atena personally. Some jokes were told and stories of some cockpit funnies were relayed. Everyone seemed to enjoy the time spent together.

Our next planned luncheon will be on February 11th, 2014. *Ken*

THE THOUSAND OAKS RUPA (January, 2014) LUNCHEON

Twenty aviators navigated to our new checkpoint despite the sunny but chilly below 70 degree temperatures. We now meet at the Sunset Terrace, near the Regency Theater which is in the back of Janns Mall. Janns Mall is located at Moorpark Road and Hillcrest Drive. The new venue seems to be just fine. Our old venue was in the same mall but closed abruptly a few days after our last luncheon. We must have been the last straw.

Doug Bielanski opened the meeting by covering the airline safety record for 2013. United and interline travel were discussed along with many other topics and stories as the lunch progressed. The annual LAX holiday party was talked about as well as the passing of former LAX chief pilot Gary Meermans. Claude provided a continuous stream of entertaining missives.



Pictured from the left and going clockwise are Pete Petersen, Dale Myers, Nate Hall, Claude Giddings, Dan Tanner, Ivan Cox, Bob Mosher, Marcene Rankin, Mary McQueen (not seen), Gary Babcock, Mike Herriott, Jerry Adams, Tom McQueen, Doug Rankin, Dick Ununder, Lou Carson, Kent O'Brien, Doug Bielanski and Don Hollingsworth. I'm the one behind the camera.

Our next meeting will be at 1130 am, March 13, 2014 at the Sunset Terrace. Regards, *Denny Fendelander*

S.E. Florida Gold Coast (December) Luncheon

It was a memorable sunshine filled day that allowed all 20 of us Ruparians to dine outside on the Patio at Gallupis Patio Bar and Restaurant. It was great to see a good turn out just before the Christmas Holiday Season. Nothing serious transpired and everyone seemed to be in a joyous mood.

Those attending were, (Senior Member) Ham Wilson, Dennt Keast, Art Jackson, Ed Wheeler, Ham Oldham, Jerry Bradley, Wes Fetzer, Gene Anderson, Jim Good, Dennis Didonna (Jim,s copilot on the trip over from Naples FL), Rick Valdes, Mike Warde, Mike Reilly, Bob Engleman, Bob Langevin (down from the Treasure Coast Gang). Active pilot Dan Petrovich (with Pilot Son Scott Petrovich) and guests Allen (ACE) Morris, and Stan Baumwald (Ret. NWA Pilot). Your scribe *Ned Rankin*

S.E. Florida Gold Coast (January) Luncheon

Thursday, January 9th, was our first lunch of the New Year. After a slight cooling day, (nothing like the northern climes had it), we had warm temperatures in the 70's.

We had 19 attendees including several new retirees. Seems the 5 years the FAA added is finally expiring and we are getting back to normal retirements.

Attending today's lunch at Gallupi's Patio Bar and Restaurant were; Lyn Wordell, Ed Wheeler, Ham Wilson, Ham Oldham, Stan Baumwald (NWA Ret), Denny Keast, Les Eaton, Jerry Bradley, Bob Langevin (Treasure Coast), Gene Anderson, Albert Johnston, Tom Berg, Bob Engelman, Richard Farmer, Jim Wallace, Paul Witford, Bob Dodson, Rick Valdes and myself, *Ned Rankin*.

Ohio Cleveland Crazies (November) Luncheon

The Cleveland Crazies enjoyed another gathering and luncheon at TJ's Restaurant in Wooster, Ohio on Thursday, November 21, 2013.

The discussion was lively as usual with 12 members and wives present. Our discussion included planning for our Christmas get together in December, and the possible options for our next "road trip in either April or May of next year. Dick Sanders had received the daily jokes from Ken Wheeler and he kept us all laughing as he passed them on to the group.



Those present in the picture from left to right standing are: Dick Sanders, Harvey Morris, Pat Morris, Phil Jach, George Bleyle, JoAnne Orr, and Dick Orr. Sitting in the front row from left to right are: Vic Popelars, Rich McMakin, Bob Olsen, Joe Getz, and Jim Burrill. *Phil Jach*

Ohio Cleveland Crazies (December) Luncheon

The Cleveland Crazies had their Christmas luncheon at TJ's Restaurant in Wooster, Ohio on December 19th. The conversation was lively and, as usual, the food was excellent. We were served by our favorite and long time waitress Vickie who is in the picture with us. Dick Sanders brought us a Christmas poem titled "Modern Santa Does His Thing" that was well received by all. I recommend looking it up and taking time to read it. Our group has decided on the Spring "Road Trip" so we spent some time talking about our options. We will be visiting the National Museum of the Air Force near Dayton, Ohio and it looks like it will be a two day trip.



We had 14 members, wives and friends in attendance. In the picture above from left to right in the back row are: Phil Jach, our waitress Vickie, Dick Sanders, Joe Getz and his wife Vickie, Dick Orr, Mary Lou Sanders, Linda Jach, Gene White and his wife Judy, George Bleyle, and Diana Zalesky. In the front row seated from left to right are: Vic Popelars, JoAnne Orr and Bob Olson. Cheers, *Phil Jach*

S.E. Florida Treasure Coast Sunbirds (December) Luncheon

Our last RUPA Luncheon for 2013 was held on Tuesday, Dec. 10th at Spoto's (new location for us), a terrific waterfront Restaurant in Stuart, just East of the Roosevelt Bridge. We wanted to make it someplace - upscale and SPECIAL - in honor of the CHRISTmas Season and the fact that our wives or lady friends were invited to join us. We had our own Private Room and I'm sure that we'll be returning there at some point in the future. The food and the service was OUTSTANDING in every way. We'll be inviting our wives or lady friends to join us once again in February (in honor of Valentine's Day) however we will be returning to our Ole stomping grounds for that event, Mariner Sands Country Club thanks to our Host, Jim Dowd making that possible. Thank you Jim.

As per the usual in January, we will be returning to our normal location which is Shrimper's...which our RUPA Member love as well. A phantastick (primarily) seafood Restaurant that sits on Manatee Pocket which has just about the most beautiful water and yacht views that you can find ANYWHERE!!! Rumor has it that a 'number' of our FLL/PMP 'brethren' might be making the trek up I-95 to join us for that event on Jan. 14th. (Sure hope they do!!!)

The Menu choices (at Spoto's) were MANY and all food selections were well received as best I could tell. I got many 'thumbs up' comments as everyone was leaving. I'm sure that a # of people in our group will go back there individually to enjoy the experience and cuisine once again....on their own. How could you not, a True win-win experience.....food, service, view, atmos phere, etc. etc.....



Those that attended were: Ted & Hellevi Osinski; Bill & Lulu Cole; John & JoAnn Pinter; Del & Pat Gartner; Bob Schaet; Frank & Carol Guglielmino; Dick Starita & Zsuzsa Flowers; Jim & Connie Dowd; and Bob & Kimberly Langevin.

Our FIRST Luncheon in 2014 will be back at Shrimper's (our 'other' water front location) (how lucky are we to live in SE Florida?, and that will be on Tuesday, Jan. 14th at 11:30 AM. If any of our RUPA Members are traveling in or around the Stuart, FL area around that time, we'd love to have you join us.

I want to wish all of you and your families a Happy, Healthy and Prosperous New Year.

Sincerely, *Bob Langevin*

S.E. Florida Treasure Coast Sunbirds (January) Luncheon

What a GR8 way to start 2014!!! Our 1st Luncheon of the New Year was back at Shrimper's (after our Spoto turn-around in December) and we were blessed with some terrific SE Florida WX along with 16 RUPA Member in attendance.....4 of which made the 1 hour + ride up from the Boca Raton 'area'. Thanks guys for doing that, we sure appreciated having you join us. Needless to say, now that the Holidays have past, many of our Northern Members are starting to return to The Sunshine State and our #'s are up. Our servers (Rose & Nicki) were prompt, gave us good service, a lot of attention and delivered some darn good food.....enjoyed by ALL. A PERFECT Day in every way.

It goes without saying, but I will 🌍 with 16 AVI8TR's at one table.....there were many different conversations going on at one time. Of course, Politics was one of them:-), Southwest landing at the wrong Airport in MO was brought up (naturally), new cell phone technology and options, guys not receiving their new Aetna Ins. ID Cards in a timely fashion, and the 'Crossover' situation that accompanied our Health Ins. switch from BC/BS to Aetna, etc. just to mention a few.

Those who were there for the GOOD TIME were: Andy Lambert, Del Gartner, Ted Osinski, Bill Cole, Jim Dowd, John Pinter, Dick Baese, Jack Boisseau, Don Jefferson, Paul Andes, The Boca Raton 4 -- Jerry Bradley, Ham Oldham, Ned Rankin and Hambone Wilson, and new Attendee and Retired Crew Desk GOOD Guy - Paul Liebisch, and myself, Bob Langevin.



Now, for 2 REAL GOOD bits of info to pass along that pertain to our Feb. 11th Luncheon. First of all, our LADIES are invited to join us in recognition of The Valentine's Day Holiday. In order for you to attend, it is NOT necessary for you to bring your wife or a lady friend.....SOLO is fine too. SECONDLY, we will be returning to Mariner Sands CC on So. Stuart on US 1 (thanks to our Host, Jim Dowd). Many of our Members will really enjoy this experience since Mariner Sands CC was our Monthly Luncheon Meeting Place for many years and those of us who had that experience still consider it to be a very 'SPECIAL' place with terrific food, along with fond memories and experiences.

Soooooo, if you happen to be in the Stuart, Florida area and would like to join some Retired UAL'ers, please come on by, we'd love to have you. Meanwhile, I hope that The New Year will treat you well in every way and that God will watch over our Country each and every day. God knows, we certainly need it.

Sincerely, *Bob Langevin*

PICKLES | Brian Crane



Monterey Peninsula RUPA Lunch Bunch (December)

We gathered today at the Monterey Peninsula Country Club Beach House overlooking the beautiful Pacific Ocean for our 5th Annual Christmas Party. Our gracious hosts were MPCC Members Carlos and Judy Quintana. We had 47 people in attendance and we were treated to clear sunny skies and a wonderful meal. Carlos entertained the group with a trivia game and bottles of Central Coast wine for correct answers. We all formed outside for our picture below.



Our group included Will and Fran Blomgren, Bob and Cynthia Benzies, Lee and Nancy Casey, Phyllis Cleveland, Bob and Hannah Cornell, Mike and Mary Lynne Donnelly, Beth Ege, Bob and Ebenhahn, Jim and Mary Gwinn, Diane Ellis, Brett Morris, Diane Emerson, Aaron Epperly, Steve Filson, Vicky Friedman, Milt and Sunee Jines, Karl and Jan Kastle, Gaylan and Kay Kessel, Bob and Ann Kibort, Dave and Linda Mackie, Ed and Pat Manning, Phil and Pat McClain, Barrie and Sharon Nelson, Carlos and Judy Quintana, Jon and Jane Rowbottom, Cleve and Rose Spring, Pete and Donna Walmsley.

Judy announced that she has already reserved the Beach House for next year's Christmas Party on December 10, 2014 and we look forward to another great day. *Jon Rowbottom* scribe

Monterey Peninsula RUPA Lunch Bunch (January)

Those joining us for our first luncheon in 2014 at Edgar's were Bob and Cindy Benzies, Jim and Tommy Guinn, Milt and Sunee Jines, Mike Donnelly, Connie and Beth Ege, Phil and Pat McClain, Barrie Nelson, Pete and Donna Walmsley (our hosts), Diane Emerson, Lee and Nancy Casey, and yours truly. Jon and Jane Rowbottom were in North Star with little snow!

Much of the conversation centered around the problems with retirees receiving their health insurance cards by 01/01/14, or retirees received both a BCBS and an Aetna card, some retirees were cancelled, other's found out they didn't have the coverage they thought they would have in their geographic area, one widow had a difficult time proving her husband worked for UAL for over 30 years, and others had one spouse under BCBS and the other under Aetna. It seems the company had some coordination problems! How long it will take to correct and how many retirees are affected we don't know. Based on the emails I've received a good number of retirees have had problems relating to the "seamless" transition. See Jon's *President's Letter* for recommended follow-up action.

Next MRY luncheon will be February 12th at Edgar's. As always please RSVP the Tuesday before.
Cheers! Phyllis Cleveland

APHORISMS

Why is it that at class reunions you feel younger than everyone else looks?

Dana Point RUPA (December) Luncheon

Early arrivals Ron Dye and Joe Udovch help me to make a quick decision to eat inside at the Wind And Sea. It was beautiful day, but the south wind was blowing and very cool. The umbrellas were up but blowing around. A Winter Day at Dana Harbor!

The management got us seated in a great window area. Coffee and other drinks quickly got the conversations going. We were able to get the Deck menu so prices were reasonable.

Early conversation centered around music and the classics. Ron is able to have home concerts for 20 to 25 guests and he brings in talented people to play on his grand piano. Ron is also a student of the piano!

Present were: Al Pregler, Bill Rollins, Bob Fuhrmann, Bob McGowan, Denny Giese, Don Morgan, Jerry Meyer, Jim Grosswiler, Joe Udovch, John Grant, Park Ames, Ron Dye, Rusty Aimer and yours truly Ted Simmons.

Regret to relay the passing of Rick Hoefler. His Wife Marie reported that he flew West on December the 6th. Rick's Date of hire was 8/20/56, He was retired in May of 1990.

Several of us made a trip LAX and the Proud Bird restaurant. We had heard that they were going to close before Xmas.. forever! We took our wives and enjoyed a great Lunch. This restaurant has a collection of 20 historic aircraft around the building and hundreds of photographs that document the long history of aerospace in Southern California. Through the Newspapers we have just found out that they have got a one year reprieve. Great views of aircraft landing out their ample widows, and the food was great! The Flight Path Learning Center and Museum is close by on the Imperial Hwy. We had planned to visit it as well as the Proud Bird, but not enough time this trip.

Some comments on Asiana Crash at SFO. LA paper reported the Captains concern about making a visual approach without instrument landing aids... on a clear day?... Times have changed.

A good visit was had by all and now on to Christmas and the New Year. Cheers, *Ted*

Dana Point RUPA (January) Luncheon

Welcome to the New Year!!! We had a beautiful day to have our RUPA lunch. If you came early parking was not a problem. Later well...? Temperature in the high 70's and almost no wind. We opened the Deck and quickly got down to events of the the day.

On deck were: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Bruce Dunkle Butch Trembly, Denny Giese, Jim Grosswiler, Joe Udovch, John Grant, Park Ames, Ron Dye, Rusty Aimer, Ted Simmons and Jack Frisch.

The Southwest landing at the 'wrong ' airport was a hot topic of the day. The Pilots did a good job landing and after the fact stopping. But Why! As the Pilot came on the PA and said "I'm sorry to tell you, we landed at the wrong airport." Several members remember well a similar situation but saved before the fact. Maybe even been 'saved by an alert C/P! Hard to understand in this age of GPS.

Bill Stewart advised all to call to AETNA to activate your new United First Health Card--- before you use it. I did and it took a few minutes phone call to complete!!

Several of our Group was able to attend the Celebration of Life for Rick Hoefler. This was held at Rick and Marie's home in Mission Viejo CA. Well attended by family and friends. Even had a fly bye of a Missing man formation of T-34's. Marie was a stewardess for UAL. In addition, son Steve is a current F/O for UAL flying the 747. There is webpage for Rick at...www.oconnormortuary.com/obituaries. Another death was that of Gary Meermans, Chief Pilot at LAX for a time. He was able to come to a few meetings Lunches with his care giver. A service by invitation only, was held at his home. Gary died of complications from MSA. (Multiple-system atrophy)

Others talk was about Fishing, Boats, and Horses. Always ending with some Jokes that I never seemed to remember. Thanks to Park and Bruce. Cheers, *Ted*

San Francisco North Bay (December) RUPA Luncheon

Our regular Master of Ceremonies, Bob Donegan, had to miss the Dec. luncheon in order to remain home to supervise the removal of some dead trees that were ready to fall over so I was asked to take his place. Bob did send his wife Doris to the Petaluma Sheraton with a large box to collect all the toys we donated for the Toys For Tots program. Thanks to all who donated a toy or two to help make Christmas more enjoyable for the less fortunate kids in the North Bay. Doris also brought the hand-outs.

The first item of business was to decide what to do about the January luncheon since the first Wednesday is New Years day. No one wanted to have it that day, but most were in favor of selecting another day so we decided to meet on the second Wednesday of January, January 8, 2014. Mark your calendars!

A couple of hand-outs were passed around, one regarding UAL mechanics doing informational picketing at ten airports about UAL not keeping its promise to reinstate their pension plan. The next hand-out was an update on the health of two members and the passing of another member. The last one had to do with the financial problems of the RARA, the organization the puts on the Reno Air Races each year. If they cannot raise enough money by mid December there is a real possibility there will be no more Reno Air Races. A sad situation.

After everyone had finished lunch we passed the hat around to collect a little extra money as a Christmas bonus for our hard working waitress/bartender Wendy who always does an excellent job.

Attending were: Ellen & Kenneth Thompson, Jules Lepkowsky, Dee & Larry Whyman, Rick Saber, Bruce Milan, Barney Hagen, Dick Hanna, Don Madson, Bill Smith, Deke Holman, Bill McGuire, Dan Bargar, Barbara & Robert Haygooni, Bill & Jan Wheadon, J.R. Hastings, Ken & Shirley Corbin, Tom Gray & his guests Kim Gray-Mires & Collen Murphy. *Bill Greene*

San Francisco North Bay (January) RUPA Luncheon

Our first luncheon of 2014 was held a week later than normal due to the holidays. We had twenty four people arrive for lunch and no one is known to have showed up on the wrong date. More and more members and guests are arriving early to join in the conversations and discussions before we move into the dining room. And of course the socializing continues at the tables until the last two people leave.

Bob called the meeting to order and passed out a couple of handouts, one of which was an E-mail from UAL stating that because of the large number of 737 crew members being on sick leave they must get a note from the Doctor before returning to work. Do not know if this is correct or just a rumor. Bob let us know that Leon is in Hawaii, on Oahu at the same time as President Obama. Is this just a coincidence?

Lets eat. Look, Tolay Restaurant has a new menu. A new year, a new selection of food.

Attending: Gary Webb, Ellen & Kenneth Thompson, Ken & Shirley Corbin, Tom Grey, Colleen Murphy, Dick Hanna, Bones Bride, Galen Wagner, R. S. Grammar, Wayne Heyerly, Don Madson, Norm DeBack, Jules Lepkowsky, Deke & Merle Holman, Bill McGuire, Dick Lammerding, Sam & Mickie Orchard, Bob & Doris Donegan, and your reporter, *Bill Greene*

San Diego County RUPA Luncheon

Hi Cleve. Well, I can't make this letter too fascinating as there was just me and Mark Mayer this past Tuesday. We two enjoyed the almost non- stop chat.

Mark had me talking about my early flying days while we devoured our tasty lunch. Bill Pauling had a doctor appointment and a message to Don and Lois Trunick was not answered. Nevertheless, it was a good day.

I even dreamed that night about some of those early days, and I learned some more about Mark. He's quite a guy, and the same age as my oldest son, which made me remember how old I am. Holy Kaboly!

Best wishes to you and the people who make the *RUPANEWS* possible. Next month, you guys who didn't make it can stay home. Just send the girls. *Bob Harrell*

Seattle Gooney Birds (November) Luncheon

The Seattle Gooney Birds gathered for lunch at the SEATAC Marriott Hotel on the third Thursday in November. We welcomed a new member, Jerry Smith, and welcomed back Mack Mead, after a long absence.

There was a lot of conversation, a good lunch, a few jokes and generally a good time was had by all present: Dick Anderson, Bill Shumway, Bill Stoneman, Alex Dunn, Mack Mead, Bill Lambertson, Bud Granley, Dave Carver, Mark Gilkey, Fred Sindlinger, Howard Holder, Chuck Westfphal, Al Haynes, Jerry Smith, Gerry Pryde, Jim Barber, Dan Jessup, Herb Marks, an *Bill Brett*.

Seattle Gooney Birds (December) Luncheon

December 19, 2013. The last luncheon for the year was one of good cheer and fellowship and a few good jokes told by Herb Marks, Dave Carver, and the host. There was no news, good or bad, just a lot of good conversation and Holiday Spirit.

In attendance were: Bud Granley, Tom Smith, Jim Barber, Fred Sindlinger, Al Haynes, Herb Marks, Chuck Westfphal, Bill Stoneman, John Bley, Dave Carver, Mark Gilkey, Jack Brown, Dan Jessup, and *Bill Brett*.

The Intrepid Aviators of Southern Oregon (November) Luncheon

Our Fall hellos to all in RUPA from the Intrepid Aviators of Southern Oregon. Our gathering on the 21st of November came at our usual haunt at the Pony Espresso in Jacksonville. A cool day and one apparently made for lunch meetings since we had to make do with gathering tables and chairs to accommodate us all. We took most of them in the Pony when we were all gathered.

It was a good group with the lively conversation of old friends and old shared memories, plus the new friendships that have come from our meetings. We missed a few who have escaped the chilly temps of Oregon for the balmy weather of their Winter pads.....but not all bad given the beauty of our area in this season for those of us remaining.



Around our tables were Mary (in front right) and then to her left Bud Berlingeri, Art Lumley, Marty Niccolls, Leeann and Steve Fusco, standing Bob Niccolls, seated Jim Jaeger, Dan Kurtz, Scot Lee, Harvey Saylor and Banjo Bob Keasbey.

Once again, we were fortunate to have the folks who have the two Golden Retrievers come while we were there. The kids at the Pony give them treats and the pups just about leap out of the car to get them. Good fun, and only at the Pony. Cheers to all and come join us. *Bob*

The Intrepid Aviators of Southern Oregon (December) Luncheon

Another good group at our December lunch with the Intrepid Aviators of Southern Oregon. We made a major effort to solve the remaining issues we didn't get settled last month but a few jokes, issues and debates remained....conclusion....good lunch with good friends.

We missed those working on their tans.....Bill Monfort and Michael Bennett, plus Steve Fusco, home nursing an aching back while Dan Kurtz was hiding on the other side of the mountains.



On our picture, seated in front from the left, Marty Niccolls, Mary and Bud Berlingeri, next row seated from the left, Pam and Art Lumley, George Elliott and his daughter Catherine Dimino and Jim and Cheryl Jaeger. Back row standing, Bob Niccolls, Harvey Saylor, Banjo Bob Keasbey and Scot Lee.

Harvey announced he's also heading to the sun so we'll miss his company for the next month or so and then sends a picture holding a Mai Tai.....simply not fair.

One of the driest years ever in our area, then a really cold (for us) period with some snow. One could almost sell tickets to see all the cars playing bumper tag in town. Hmm, maybe Harvey, Bill and Michael have something there.....ah, never, how could one not enjoy this? Cheers to all, **Bob**

Flight attendant union screams bloody murder over in-flight cell phone use



The Association of Flight Attendants-CWA (AFA) issued the following statement after the Federal Communications Commission (FCC) announced the possibility that airlines could allow passengers to make cell phone calls:

"Passengers overwhelmingly reject cell phone use in the aircraft cabin. The FCC should not proceed with this proposal.

"AFA opposes any changes that would allow in-flight voice calls. Flight Attendants, as first responders and the last line of defense in our nation's aviation system, understand the importance of maintaining a calm cabin environment. Any situation that is loud, divisive, and possibly disruptive is not only unwelcome but

also unsafe. Many polls and surveys conducted over the years find that a vast majority of the traveling public wants to keep the ban on voice calls in the aircraft cabin. In far too many operational scenarios, passengers making phone calls could extend beyond a mere nuisance, creating negative effects on aviation safety and security that are great and far too risky.

"Besides potential passenger conflicts, Flight Attendants also are concerned that in emergencies, cell phone use would drown out announcements and distract from life-saving instructions from the crew."

Charitable Donations made by RUPA

The following is a list of Charities that RUPA has donated to, and we felt that by letting the membership know who we have donated to in the past, our members might like to donate also. Any amount would be welcome.

1) The first Charity that RUPA donated to was the Retired United Pilots Foundation. The goal of the Pilots Foundation is to help pilots and widows in need, and right now, they are helping 6 UAL pilot's widows. Address for sending donations is: Capt. Thomas Workinger --Treasurer, 7261 E Rosslare Dr, Tucson, AZ 85715.

2) The UA Historical Foundation. Check out www.uahf.org, and send your check, payable to: UAHF, c/o Sheryl Schubert-Treasurer, UAHF, PO Box 414, Sedalia, CO 80135. Along with the UAHF, Captain William S. Arnott started two aviation Scholarships, one the Southern Illinois Scholarship Fund, and the Mount Sac Scholarship Fund. Those two are funded through the UAHF. If you donate to one of the Aviation Scholarship Funds, make a notation on the check, or send a note.

3) The Jason Dahl Scholarship Fund. Checks for the Jason Dahl Scholarship Fund should be sent to Alliant Credit Union, 11545 W Touhy St, Chicago IL 60666, Account # 23739539

2) Endowment to Honor Victor Saracini, c/o Cheryl Pulaski, Director for Advancement, New Mexico Tech, 801 Leroy Place, Socorro, NM 87801

3) Able Flight. Check out their web site, www.ableflight.org. Send your check to Able Flight -- Treasurer, 103 Dumbarton Ct, Cary, NC 27511

Two others from 9/11, we discontinued because we did not hear back from them after two years of donations.

United Airlines Retired Pilots Foundation, Inc.

Tom Workinger, ORD 1955-1988

Now 26 years since parked the DC-10 at Ohare. I am still volunteering at the Pima Aerospace Museum in Tucson, January to May. Last August I was elected as Treasurer of the UAL RETIRED PILOTS FOUNDATION. This came about because of the health problems of Ted Bochniarz and of Bernie Sterner. Bernie is now recovering at home and is still the Vice President.

We have thirteen retired pilots on the Board of Directors who are scattered across the country. We are assisting six UAL pilot's widows at present who receive on average about \$3400 per year. We do not receive that much in donations from the active pilots and the retired pilots but our investment account of stocks and bonds has done well and makes up the difference.

Pilots and friends who want to contribute to the Foundation may mail their checks to my winter address: Thomas Workinger at 7261 E Rosslare Dr, Tucson, AZ 85715 or send them to our office address: UAL Retired Pilots Foundation, Inc. 9550 W Higgins Rd, Rosemont, IL 60018. I still have to log the checks and memorials and send them to the Credit Union so they can cut the checks for the recipients.

The Foundation Directors would welcome some new Directors; we have some openings and some of us are "older." We meet once a year in April and the other three quarterly meetings, we use teleconferences.

Universal Laws

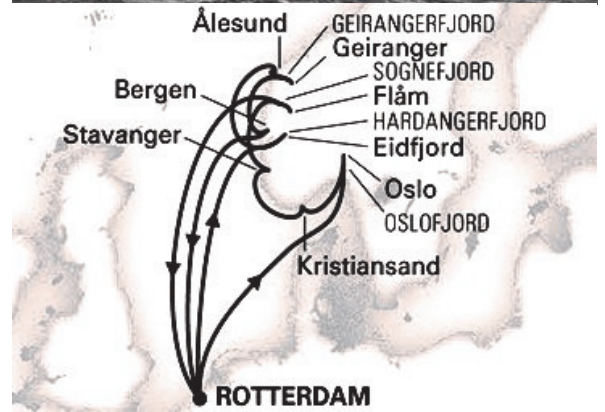
Law of the Theater and Hockey Arena - At any event, the people whose seats are farthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies, and stay to the bitter end of the performance. The aisle people also are very surly folk.

2014 RUPA CRUISE

Time is short for signing up to join with your fellow RUPA members and their family and friends on the next RUPA Cruise to Norway. The ship departs Rotterdam, The Netherlands on May 10, 2014. You may book the first 7 days of the cruise or the last 7 days of the cruise or for the full 14 days. Norway was voted the world's most beautiful destination in 2009, and is still among the top destinations of the world. You will be able to experience the scenic wonders of the Norwegian fjord landscape from a front row seat right in your own cabin on a Holland American cruise ship. This cruise will take in some of the most beautiful fjords in all of Norway; the Geirangerfjord which is included in UNESCO's World Heritage List and the Sonnefjord which is Norway's longest and deepest fjord. This area is said to be one of the most beautiful travel destinations in the world and on the Hardanger fjord you will experience a journey through a landscape of majestic mountains and roaring waterfalls.

The first port of call on this cruise is **Eidfjord**, Norway. The village of Eidfjord has only 1,000 inhabitants located at the foot of a steep Valley. At the head of the valley is the Hardanger Mountain Plateau which is the largest mountain plateau in Northern Europe. It is also the location of Norway's largest National Park and one of the few places in the country where wild reindeer herds still exist. From this valley can be seen the Voringsfossen Waterfall which cascades some 600 feet down into the valley and feeds a major Hydroelectric Power plant. The entire next day is comprised of cruising through the scenic Hardangerfjord. The next port of call is **Alesund**, the largest town on Norway's northwest coast; it is built on several islands stretching out into the ocean and is considered to be the most beautiful city in all of Norway. After being destroyed by a raging fire in 1904, Kaiser Wilhelm II had the city rebuilt in the distinctive Art Nouveau style. Now its buildings dazzle with fairytale turrets and ornate carvings of dragons and mythical figures. Nature has played its part too; the nearby Hjørundfjord is considered to be one of the most magnificent in Norway being 1,443 feet deep and surrounded on both sides by a dramatic landscape of mountain peaks. The next stop on this cruise is the small village of

Geiranger, and it is one of the most visited locales in Norway's fjord lands. If you love waterfalls, this is the place for you. In steep, stunning Geirangerfjord, the Seven Sisters, Geirangers scenic waterfalls, will keep you spellbound, while another cascade dazzles you on the opposite side. Cruising through the Geirangerfjord will keep you enthralled with its towering, steep, magnificent mountainsides, numerous waterfalls, and farms clinging to the hillsides; truly a memorable experience. **Bergen** is the last stop before the ship returns to Rotterdam. Bergen was founded in 1070. During the 12th and 13th centuries, when the Kingdom of Norway was at the peak of its power, Bergen was its busy capital. The Norwegian Kings resided here, and many historic events took place in this active port. Today, Bergen has a population of 250,000 and is the second-largest city in Norway, surpassed only by Oslo. There is a funicular ride here to the top of the mountain behind the city, as there is also at Eidfjord, Alesund and Geiranger, to take advantage of the magnificent view of the surrounding area. After the ship returns to Rotterdam to disembark the passengers from the first seven days of the cruise, the rest of the passengers who are continuing on for the remainder of the cruise have a chance to revisit the city once again. After the ship departs Rotterdam for the second time, the first stop is the City of **Oslo**, the capital of Norway. Oslo is the oldest and least populous capital in Scandinavia. The city offers superb theatres, great cafés, and excellent shopping as well as churches, palaces, parks and museums befitting of a capital. One of its several museums is the Viking Ship Museum which contains several well preserved Viking ships; an example of the Viking's daring initiative and ship building craftsmanship. The Kon-Tiki Museum houses original boats and exhibits from Thor



Heyerdahl's world famous expeditions to Ra, Tigris, Fatu-Hiva, Kon-Tiki, and Easter Island. The next port of call is **Kristiansand**. Situated on the southern coast of Norway, Kristiansand is a charming 17th century town, which was named after its founder King Christian IV in 1641. Inviting beaches stretch right into town, while its main street leads you past shops and cafés to a wooded countryside. Here also are colorful houses, boardwalks, a pretty marina with its little boats and peaceful atmosphere. The next stop along the way is **Stavanger**. Stavanger is blessed with history and natural beauty. From the old port, the city radiates across a network of islands interlaced with graceful bridges. Stavanger's Romanesque cathedral and old medieval lanes blend beautifully with the modern city and spectacular countryside. Lysefjord, the nearby fjord, is Norway's most southern major fjord; it stretches for 25 miles and is the location of Pulpit Rock. The Pulpit Rock is a famous natural rock formation which protrudes vertically 1,500 feet from the mountainside above the fjord. **Flam** is the last port on this cruise. It is a small village at the inner end of the Aurlandsfjord. The Aurlandsfjord is a magnificent fjord in its own right, with its glassy waters and snow-frosted peaks towering more than 3,000 feet over the water. The cliffs crowd ever closer as you near the village and when you get there, it seems there's nowhere to look but up. The scenic Flam Railway begins here and is a masterpiece of engineering climbing from sea level to 2,800 feet, crossing back and forth over rivers and through 20 tunnels. This is the steepest rail trip in all of Europe. Returning to the ship, the cruise continues through the Sognefjord, the longest in Norway, 127 miles long and 4,192 feet deep. The average width of the fjord is about 2.8 miles and the cliffs surrounding the fjord rise almost sheer from the water to heights of 3,300 feet and more. Once the ship returns to Rotterdam, its time to say good-bye and return home.

We are using the same travel agent, Jerry Poulin, who we have used in the past. By the time you receive this issue of the NEWS the grace period for bookings will have expired so I am removing all reverence to deposits. This cruise is available to all RUPA members, their friends, and family.

2014 RUPA CRUISE PRICING

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

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

Govt. fees \$132.50 not included.

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

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

Pass Travel UPDATE

(November 23, 2013)



Put "My Info / All About Me" on your Flying Together home page.

NOTE: some selections in "All About Me" are for United co-workers only and do not apply to retirees. However, three important links do apply: "Your Benefits Resources YBR", "Dependents-Healthcare" and "Pass Riders."

Follow these steps to have "My Info/All About Me" appear on your FlyingTogether home page in "My Tools" (so you don't have to click through Employee Services):

- a) On the Flying Together home page, go to the "My tools" tab in the left column and click on "edit."
- b) Be patient, the "My tools" page will load, then click on "Add more tools."
- c) On the "Add more tools" page, just click on the yellow plus sign next to "My Info/All About Me" from the list beneath "All co-workers."
- d) Now a "My Info/All About Me" link should appear in the left column under "My tools."

You may customize the links in your FlyingTogether>My tools column, adding or deleting whatever you want.

Retirees' eligible pass riders. Eligible pass riders for retirees' will continue to be spouses/domestic partners, children under 26 years old, parents and up to two enrolled friends. Retirees' spouses/domestic partners travel unaccompanied at the same boarding priority as the retiree (SA0V or SA2R) while the others travel unaccompanied at SA3V or SA4P.

Set up JA Login for your pass riders. If your pass riders are trustworthy, you may create personalized user names and passwords for each of your eligible pass riders to access employeeRES to book personal/leisure travel ePasses for anyone on your travel profile. With pass rider access, your pass riders can view flight schedules, check loads and list for flights all by themselves! If their travel plans require payment of taxes, fees or service charges, they can use their own credit card when listing.

Go to employeeRES>Quick Links>Employee Profile to view your "Pass Riders Profile" (yellow horizontal stripe across page). Click on "activate" under the JA Login column to sign up your pass rider(s). United will send you an email every time they list for a flight. You may specify whether or not they can list using your vacation passes. More pass rider access information is available via the link below your "Pass Riders Profile" and we suggest reviewing it before giving access to your pass riders.

Don't get fined or stuck when flying international! United has seen a 120 percent increase over the past year in the number of pass riders who have arrived at international destinations without proper travel documents. Arriving abroad improperly documented may result in being deported back to the origin country, a fine being imposed against United and including but not limited to pass travel suspension!

Space available travel with United ePasses, ZED tickets and/or ID90 tickets may require special documentation, even when transiting certain countries. Read the September 11, 2013 notice on the employeeRES landing page. Use this form on United.com: <http://www.united.com/web/en-US/apps/vendors/default.aspx?i=TIMATIC>

Retiree parking at SFO MOC. Parking in the west lot at the SFO Maintenance Ops Center is being changed and some availability may be reduced. *Designated spots* are open to United retirees on a first come/first serve basis. You must go to the MOC security office before parking and show either the new retiree ID badge or the old retiree card plus a picture ID. If you don't have either retiree card then they may need to see your passport/driver's license plus your file number to look you up in the computer. You must fill out a form to be displayed on your vehicle's dashboard. Parking is limited to 2-3 weeks and is *usually* available, but, if you're traveling over a holiday period (Thanksgiving/Christmas), it's a good idea to have a back-up plan!

How much baggage can we allowed when flying standby?

Under United's Baggage Policy for Pass Travel, co-workers, retirees and their eligible pass riders, including extended family and regular buddies, are allowed one carry-on bag, one carry-on personal item such as a purse or laptop and two checked bags, up to a maximum of 70 pounds each, free of charge.

Note: excess and overweight check baggage fees will apply. This is also true when flying on myUAdiscount tickets. Read the baggage policy (and more) on this page: [FlyingTogether>Travel>Travel Policies](#) (in the left column on the Flying Together>Travel page).

PEDs are now OK to use throughout flight. Customers may now use lightweight, hand held **personal electronic devices (PEDs)** on United during all phases of domestic mainline flights arriving or departing the 50 United States. The FAA ruling includes tablets, smart phones, e-readers, and games. Larger electronic devices like laptops must be stored securely for takeoff and landing.

Voice calls to or from cell phones or VoIP-enabled devices are still prohibited during taxiing, takeoffs, landings and while the aircraft is in flight.

United just launched an **all-new mobile app for iPhones** optimized for iOS7 with many new features handy for both revenue and standby passengers; it's a free download at the iTunes app store. An updated Android app is coming early next year.

Pass Travel UPDATE

(December 19, 2013)



IMPORTANT NOTE: If you are using Internet Explorer 11 and have issues accessing United applications like **employeeRES** or **My Info/All About Me**, see the **ALERT** message on the Flying Together home page. If you continue to have trouble using Internet Explorer 11, call the IT service desk for help: 1-800-255-5801.

Pass Travel Report for retirees not working? Currently the “Pass Travel Report” in **My Info/All About Me** may only function for people using Internet Explorer. Users with IE 11 should follow the instructions in the **ALERT** message on Flying Together (see important note above). If your earlier version of Internet Explorer cannot run the Pass Travel Report, call the Employee Service Center (877-242-0075, opt 2). If you are using another browser (Safari, Firefox, Chrome) accessibility may become available in the future. In the meantime, you can receive your report from the ETC by following these steps:

- 1) Go to employeeRES>Quick Links> Feedback!
- 2) The feedback form will already have your Employee ID and email address populated.
- 3) For the Subject field, choose “Question.”
- 4) In the comments box state you want a copy of your Pass Travel Report.
- 5) Click on the “Submit feedback” button.
- 6) Allow 24-48 hours to receive an email with your report in pdf format. I received mine in less than 12 hours!

Notes about the Pass Travel Report: 1) The PDF is laid out by pay period, scroll down to go thru the year. 2) The “Pass Tax Value” is listed on the left side under each ticket coupon number.

3) Retirees can ignore the “Payroll Deduct” amounts on the far right side. They apply to active employees only. However, you could use those amounts as a very rough estimate of the tax you may have to pay the IRS.!

4) Pass riders referred to as “Companions” are actually the retiree’s “Enrolled Friends.”

5) The report does not calculate the total pass tax values for all trips, but adding them all up should equal the amount on the 1099 form United will send you in early 2014. !

6) If the total of all “pass tax values” is less than \$600, you will not receive a 1099 from United and do not need to declare the pass tax value on your IRS forms.

What is the Pass Travel Report? A record of all pass travel by you and your pass riders for the year. For 2013 that will include travel from **11/1/2012 thru 12/31/2013**. If your pass riders will be flying later this month, you may want to wait until late January to run the report.

Why do you want it? Retirees should check their Pass Travel Report for accuracy. If your “taxable pass riders” accrue over \$600 of “pass tax value” then United must send you a 1099 form to be declared on your 2013 IRS tax return. Last year United mailed Pass Travel Reports to retirees who received a 1099, but for 2013 they will only mail the 1099s (early next year), retirees must access their own Pass Travel Report online.

How do you get the report? Go to My Info/All About Me (in the left column of the Employee Services page on Flying Together) and click on “Pass Travel Report” under the Travel heading. Fill out the form with a start date of 11/1/2012 and an end date of 12/31/2013. If your report doesn’t generate, fill out the feedback form on employeeRES>QuickLinks>Feedback as described above.

Who are a retiree’s “taxable pass riders”? Travel by your domestic partner, enrolled friends, non-dependent children 18-26 years old and same gender parents is taxable. Travel by other eligible pass riders, including the retiree and spouse, is NOT taxable.

How is “pass tax value” calculated? 10% of the economy class fare, minus any service charges paid**. Since United’s economy fares change daily, the “pass tax value” will vary by date flown.

Who pays the IRS: You do (the retiree/employee, not your pass riders).

How much tax will you have to pay? It depends on your tax bracket, tax rates, and how the income is declared on your tax return.

** Retirees with less than 25 years of service, and their pass riders, pay service charges for travel in premium cabins at the time of listing. Service charges paid are deducted from 10% of the fare, however, pre-paid departure taxes/fees are not deducted to determine the “pass tax value”. Retirees with 25 or more years of service, and their eligible pass riders, do not pay any service charges.

Pass Travel UPDATE

(January 11, 2014)



1) United Pass Travel Survey coming soon...do it!! United is giving a new Pass Travel Survey and RAFA strongly encourages all retirees to participate. The survey can only be accessed online and it will be open for a limited time. An announcement will be made soon on Flying Together in the United Daily news and on employeeRES. This is a valuable opportunity for retirees to let the company know our opinions about the policy. RAFA will alert members when the survey opens.

NOTE from the ETC: “This is not a vote and simply a “survey” which gives a sampling of how folks feel about certain elements of the pass travel program, systems and etcetera. The survey is not an opportunity for a pass travel overhaul and questions about each and every program will not be asked. The opinions of current co-workers will carry significant weight as pass privileges are a key retention tool. United continues to remain committed in providing retirees with unlimited space-available travel on the United and United Express network.”

2) Having trouble using Flying Together with Internet Explorer? Users with Internet Explorer 11 should follow the instructions in the **ALERT** message on the Flying Together homepage to access a step-by-step browser configuration help guide in pdf format.

3) Employee Discounts for retirees, including Fed Ex. FedEx now offers discounts to retirees again; just show your United retiree ID card and give them your employee ID number. If you don’t have a UA retiree ID card you can print a “Verification of Eligibility letter” from employeeRES>QuickLinks>EmployeeProfile and show that with a photo ID. If your Fed Ex office doesn’t offer the discount to retirees, ask for a manager to check with Fed Ex Revenue Services to confirm it.

There are two ways find the page of employee discounts on Flying Together: 1) go to the “Company” tab and scroll down to “Working Together”, then click on “Employee Discounts” or 2) go to the “Travel” tab and scroll down to “Travel Discounts”, then click on “Employee Discounts”. Read the discount information carefully, not all discounts apply to retirees.

4) IMPORTANT: Your 2013 Pass Travel Report! The following information contains corrections to the Pass Travel Report article in the RAFA December 19, 2013 UPDATE.

Thanks to Bill Tinsley in HNL and the Employee Travel Center Accounting Team (EPC) for their feedback! If you already have your 2013 Pass Travel Report, skip to “**d**) Notes about your Pass Travel Report” below. Don’t have it yet? Skip to “**b**) How do you obtain the Report?”

If you can't get your Report to work, skip to "c) What if my Report did not generate?"

a) What is the Pass Travel Report? It is a record of all pass travel by you and your pass riders. For 2013 Federal and State tax purposes, pass travel flown by taxable pass riders from 11/1/2012 thru 10/31/2013 may be taxable.

Why do you want it? The report shows the "pass tax value" for each segment your "taxable pass riders" flew during the 2013 period. Retirees should check their Pass Travel Report for accuracy. If your "taxable pass riders" accrue over \$600 of "pass tax value" from 11/1/2012 to 10/31/2013 then United must send you a 1099 form to be declared on your 2013 IRS tax return. Last year United mailed Pass Travel Reports to retirees who received a 1099, but for 2013 they will only mail the 1099s (early in 2014), retirees must access their own Pass Travel Report online.

Who are a retiree's "taxable pass riders"? Travel by your domestic partner, enrolled friends, non-dependent children age 18-26 years old and same gender parents is taxable. Travel by other eligible pass riders, including the retiree and spouse, is NOT taxable.

Who pays the IRS? You do (the retiree/employee, not your pass riders).

How is "pass tax value" calculated? It is 10% of the economy class fare, minus any service charges paid. Since United's economy fares change daily, the "pass tax value" will vary by date flown. Note that pre-paid departure taxes/fees are not deducted to compute the "pass tax value". Retirees with 25 or more years of service, and their eligible pass riders, do not pay any service charges.

How much tax will you have to pay? It depends on your tax bracket, tax rates, and how the income is declared on your tax return.

b) How do you obtain the Report? Go to My Info/All About Me (in the left column of the Employee Services page on Flying Together) and click on "Pass Travel Report" under the "Travel" heading. To determine the amount of your forthcoming 1099, run the report for billing dates between 11/1/2012 through 12/31/2013. The total of all Pass Tax Value for the flight date range of 11/1/2012 through 10/31/2013 will total your 1099 for 2013. In the event you see tickets with flight dates prior to 11/1/2012 and within the above mentioned billing date range, exclude these in your calculation as these will NOT be included in your 2013 1099, as they would have been included in your 2012 1099.

c) What if your Report did not generate? Due to security restrictions with various browsers, the "Pass Travel Report" in My Info/All About Me requires the use of Internet Explorer 9.0 or below. Browsers such as Google Chrome, Firefox, or Safari are not compatible with this report. Users with IE 9.0 or below who are receiving errors related to JavaScript or Cookies, see the "Special note from the EPC" at the end of this article.

EVERYONE ELSE can obtain a Pass Travel Report by following these steps:

- 1) Find a friend who has Internet Explorer 9 or below on their computer and generate the report online.
- 2) OR Go to employeeRES>Quick Links> Feedback.
- 3) The feedback form will already have your Employee ID and email address populated.
- 4) For the Subject field, choose "Question".
- 5) In the comments box state you want a copy of your 2013 Pass Travel Report.
- 6) Click on the "Submit feedback" button.
- 7) Allow several days to receive your report, at this time of year they are quite busy.

d) Notes about your Pass Travel Report:

- 1) The PDF is laid out by "Billing Dates", scroll down to go thru the year.
- 2) The "Pass Tax Value" is listed on the left side under each ticket coupon number.
- 3) Retirees can ignore the "Payroll Deduct" amounts on the far right side, they only apply to employees.
- 4) The report does not calculate the total pass tax values for all trips. However, if you add the values for trips flown between 11/1/2012 and 10/31/2013 the total should equal the amount on the 1099 United will send you in early 2014; although in rare cases, other taxable benefits may be added to your 1099.

5) If the total of all “pass tax values” flown between 11/1/2012 and 10/31/2013 is less than \$600, you will not receive a 1099 from United and do not need to declare the pass tax value on your tax forms.

If you find a discrepancy in your Pass Travel Report, email epc@united.com, put “2013 1099” in the subject line and include the following in the body of the email: retiree name, retiree ID number, ticket details (coupon #, date of travel, passenger name) and any questions.

Special note from the EPC: If you are currently using Internet Explorer 9.0 or below and are receiving errors related to Java Script and/or Cookies please follow the below instructions:

To **enable cookies**:

1. Click the **Tools** icon in the browser toolbar
2. Choose **Internet Options**
3. Click the **Privacy** tab
4. Go to **Select a setting for the Internet zone** area
5. Slide the settings button down to **Accepts All Cookies** or **Low**
6. Click **Apply**, and then **OK!**

For more information on Internet Explorer, please see Microsoft's Help Center on enabling cookies.

To **enable java script**:

1. Click the **Tools** icon in the browser toolbar
2. Choose **Internet Options**, and then click the **Advanced** tab
3. Scroll down the list until you see the **Java** category
4. Make sure there is a check mark in the box beside the only setting option under “Java”
5. Click **OK** to save your preference and Re-start your computer!

In the event that you are still experiencing problems with processing, downloading or printing your pass travel report while using Internet Explorer and after you have used the instructions above, please contact the United Airline Help Desk at 1-847-700-5800 or 1-800-255-5801 for further assistance.

Compiled by Kirk Moore, RAFA Travel Benefits Committee <http://www.rafa-cwa.org>

2014 RUPA DAY at SUN-'n-FUN FLY-IN

Website: www.sun-n-fun.org

This year the Sun-'n-Fun Fly In at Lakeland, FL will be held from

1-6 April 2014. We have our traditional RUPA DAY get together on Thursday 3 April at the OX5 Club House (on the airfield next to the QB's Club House). The airshow for that day will be from 12:00 – 5:30.

The U.S. Navy Blue Angels are scheduled to perform on Saturday and Sunday 5-6 April 2014.

The OX5 club has once again extended their hospitality for use of their facility (coffee, restrooms, snacks, lunch).

Everyone welcome, including Continental retirees and their guests.

A group photo will again be taken in front of the club house at 1:00 pm.

See you there!



Letter from the RUPA Secretary/Treasurer



To the 89'er who asked how many 89'ers we had, and I didn't write down your name, well, the answer is 209. 185 are members of RUPA. The remaining 24, unknown if they are dead or alive. Just recently, found out a retired pilot, non member of RUPA, had passed way in 2007. The Company does not pass out that information.

ADVOCATE. That's the name of the game. Since August, I have had more than my share of medical 'stuff', but the latest one had big implications. The third doctor that I had complained to finally said "let's do a stress test," and I said fine. I was having some pain, not bad, in the sternum notch, just below the Adams Apple. Mid December, I ended up with two stents. The cardiologist said he didn't want me going on vacation and having a heart attack. So Advocate for yourself, as no one else will.

RUPA Foil at the Udvar-Hazy Air and Space Museum by IAD. RUPA has a foil, with about 2,400 names, on four panels, I believe. The Smithsonian decided to re-engrave the Foil with a new engraver they had commissioned. It will be finished soon, and if you are in the area, please take a look and give a report. With the age change for retirement, not many have chosen to sign up for the Foil. If you do so, or know someone who would like to be on the Foil, there are two choices. For the RUPA Foil, one must be a member of RUPA. Second choice is the General Aviation Foil.

Support the National Air and Space Museum! Join the National Air and Space Society airandspace.si.edu/membership or add a name to the Wall of Honor airandspace.si.edu/wallofhonor.

Leon Scarbrough, RUPA Sec/Tr

FAA sets new pilot rest rules



A historic change in the government rules meant to reduce the risk of pilot fatigue took effect in January. United has made adjustments in various elements of their operations, such as flight construction, crew scheduling and the decisions they make during weather disruptions.

The regulation, titled FAR 117, represents the first complete overhaul of the FAA's pilot rest requirements in several decades. The changes are the culmination of years of research and collaboration among multiple industry stakeholders.

The FAA required all U.S. airlines to follow the new pilot duty and rest rules by January 4, 2014. However, United chose to comply on December 30, 2013 which aligns with the first day of its pilots' January schedules. The changes also happened to coincide with the implementation of its new joint pilot contract. The United Express partners compiled on January 4, 2014.

Here's what you can expect from United in 2014



As we welcome 2014, here are some of the changes coming to United and/or the industry in the new year:

Bonus program: Our 2014 performance bonus program will give employees the chance to earn up to \$125 a month (\$1,500 a year) as we continue to improve United's operational performance and customer satisfaction.

Fleet: We plan to continue to purchase more fuel-efficient aircraft for our fleet, taking delivery of even more aircraft in 2014 than we did in 2013. In 2014, we expect to receive 30 Boeing 737- 900ERs and six Boeing 787s (four 787-8s and two 787-9s). In addition, we will also induct 30 Embraer 175s into our United Express fleet.

MileagePlus program changes: Starting in January 2014, U.S. members must meet a minimum annual spending level to qualify for Premier status.

Unaccompanied minor changes: We no longer accept unaccompanied minors aged 5 to 11 on itineraries that involve connections for all tickets booked on or after Dec. 5. For a more detailed look at our 2014 plans, read this story on the News tab.

Airline seats keep shrinking



Airlines have been trying to squeeze every millimeter of profit out of the expensive industry and now passengers are starting to feel the pinch. A comfortable amount of legroom and reclining seats may well become a thing of the past since those are seen as easy revenue areas.

Spirit and Southwest airlines are just two such companies who are doing whatever they can to make the most of every piece of space that they have. Spirit Airlines now gives coach passengers the least amount of room, after installing seats that measured to have just 28 inches per person. As a result, the airline fits 178 people on their Airbus A320 planes rather than the general standard of 150. One of the ways that they were able to accomplish such a feat was by taking away passengers ability to move their seats back on their own accord. Instead, Spirit's coach seats are unmovable, set permanently to lean three inches back.

Airline representatives are trying to sell this as a benefit for the flyer, however. 'Customers appreciate the fact that there is no longer interference from the seat in front of you moving up and down throughout the flight,' Spirit spokeswoman Misty Pinson told The New York Times. Southwest may not have taken away that freedom from its passengers quite yet, but they are limiting their options as they designed new chairs that only allow them to go two inches back rather than the previously-standard three.

The 'slim line' chairs are constructed in a way, using lighter materials and a different design, that helps the company put more seats in the cabin. While passengers may not enjoy the change, company higher-ups are seeing the change as that simple design change equates to an additional \$200 million in annual revenue from tickets sold in those extra seats.

Airlines are not the only ones causing problems by shrinking their seats, as part of the blame lies with the passengers themselves. The Centers for Disease Control reports that over the past 40 years Americans' waistlines have expanded by 2.5 inches and the average person is heavier by more than 20 pounds. Rather than make the seating space larger to accommodate that physical transformation, airlines are making their offerings smaller.

United Airlines completes redesign of p.s. 'Premium Service' fleet



United Airlines announced it is the first and only airline to offer premium-cabin, flat-bed seats on every scheduled transcontinental flight between New York's John F. Kennedy International Airport and San Francisco and between New York JFK and Los Angeles. The airline has completed an extensive redesign of 15 Boeing 757-200s that fly these p.s. "Premium Service" routes.

The revamped p.s. aircraft offer 28 180-degree flat-bed United BusinessFirst seats, offering up to 6'4" of sleeping space and more room for storage; 42 extra-legroom United Economy Plus seats; and 72 United Economy seats. Designed to give customers an experience comparable to long-haul, international flights, United's refurbished p.s. aircraft also offer Inflight Wi-Fi, Personal on-demand entertainment at every seat - with 15.4" monitors in United BusinessFirst and 9" monitors in United Economy - offering hundreds of movies and television shows, plus other entertainment options. It has power outlets and USB ports at every seat, and two additional inches of legroom in United Economy Plus compared to Economy Plus legroom on pre-renovation p.s. service Multi-course meals in United BusinessFirst on most flights.

The wine selections are recommended by Doug Frost, United's Master Sommelier and Master of Wine, and include half bottles of premium wines for purchase in United Economy.

"Our investment in these aircraft and in the p.s. service will add greatly to our flyer-friendly customer experience on these coast-to-coast flights," said Jeff Foland, United's executive vice president of marketing, technology and strategy. "This is just one more example of the many things we are doing to provide greater onboard comfort and convenience on every United flight."

United Airlines makes major investments at San Francisco Airport



United Airlines and its partners at San Francisco International Airport opened the newly renovated Boarding Area E in Terminal 3, which will provide United customers ultra-modern, flyer-friendly conveniences that elevate their travel experience. The 68,800-square-foot boarding area reflects the airport's status as the nation's premier West Coast aviation hub. Designed to achieve Leadership in Energy and Environmental Design (LEED) gold certification from the U.S. Green Building Council, Boarding Area E offers 10 gates for United customers and will be able to accommodate more than 50 departures each day.

Boarding Area E will offer an up-close view of the airfield and the Bay Area from a 23-foot-high window wall. Customers will enjoy several other amenities, including:

- The "Flight Deck" – an interactive information and entertainment area for guests to enjoy and explore
- Comfortable seating options that include the iconic Fritz Hansen "egg" chairs and swivel lounge chairs
- Dining and concession options from Bay Area vendors, such as Klein's Deli
- Complimentary Wi-Fi
- Nine state-of-the-art work stations and access to more than 375 power outlets
- A yoga room
- An interactive kids' play area designed by Bay Area artist Eric Staller

"We're pleased to work with San Francisco International Airport on the redesign of Boarding Area E, which is focused on our customers and the things they've told us are important," said Kate Gebo, United's vice president of corporate real estate. "United continues to modernize our terminal facilities, United Club lounges and gate areas, to offer customers a simpler, friendlier airport experience."

United is making other investments in Terminal 3, including a new reception area for the airline's Global Services customers and a new check-in area for MileagePlus Premier customers, both scheduled to open in September.

United's Prototype podiums to make spring debut at BOS



When setting out to redesign our customer service podiums, we put them in front of employees to test new design concepts in real-world scenarios.

Field-testing began in October on modernized, smaller, lower and more accessible podiums. The final product will ultimately show slight differences from the prototypes, based on tester feedback.

"We felt strongly about keeping employees engaged from concept to finished product when we began this project," said Airport Operations Technology Senior Manager Sheila Summaria.

The user-friendly, streamlined podiums give customers easier access to customer service representatives (CSRs) and allow for better communication. The podiums also offer relief from crowded gates with their smaller footprint and keep necessary equipment within arm's reach, allowing CSRs to manage customers and departure procedures quickly.



"Easy, sir — you are about to experience the three stages of lost luggage grief: anger, anger ... and anger."

United Airlines invests \$45 million on new maintenance facility at Dulles



United Airlines invested nearly \$45 million to construct a new facility that will enable the airline to perform maintenance on two widebody or several narrowbody aircraft simultaneously. United employs approximately 300 technical operations employees at Dulles, and has nearly 6,000 employees throughout the Washington, D.C., metropolitan area. More than 600 area construction workers helped build the 125,000-square-foot hangar, which includes 85,000 square feet of enclosed aircraft space. The new maintenance hangar was officially opened in November at Washington Dulles International Airport, a major United hub and the airline's principal gateway to the Middle East.

"The close relationship between Dulles and United goes back decades, and this facility represents yet another important investment in this key market," said Greg Hart, United's senior vice president for technical operations. "Our new maintenance hangar, coupled with additional improvements in our terminals, gate areas, lounges and employee facilities, will deliver greater reliability for our customers and enhance their overall travel experience."

United has maintenance hangars at its hubs in Chicago, Cleveland, Denver, Houston, Los Angeles and San Francisco, and is nearing completion on another widebody hangar at Newark Liberty International Airport.

SFO's New Boarding Area E



Our investment in SFO's Boarding Area E adds luxury, innovative technology to airport experience.

Beginning Jan. 28, 2014, we will operate from 10 gates in SFO's Boarding Area E, the first phase of Terminal 3's renovation. The renovation includes a 150,000-square-foot concourse connecting to Boarding Area F, as well as a new 8,300-square-foot Flight Operations base on the ramp level of the new Boarding Area E facility that will open with the new terminal. The new boarding area will be able to accommodate customers on more than 50 arrivals and 50 departures each day. We plan to operate primarily mainline service out of Boarding Area E.

Boarding Area E will offer more spacious waiting areas and natural lighting. Amenities include unique local retail and dining options; art by California artists; modern, functional furnishings; and SFO's second yoga room. Boarding Area E is designed and built to achieve LEED® Gold certification, with features that reduce carbon emissions while creating a more healthful environment for customers and employees. Other features include:

- Nine state-of-the-art work stations and access to more than 375 power outlets;
- Interactive kids' play area;
- Spacious restrooms with private dressing areas;
- Private nursing area with comfortable loungers for mothers and children; and
- A 23-foot-high window wall with views of the airfield and the Bay Area.

As part of the project, we plan to open a new Global Services reception area and new United Club in Terminal 3. We'll operate a temporary United Club in Terminal 3 beginning in May 2014 until the new club opens in July 2015. For more information, visit <http://www.flysfo.com>.

FOR BETTER OR FOR WORSE | Lynn Johnston



Pilots begin training that allows for cross flying



In January the first group of subsidiary UA Boeing 737 captains began training to fly subsidiary CO 737 aircraft at our training center in Houston. This is a critical step toward subsidiary UA and subsidiary CO pilots working together in the same airplane and one of the last steps in our overall integration process within Flight Operations.

"It was a fun morning here in Houston, welcoming our legacy-United brethren to 'Team 7 Three,'" said IAH 737 Fleet Training Senior Manager Kerry Boltinghouse. "We are one team and now that much closer to one, end-state airline."

To support a spirit of camaraderie among the crews, the training team even developed a 737 logo that they print on stickers, shirts and jackets. Since the aircraft is affectionately dubbed "the guppy," the fish has become a mascot for "Team 7 Three."

The training will last approximately six weeks, after which these pilots can start to be assigned to the subsidiary CO 737 fleet. Boeing 757 and 767 pilots began training to fly each other's aircraft in January too. The 777 fleet has selectively begun cross flying based on aircraft type, with more to come when the move to the combined electronic logbook is complete.

Better safety sought for older drivers

By Lars Thorvaidsen/McClatchy Washington Bureau



Concerned about an oncoming wave of fragile older drivers, the federal government is working to beef up its safety programs aimed at seniors behind the wheel. According to the National Highway Traffic Safety Administration, drivers 65 and older are more likely to die or suffer serious injuries, even in low-severity crashes, than younger drivers.

It prompted the agency, which is part of the Department of Transportation, to announce a new, five-year comprehensive safety plan. The plan seeks to improve the data it collects on crashes and injuries sustained in them, explore new research on technology that could help drivers avoid collisions, and improve the system for identifying dangerous drivers.

The agency's administrator, David Strickland, emphasized that the plan was not about labeling an age group of drivers. Older drivers are "some of the safest on our roads," he said. At the same time, existing data show that an 85-year-old driver is 1.77 times more likely to get a moderate or more-severe injury in a crash, when compared with drivers between 35 and 54. If the 85-year-old was a front-seat passenger, the older person is five times more likely to get injured. "Although older people of today are more mobile than past generations, they are still at a disadvantage compared to younger people when it comes to their ability to tolerate injury," according to the agency's recent plan. "Aging results in increased fragility and frailty."

Despite a decline in overall traffic fatalities in recent years, the fatality rate for senior drivers increased 3 percent in 2012, with a total of 5,560 deaths nationwide. In addition, 2012 saw 214,000 older drivers injured, a 16 percent spike from the year before. Of all Americans, 13.7 percent were over 65 in 2012; they represented 16.6 percent of all fatalities, according to the traffic safety administration.

Between 2003 and 2012, the population over 65 increased 20 percent nationwide. In the same period, the amount of older license holders grew 21 percent, leaving 35 million licensed older drivers.

"Everyone knows that older people don't see as well at night. But how much do they not see as well?" said Joan Claybrook, former president of the advocacy group Public Citizen and head of the National Highway Traffic Safety Administration during the Carter administration. "What should be done to change the lighting systems on cars that help older drivers, or in terms of street lighting?"

Claybrook said there's a good existing foundation of research on older drivers, but she added that better data is needed to understand the relationship between older drivers and accidents. In the plan, the agency aimed to do that by boosting the quality of crash-causation data and looking closer into the behavior of older drivers. Also for the first time, the agency issued safety guidelines for older drivers to the states.

ABLE FLIGHT

Amongst our membership can likely be found differences of opinion on many subjects, but having shared a profession and career with one another I'd like to think we would all attest that whatever we were before, aviation changed our lives in some positive measure.

Some months ago I happened upon a non-profit organization that is devoted to this general idea but takes it a step further: that aviation can positively change the lives of those with physical disabilities.

ABLE FLIGHT provides scholarships for disabled persons who are able and willing to commit to a full time, demanding curriculum that leads to becoming a pilot. They have 4 different types of scholarships:

- 1) Full Flight Scholarship: from scratch
- 2) Return to Flight: for certified pilots who wish to return to flying via FAA Sport Pilot Cert.
- 3) Flight Training Challenge: dual only
- 4) Career Training School: for those who wish to return to earn an FAA issued Repairman Cert (LSA), FAA Dispatcher Cert or, in some cases, become a professional pilot.

While most participants might only be able to attain a Sport Pilot Certificate, ABLE FLIGHT has provided scholarships for those aspiring to a pilot career and also able to secure the appropriate FAA Medical. For example, one of their graduates is wounded Staff Sergeant Ryan Kelly, USA, who after discharge received his Rotor Wing Pilot's License, went on to get his Fixed Wing Rating with ABLE FLIGHT, and is now a Medevac helicopter pilot in Texas.

Whatever the particular goal, I hope we would all agree that an organization which provides an opportunity for those who would otherwise be unable to experience the joy and sense of accomplishment that learning to fly provides, is worthy of our encouragement. In that spirit, your RUPA Board decided to add ABLE FLIGHT to the groups that we support.

ABLE FLIGHT has an impressive list of aviation industry corporate supporters to include, among others: Bombardier, Embraer, Jet Aviation, Sennheiser, Landmark Aviation, Universal Weather, Sandia Aerospace, King Schools and Shell Aviation.

Their exhibits have been hosted by NBAA Convention, EAA Air Venture and AOPA Summit. In addition they have been given a grant of \$45,000 from the Wounded Warrior Project. An impressive list of supporters and endorsements.

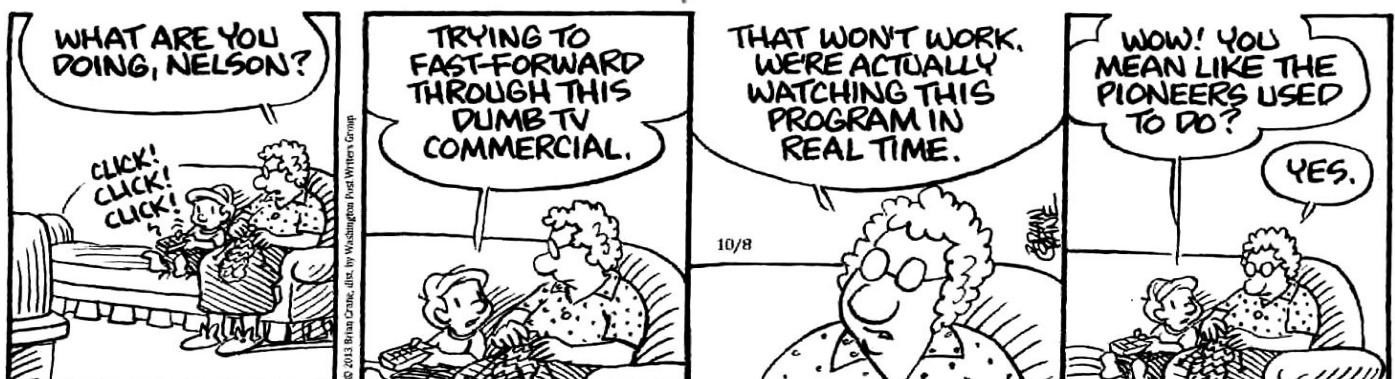
All flight training is presently done at Purdue, but as they expand they will be using one or more additional institutions. By the by, ABLE FLIGHT's very first graduate was trained by a United pilot.

There is much more to the ABLE FLIGHT story than I have space to include, so I highly recommend a visit to their website: www.ableflight.org for a detailed description of who they are and what they do.

You will find profiles of Sgt Kelly and other amazing ABLE FLIGHT graduates and even some videos, including the remarkable stories of Iraq War Veteran, Lt Andrew Kinnard, USMC and Stephany Glassing. If any of you can come away from this website with your aviator's heart untouched, I'd be quite surprised.

Sport Pilot or retired Airline Pilot, we're all aviators. Fraternally, *Tony Passannante* SFOFO 2004

PICKLES | Brian Crane



Thank you letter from Able Flight

On behalf of our scholarship winners and those whose lives are touched by them. I want to let you know how much we appreciate your support of our mission of changing the lives of people with disabilities through the challenge of flight training.

We are gratified that the Retired United Pilots Association has chosen to support Able Flight as it signifies that you not only value our mission, but have recognized the successes of the individuals who have received an Able Flight Scholarship, and through their hard work, dedication and strength of character, have met the challenge of learning to fly.

It is especially gratifying that this support comes from those who have had long careers as professional pilots, and in recognition of your support we are honored to add RUPA to the list of donors to our scholarship fund.

We hope that you'll visit www.ableflight.org regularly to see what's happening with the program, and how your gift has had a lasting impact on the lives of those we serve.

Sincerely, Charles H. Stites, Executive Director

Stephany Glassing and her instructor Mitch Hansen, UAL pilot.



Boeing to expand aviation training in Russia



Boeing has announced it will expand its flight and maintenance training capabilities in Russia with a new, state-of-the-art training campus. The new full-service training facility— set to open in 2015—will be located in the Skolkovo Innovation Center in Moscow. Boeing will work in cooperation with Industrial Investors Group and their subsidiary Transas on the project. Groundbreaking on the new training and research campus is scheduled for spring 2014, with training beginning in mid-2015.

"We are bringing Boeing's flight and maintenance training closer to our Russian customers, giving them the world-class support they need to successfully operate and maintain their fleets," said Sherry Carbary, vice president, Boeing Flight Services.

"Airlines in the region will benefit from a technologically advanced training campus staffed by the industry's best qualified and most experienced pilots and instructors."

Initial capability will include flight, maintenance and specialty training. Local maintenance training will be available across the spectrum of Boeing aircraft currently in operation, and flight training capability will include locally based instructors.

"We are delighted to become technology partners in this unique project," said Nikolay Lebedev, president, Transas Group. "We strongly appreciate that our flight simulation technologies have become part of this international project, aimed at improving the efficiency and quality of flight crew training in Russia—a sign of confidence in our products that we are proud of."

The new facility will open with four simulator bays, featuring three Next-Generation 737 full-flight simulators and one 777 full-flight simulator. Two of the simulators will be built by Transas. The facility is designed to allow for expansion to accommodate additional training capacity as required by customers.

The Boeing 2013 Pilot & Technician Outlook estimates that the Commonwealth of Independent States, including Russia, will require 15,200 new commercial airline pilots and 18,000 new technicians over the next two decades, supporting 1,530 new commercial airplanes by 2032. The new training campus in Russia is a significant investment in the region's aviation safety, and will reduce travel times for airline crews and the costs of sending students for training.

Boeing finds significant potential in "Green Diesel" as sustainable jet fuel



Boeing has identified "green diesel," a renewable fuel used in ground transportation, as a significant new source of sustainable aviation biofuel that emits at least 50 percent less carbon dioxide than fossil fuel over its lifecycle. The company is working with the U.S. Federal Aviation Administration and other stakeholders to gain approval for aircraft to fly on green diesel, further reducing the aviation industry's carbon emissions.

Boeing researchers performed analysis that found green diesel, which is made from oils and fats, to be chemically similar to today's aviation biofuel. If approved, the fuel could be blended directly with traditional jet fuel.

"Green diesel approval would be a major breakthrough in the availability of competitively priced, sustainable aviation fuel," said Dr. James Kinder, a Technical Fellow in Boeing Commercial Airplanes Propulsion Systems Division. "We are collaborating with our industry partners and the aviation community to move this innovative solution forward and reduce the industry's reliance on fossil fuel."

Significant green diesel production capacity already exists in the U.S., Europe and Singapore that could supply as much as 1 percent - about 600 million gallons - of global commercial jet fuel demand. The wholesale cost - about \$3 a gallon with U.S. government incentives - is competitive with petroleum jet fuel.

Boeing, the F.A.A., engine manufacturers, green diesel producers and others are now compiling a detailed research report that will be submitted to key stakeholders in the fuel approvals process. These efforts follow Boeing's leadership in working with the aviation community in 2011 to include a blend of up to 50 percent aviation biofuel in international jet fuel specifications. Biofuel approved for aviation must meet or exceed stringent jet fuel performance requirements.

Boeing plans South Carolina expansion activities



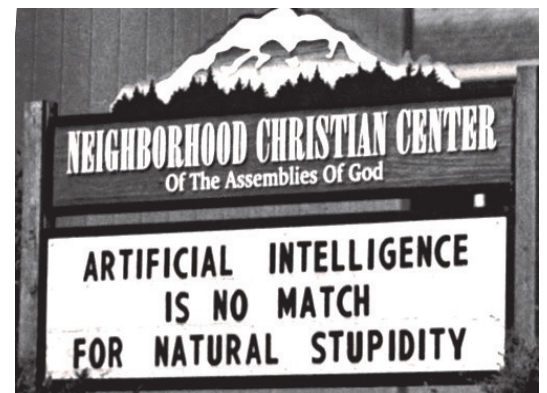
Boeing announced today that it will begin construction in the second half of 2014 on a new paint facility on its main campus in North Charleston, S.C. The company expects to begin painting fully assembled 787 Dreamliners in South Carolina in mid-2016.

The approximately 230,000 square-foot facility will be used to apply customer liveries to Boeing South Carolina (BSC)-built 787s. Today all BSC-built 787s are flown to Fort Worth, Texas, for final paint and then flown back to South Carolina for customer delivery. "Painting our airplanes in South Carolina supports our Lean manufacturing and production optimization initiatives," said Jack Jones, vice president and general manager, Boeing South Carolina. "We can make our delivery process even more efficient by painting airplanes here in South Carolina, creating more value and convenience for our customers."

The company also that it acquired access to a total of 468 acres in North Charleston, S.C., to protect for potential future growth in South Carolina through a long-term lease with Palmetto Railways, a division of the S.C. Department of Commerce. In addition to the 267 acres sold by the Charleston County Aviation Authority, another 201 acres of land in North Charleston were purchased with state bond funds allocated to Boeing. Owned by Palmetto Railways, the land will be leased to Boeing under a long-term lease. The company has an option to purchase all of the 468 acres at the end of the initial lease term at the end of 2027.

"This expansion makes future growth in North Charleston possible. While we expect to begin the permitting process immediately for this property, we have no specific plans for the land other than where we will locate the new paint facility," said Jones.

As part of the site expansion, beginning in January 2014, Boeing will construct a new 10,000 square-foot fully equipped fire station at its main campus, which is expected to be operational by late 2014. The company will add a second autoclave in 2016 to support aftbody composite fabrication for previously announced 787 program rate increases.



Flying The Friendly Lies



Several years ago (before he became a US senator and was still a comedian) Al Franken authored a book called *Lies: And the Lying Liars Who Tell Them*. It is a book about politics, news coverage and lots of things that have nothing at all to do with travel or communications, but it is all I could think about this weekend when I saw United Airlines new ad campaign - a revival of the "Friendly Skies" theme of years past. If you don't recall the original campaign, here's just one example of a commercial of the era - where a fictitious flight attendant practiced helping United passengers enjoy their experience.

Now I hope you don't believe that flying in the 1980's and 1990's was really like the experience portrayed on TV. For as long as I can recall air travel has been an overly stressful necessary evil of business. But I must admit, the United experience of those years was leaps and bounds better than it is today.

Newark Liberty International is my home airport. In the last 20 or so years it went from "New York's best kept secret" to...well...just a freaking mess if you want me to be honest. It is the home of the surliest agents, the worst clubs, the longest lines, the most delays - basically, if you can think of something bad about flying then we have it here at EWR. A large part of the terrible experience was due to Continental Airlines.

In his book, "From Worst to First", their former CEO, Gordon Bethune detailed how bad the place was and how he turned it around into a great airline to work at and fly on. What his book didn't go into is what happened after it was published - Continental (and Mr. Bethune) got a swelled-head. They started believing all the hype about how great they were, and that conceit - deemed 'Contin-attitude' by many frequent flyers at the time - meant that they could do no wrong in their own eyes. Any customers who felt otherwise just had to be wrong because "just look at all the awards we won..." Continental began using a kind of creative doublespeak that its elite flyers learned to recognize. If Continental announced it was making an "enhancement" that meant that some feature or benefit that its passengers enjoyed was being taken away. If they said "we've listened to our customers" that meant that they had imposed an unpopular change that no customer would ever want. If they said they "improved" something that meant it was definitely getting worse. And if they guaranteed that they would not make any changes you could rest assured that something would be changing very soon.

Many of us "Newark hub captives" were forced into a choice between direct flights on Continental (along with putting-up with the doublespeak and takeaways) or having to make connections on other airlines. Personally, I chose the connections. I became a United Airlines 1K. Wow, what a difference - and in every conceivable way. If something caused my first flight of a day to be late I was rerouted on a new connection before I even landed. If something caused me to miss the last flight of the day they'd be arranging an overnight hotel for me without having to ask. If I was afraid I might miss a flight I could ask to "be protected" on a later one - have it added to my itinerary - with a confirmed seat - at no extra charge - just in case I needed it. Granted, no large group of people are all the same - there are always bad apples and the old United had their share- but by-in-large their front-line people tried their darnedest to do the right thing for the passenger no matter what the circumstance. They knew that keeping their best customers happy was the way to keep them coming back. I believed those skies really were friendly.

Then, a couple of years ago, the bottom fell out with the merger of United and Continental. "Merger" of course being one of those terms spoken in that now infamous Continental doublespeak. In reality Continental just bought the United name and began systematically dismantling everything that made those skies friendly. They managed to preserve the worst of both airlines, piss-off customers of both, and become - in the inimitable and poetic words of Joe Brancatelli- the "Worst Airline Ever...Again."

This airline's issues are mind boggling. It has a management team that is clueless about the airline industry, including a CEO that told everyone we would like the changes he would make (more Continental doublespeak) as he gutted the frequent flyer benefits, the promised lifetime benefits, the airport clubs, the advance elite upgrades, the promised "meals at mealtimes" and so much more. The legacy United CIO either quit in frustration or was forced out when he told the new CEO that the outdated Continental computer system would be the wrong choice for the merged airline. With his advice ignored United passengers

experienced some of the worst back-end computer crashes and airport meltdowns in the history of airline travel. At the same time, the United customer facing employees were marginalized - and in fact often chastised for the same "doing the right thing" that was so appreciated by customers. If I had a dollar for every employee that told me "I used to be able to help in those situations but there's nothing I can do now" I'd be a very rich man. The pilots began calling their CEO FLIBS (Frank Lorenzo In a Better Suit.) More recently, he began to outsource United jobs to third party firms - which has his employees even angrier as you might assume (remembering that the very same CEO testified before the US congress when the merger was being considered that he specifically wouldn't do just that. More Continental doublespeak of course.) Oh, and by the way, the merged airline has driven away so many passengers with the poor service and poor treatment that it now is far behind all its competitors in all financial measures.

So with this clear, obvious backdrop of a decimated and failing airline (that is United in name only), and a clueless and out of touch management, these guys have decided to revert to what will be the most blatant doublespeak yet - resurrecting the "Friendly Skies of United" ad campaign.

Instead of actually doing something friendly (like restoring elite and lifetime benefits, increasing the seat-room on flights, re-empowering agents to do the right thing for customers, clearing elite upgrades in advance as promised, etc.) they instead say that they are friendly while they continue to cut benefits. The most recent cuts include making the seats on regional jets smaller and now charging for many drinks at United clubs that used to be free. Someone needs to tell them that they are not fooling anyone. In fact, in the Facebook group dedicated to getting the current United CEO fired, one poster said it best. "If UAL thinks they can repair all the problems [the CEO] caused by reintroducing some slogan from the past then now you know why this airline is in the toilet, because management is SO clueless to what makes an airline work."

Speaking for the passengers I can assure you we would much rather they actually be friendly then just say they are.

Just take a look at this nearly two year old parody of the United CEO's safety video presentation. Isn't it amazing how dead-on the captions turned-out to be?

This article was written by David Danto and contains solely his own, personal opinions.

100 Years of Commercial Flight!

On New Year's Day 1914, Tony Jannus at the controls of a Benoist plane, took off from the Municipal Pier in St. Petersburg, skimming across the bay at a height of fifty feet. After a twenty-three minute flight, including a brief landing on the bay to make adjustments to the propeller drive chain, Jannus and his single passenger, former St. Petersburg mayor, Ave Pheil, touched down on the Hillsborough River in Tampa. This

was the world's first regularly scheduled heavier-than-air airline flight. The airline was known as the St. Petersburg-Tampa Airboat Line. It was organized just a few months before that New Year's first takeoff. The airline was the brainchild of Percival E. Fansler, a Jacksonville-based electrical engineer.



Fansler enlisted the support of Thomas Benoist (pronounced ben-wah), an early airplane manufacturer who provided the planes-or, more precisely, the airboats. The airboat was known as Benoist Airboat Model XIV, #43. Airboat #43 was supplemented a little later by a second airboat, #45. The two airboats made up the airline's total fleet. #43 accommodated one passenger in addition to the pilot. #45 was somewhat larger and

capable of accommodating two. Benoist also provided the pilot, Antony Habersack Jannus. Tony Jannus was a test pilot for Benoist who set early records for passenger flight time and for overwater flight in 1913, and he was the pilot when Albert Berry made the first successful parachute jump. He also held the first federal airline license.

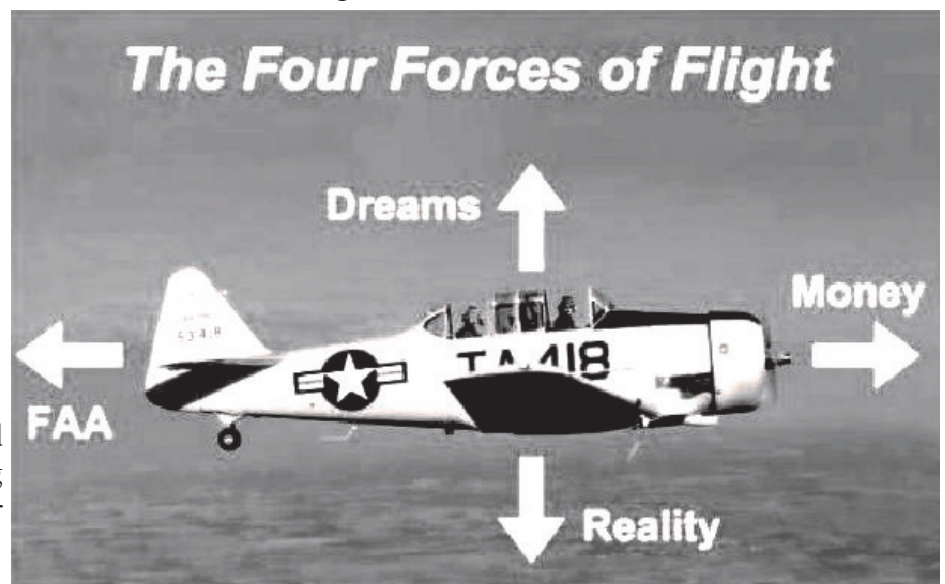
But this world first would never have been possible without the backing of Board of Trade manager L.A. Whitney and businessman and later city mayor Noel Mitchell. In order to make his plan for a new airline work, Fansler needed the support of the St. Petersburg business community and the city's government. He also needed a subsidy to help reduce the financial risk to Tom Benoist. Fansler made his proposal to Whitney, who immediately pledged \$1,200 to subsidize the airline. Whitney then referred Fansler to Mitchell, who pledged another \$1,000. Mitchell then gathered eleven other local investors to pledge \$100 each to start the airline. Mitchell even got the city to build a hangar for the airboat on the South Mole of the municipal pier, at the foot of Second Avenue Northeast.

In the weeks that followed, Jannus made at least two regularly scheduled round trips a day between St. Petersburg and Tampa, carrying everything from Swift hams to bundles of the *St. Petersburg Daily Times* (now the *Tampa Bay Times*). Cost of a passenger ticket was \$5 each way and \$5 for each one hundred pounds of freight. This was not cheap, as \$5 in 1914, adjusted for inflation, is valued at \$115 in 2012. While \$5 per trip was high compared with the cost of rail or steamship, it barely covered the costs of operations. When Tom Benoist was asked how he could cover his costs and make a profit, he stated, "There are at present about 30,000 tourists in the area and I believe a great many of them will patronize the airboat line to save time. Besides, I am anxious to demonstrate the capability and practicality of aerial transportation at a price anyone can afford even if such a low rate means a revenue loss to me, for today's loss could very well be tomorrow's profit."

Finally, as the tourist season wore down, the airline suspended its daily operations on March 31. The airline continued for another month with a reduced schedule and flights upon request. The last flight was on May 5. The airline did not break even but came close to it. It appears to have been self-sustaining in two of its three months of operation. In January, it only flew eighteen days. The amount of subsidy drawn from the business community ranged between \$540 and \$1,740. The exact financial net of its operations is unclear. Given more time for marketing and optimizing operational efficiency, the airline may very well have turned a profit.

The Benoist #43, also known as the Lark of Duluth, was actually owned by banker Julius Barnes of Duluth, Minnesota. He had either loaned it or sold it back to the Benoist Company for use in the St. Petersburg–Tampa Airboat Line. According to aviation historian Warren Brown, after the airline closed, #45 was sold to Roger Jannus. Roger Jannus then sold the airboat, and it was taken to San Diego, where it crashed in the ocean in February 1915. Several local aviation enthusiasts bought Benoist Airboat #43 and took it to Conneaut Lake, Pennsylvania. The plane crashed but was rebuilt and named the Florida. The Florida was brought back to St. Petersburg, and Tony Jannus returned to fly it. On February 25, 1915, the flying boat crashed in the bay after a wing broke. It was again rebuilt. In November 1916, no. 43 was placed in storage, and after that was lost to history.

Tony Jannus was killed in World War I in an accident while training Russian pilots over the Black Sea for the Curtiss Aeroplane Company.



AFA: United Airlines flight attendants subject to involuntary furlough



United Airlines Flight Attendants, represented by the Association of Flight Attendants-CWA (AFA), called on management to work collaboratively to find solutions and prevent any involuntary job loss. After weeks of discussion and tireless work on behalf of the union, United management has stated they will involuntarily furlough some of our most junior members. Greg Davidowitch, AFA president at United issued the following statement:

"At the very basic level, today's announcement is a failure by management to recognize protections of our contract. Despite our recommendations to pursue options that would mitigate the company's staffing overage, management declined to do the right thing and make the right choice for our airline's success.

"Successful airlines do not lay off workers, they work with the union for solutions. We continue to meet with management and offer creative solutions to an involuntary furlough; while also addressing the company's needs to mitigate an overage in manpower.

"They will try and create clever terms to justify their choice, and most certainly drop the blame on the union, but what it comes down to is simply the promise of United's merger not being realized.

"AFA will continue to pursue any and all opportunities that mitigate the devastating effects this decision will have on those being laid off, and on our company as a whole. We will continue to advocate to management to find alternatives that avoid job loss, and work collaboratively for creative and reasonable solutions. It's not too late to turn this thing around, management can still choose to do the right thing."

Study lauds health benefits of eating nuts

By Marilyn Marchione/Associated Press



Help yourself to some nuts this holiday season: Regular nut eaters were less likely to die of cancer or heart disease - in fact, were less likely to die of any cause - during a 30-year Harvard study. Nuts have long been called heart-healthy, and the study is the largest ever done on whether eating them affects mortality.

Researchers tracked 119,000 men and women and found that those who ate nuts roughly every day were 20 percent less likely to die during the study period than those who never ate nuts. Eating nuts less often also appeared to lower the death risk, in direct proportion to consumption. The risk of dying of heart disease dropped 29 percent and the risk of dying of cancer fell 11 percent among those who had nuts seven or more times a week compared with people who never ate them. The benefits were seen from peanuts as well as from pistachios, almonds, walnuts and other tree nuts. The researchers did not look at how the nuts were prepared - oiled or salted, raw or roasted.

A bonus: Nut eaters stayed slimmer. "There's a general perception that if you eat more nuts you're going to get fat. Our results show the opposite," said Dr. Ying Bao of Harvard-affiliated Brigham and Women's Hospital in Boston. She led the study, published in *The New England Journal of Medicine*. The National Institutes of Health and the International Tree Nut Council Nutrition Research & Education Foundation sponsored the study, but the nut group had no role in designing it or reporting the results.

Researchers don't know why nuts may boost health. It could be that their unsaturated fatty acids, minerals and other nutrients lower cholesterol and inflammation and reduce other problems, as earlier studies seemed to show. Observational studies like this one can't prove cause and effect, only suggest a connection. Research on diets is especially tough, because it can be difficult to single out the effects of any one food. People who eat more nuts may eat them on salads, for example, and some of the benefit may come from the leafy greens, said Dr. Robert Eckel, a University of Colorado cardiologist and former president of the American Heart Assn.

LETTERS

KEN D. ANDERSON—Loveland, CO
Post Holidays Greetings! As do all who enjoy the benefits of RUPA and the *RUPANEWS*, I offer my heartfelt thanks to Officers and magazine Staff for their superb efforts on our behalf.

I retired in Dec., 2001, and have never written a letter; although I thoroughly enjoy reading everyone else's all these years. Wife, Jill (UA F/A '68- '78), has been shaming me for several years about not communicating, so here I am!

I'm always pleasantly surprised seeing "blasts from the past" in the RUPA News. Seeing Dick Ionata's photo at the Columbia River Geezer's Luncheon brought back great memories of new-hire school in 1965. I noticed Greg Collitan's name with his retirement group in a recent issue. He was a GIB when I flew copilot on the 737. I sure enjoyed our many and varied conversations. Two names that come to mind are Lou Brubaker and Jack Delaney. I flew for Lou & Jack early in my career. Lou loved his crosswords, and Jack hated thunderstorms/turbulence.

Ah, so many fond memories with our once-great airline! I'm also happy to have maintained life-long friendships with fellow UALers—Mel Finzer (ret. ORD) and Al Venskus (ret. JFK).

We moved to Loveland, CO, in Jan. of '77 from my hometown of Naperville, IL; and have been in the same house ever since. You know you've been in a house a long time when your wife says to you the



other day, "Do you realize it's been 25 years since our kitchen remodel?" Sounds like a suggestion. Shortly after the move, I co-founded the Loveland Concert Band. I'm still playing and volunteering in what has grown to be a fine group of musicians. I've been very active in the CO Wing of the CAP for 35 years. I've also sung with several vocal groups throughout our 37 years in Loveland. During our son's years at home I was always active with school volunteer work, a local RC airplane group, and the Boy Scouts.

I've kept several eye specialists in their second homes with various eye surgeries over the years! I've lost my FAA medical, but luckily, I'm still driving with the vision they've been able to save. My major health scare came one year after retirement—a 7 pound liposarcoma was lurking in my abdomen. Jill and I went to Houston for a month of further diagnosis and surgery at M.D. Anderson—most impressive place! No recurrences in over 11 years, for which I'm most grateful.

Most of my retirement travel is to see four siblings that live all over the country. We just had a reunion on the Mississippi Gulf Coast in October. Chose positive space ticketing, so all went well.

If you're in the neighborhood, give us a jingle, or is it a tweet these days.

Ken '65-'01 ORD-DEN-LAX DC-6 to 747-400.

LEROY BAIR—Gurnee, IL

Today (12/27) is my 75th birthday. Where have the years gone? The family is getting together tonight at a German place for dinner. What could be better?

Eva and I have had another great year. A trip to Florida in January (what better time), a fishing trip with the sons and grandson in June, a trip to see friends in August and up to Frankenmuth, Michigan, and a trip to France in September. We spent a week in Normandy (we were told that we had great weather as it only lightly rained one half day) to see the D-Day invasion locations. Then on a river boat to cruise the Seine to Paris. As we had never been to Paris before, it was a great time to see the sights and go to the top of the Eiffel Tower (Eva chickened out at the first observation level – but I went to the top, even though I didn't get out of the elevator).

The grandkids keep us busy with their sports, etc. Doug (26) played on a softball league, Jacque (20) finished her 2nd year at Carroll University and spent

the summer as the Athletic Trainer for the Milwaukee Bucs (NBA) Summer Youth Basketball program, Kevin (15) finished his 1st year at Carmel Catholic High School, played on the JV hockey and baseball teams (Carmel's Varsity Hockey Team took the state championship) and started driving, and Tyler (12) finished 6th grade and also played on 2 baseball teams as well as going to goalie camps for this season. Our boys (Steve and Ken) went with the break-off company from Abbott – Abbvie. Steve is the global fleet manager and Ken is a forecaster for the drug, Lupron. Steve had a couple of hiccups with his health this year but is great for the most part.

Guess that's the Bair clan in a nutshell. We look forward to the *RUPANEWS* every month and thank those who make it happen. We enjoy the local RUPA gatherings but will miss the January one as we will be in Florida. Well, somebody's got to do it. *LeRoy*

SANDY BEEBE—Winthrop, WA

Hi Leon. I hope you are recovering well. We seem to be at the age of surprises, not all of them good. I read in one of the RUPA magazines that Cort had a place in the San Juan Islands. I didn't know that, but I called him up and by chance, he was there. It had been a long time.

Every time I think about you, one memory comes to the forefront. I had made a truly shitty landing in the Guppy, and one of the masks deployed. I went back in Merced or Modesto to restore it, but I couldn't get it to stay up there. I asked for help and you said, "F___ you, you made the landing. You go back there in front of those people, not me." Some of the first CRM. You could have been an instructor.

So far, not much change here. I still fight each year to keep my medical, and so far I've still got it. I go for a bunch of test tomorrow. Once the FAA knows I have had an arrhythmia, they ask for a bunch of tests just to show they did something.

I still ski, piste ski, and Nordic ski, and bike rides, but all pretty slowly. A pacemaker, two titanium knees, and a tired ass, these are not high performance tools. Any days of showing off are long gone. Somehow though, it's pretty satisfying just to do a few things.

Here's my \$25, and say hi to Vicky. *Sandy*

HARLIN BELL—Moneta, VA

January 29 equals 89. Never dreamed I'd get this far into life and retirement. The alternative really had no appeal.

Here at the lake is about as peaceful and quiet as it can get. All the "flat land tourists" are gone and the natives just "hunker" down.

Minor health problems, (now I know why they call them "Throw Rugs"e&%M' "&. Find I'm reaching to find the glasses more, sleep less and eat less, just living routinely. No trips, no travel, no more deer hunting, (got 2 with my car in the last 3 years) && (#.

I would like to eke out about 30 some more months to equal the retired time to the employed time.

From the DC3 to the DC10 with everything in between. What a magnificent bunch of men and women to work with.

A little for the dues and a little for the "folders 7 staffers." *Harlin*

STEVE BENSON—Keenesburg, CO

Hello Leon! Enclosed please find my check for a couple of more years of RUPA dues. Thank you and all the other staffers for all you do.

My wife, Jeanie, and I continue to really enjoy our retirement. Still flying our C185 amphib, spending most of our time at our Minnesota cabin, fishing in Minnesota and Canada. We winter in our motorhome in the Ft. Myers area. We are planning an extended two lane road exploration of the great country sometime in the near future. Hopefully, we can reconnect with some of the United family while on that journey.

Wishing everyone good health and happiness. Happy trails and blue skies! *Steve & Jeanie*

JERRY BRADLEY—Boca Raton, FL

Hi to everyone. First off, my wife brought in the mail that included the December issue of the magazine, and noticed that it was addressed to her. I asked her why would they do that? Her reply "Obviously, they think you're dead." Secondly, "I am not dead." From 10PM to 6AM and from 2PM to 3PM I likely look that way, but I always seem to come around.

Pat and I and our family are all doing very well. We took three cruises last year, all on Holland. The

second one was from Amsterdam to New York via Norway, Iceland, Greenland and Canada. To sum it up, it was frigging cold. There is more than ice in Iceland, there is sleet and snow too. We stopped at a town in Greenland that when we went ashore, we increased their population by about 1000%. We saw icebergs larger than our boat, and yes, in photos they all look alike. One last thing, that was my last cold water cruise.

We spent two weeks in Kauai last year and are going again in May. Even to the islands, we have had good luck with passes. I think overall the passes are better than the old days. Not to mention cheaper. And we don't have to drive to Orlando to get out of Florida anymore. I hope everyone has a great 2015 and stay well. *Jerry*

ED CHAPMAN—Jordan, MN

Having a great time flying hot air balloons (38th year) in the tundra of Minnesota.

Had just one trip in 2013. It was to the Austrian Alps for ballooning in the winter.

Great issues of the RUPANEWS, and look forward to the arrival of each one!

Ed www.balloonridesminnesota.com

J. W. "JAY" COCHRAN—Jacksonville, FL

Jim Good told me to write a note with my dues so here goes.

Went on a cruise with Dom Muldoon and Bettye Jo to celebrate 60 years of marriage. We were the only two United Pilots so our stories were limited. Rick Dubinski parachuting into his back yard was still worth a mention.



I turned 72 this year and moved up another set of tees on the golf course. The bad news is there is now no longer any closer tees.

Looking forward to another year with the grandkids who are now graduating from college.

Talk to you next year. *Jay*

GLENN DE FORGE—the Villages, FL

To all at RUPA. Our thanks go out to all RUPA volunteers and staff for keeping this most important and much appreciated line of communication open to retirees.

For the last seven years, Sue and I have continued to enjoy playing in our "sandbox" called The Villages, FL. Between biking, tennis, theater, golf, and too many other activities to mention in this nearly 40 square mile community of over 100,000, this place certainly helped me get past the sting of a NO A PLAN retirement. Spending our summers at our condo on Lake Champlain, NY, is the icing on our cake. Unquestionably, we are very fortunate that early decisions saved us.

We are looking forward to cruising with other members of RUPA on the 14-day Norse Legends and Viking Sagas on Holland America in 2014.

We wish all a very Merry Christmas and a Happy New Year.

Glenn and Sue De Forge

PETER FRIEDMAN—Edgewater, MD

It's that time again. I thought I just wrote one of these yesterday. I guess that means that nothing major happened. We are still hanging out in Annapolis in the summers and Utah in the winters. We still have that ski bug, as long as it isn't too cold and rotten out.

I still haven't figured out what to do in retirement and have tried a few things. I did some FAASTeam for the FAA (volunteer work) giving safety lectures and counseling GA airmen, but it was a fruitless situation so I bowed out. I have my US Coast Guard Captain's license and did a few charters and worked for a Sea Ray dealership. Most of these places don't understand what a safe operation is, so I quit that. So now, I have a "honey-do" list a yard long, so that's my main job.

Not doing much traveling and don't miss it a bit. Last year we did a short trip out of Salt Lake City to Page, AR and Sedona, AZ. We visited the Slot

Canyons in Page which are unbelievable. There are quite a few tours out of Page onto the Indian reservations in the area. It is amazing what water can do to the rock landscape. It is worth a look (even if only on Google).

Happy Holidays to all, and another healthy new year.

Peter Friedman, Class of 2002

MARTIN GALLAGHER—Marengo, IL

Dear Leon, winter is fast upon us in Northern Illinois. It made a grand entrance in South Central Illinois with 14 tornadoes at Washington, destroying 1,000 homes and other structures. The death toll was at six, rather low due to advanced warnings. We here in Marengo had winds up to 70 miles per hour, and a large tree in my Northwest 40 is in several pieces, something to clean up when I'm back on my feet.

I've been going to therapy here three days a week to straighten my left leg and get prosthesis for my right leg. It was amputated four years after a losing battle with a mersa infection. I was pretty close to slipping under the sod that time. I'm feeling fine now except that I'm confined to an electric power chair or hospital style bed.

My family is fine; Sylvia, my helpmate for 54 years, is keeping things together. I'm blessed to have her here. The kids, grand kids and great grandkids keep mother hen busy. *Martin*

RUSS HACKETT—Inverness, FL

21 years into retirement and still can't find my hat or flight bag and nobody else is in dispatch with me. When will the dreams ever end?

These past three plus years have been spent mostly on sinkhole mediation efforts. We filed a sinkhole claim with our insurance company in June of 2010 because the slab under the floor at the south end of our house was settling and causing some minor damage. We didn't know it but Florida, on July 1, 2010, changed their sinkhole definition so that we needed to have one of five conditions satisfied to qualify for insurance coverage. With a "stretch," we thought we had two. Our insurance company hired their own engineering firm which did some soil tests, GPR (ground penetrating radar) tests, electronic soundings, and auger tests reaching the conclusion that we had no sinkhole because we hadn't

met any of the conditions defining sinkholes. We then contacted another engineering firm to get a "peer" review of the insurance company's engineer report and our engineers agreed with those used by the insurance company except they said more deep testing should have been done in the area where maximum settling of the slab was taking place and in the area along the south side where GPR soundings indicated "anomalies" but claimed the "anomalies" were caused by faulty equipment. Our insurance company did not agree with our "peer" report and again denied our claim. Florida requires insurance companies to notify us in the event there is a disputed claim, that possible relief is available by using a State designated "Neutral Evaluator." We applied to the State and they assigned us a very qualified engineer out of their list of 50 for the State. All parties met with this Neutral Evaluator and the first thing he noted was that our claim fell under the old, more liberal definition of sinkholes which was in effect prior to July 1, 2010, our claim having been filed on June 30, 2010. That notation broke the ice with the insurance company. The Neutral Evaluator also agreed with our "peer" review engineering company that more testing needed to be done in the area of maximum settling, and the Neutral Evaluator insisted that he and his selected crew would do the test at the insurance company's expense. He did, and said to my wife as he was leaving, "tell your husband that you have a sinkhole." With that the insurance company apologized and performed flawlessly thereafter. Keep in mind that this mediation process cost about \$160,000. Maybe those living in Florida, or any sinkhole prone location, will benefit from our experience.

I still fly my RV-7 but am limited to VFR only as the instrumentation doesn't pass the requirements for IFR and Blue Mountain Avionics went out of business leaving a bunch of us up the creek. Besides that, the FAA has such currency requirements that staying qualified for IFR flight would take about all the flight time I'm budgeted. VFR in Florida is no big deal; it's rare we are not VFR.

We look forward to *RUPANEWS* monthly and thank all those involved in making it so enjoyable. The December 2013 issue indicated two more of my new hire class had "flown west." That was 20% of those listed and that is truly scary and sad. Thanks to Sid Tiemann who, in the Dec. issue, jogged the memory bank back to days when he was our in-

structor for flight engineer training in new hire school. Glad to hear he's still as interesting as ever. Fond memories.

Best to all and a very Happy New Year.

Russ Hackett. JFK, CLE, DEN, ORD, '64-'93

DAVE HANST—Huntington Beach, CA

I am several months behind in sending my birthday message, it was due in September. It has now been more than thirty-five years since I retired from United Airlines, in that time United has established routes all over the world. Many of the planes that United operates today weren't even on the drawing boards when I retired in 1978.

My wife Marian passed away a year ago this month, she was active in the United Clipped Wings organization. I live alone with my fifteen year old black dog "Boris" as a companion. I am still able to drive, and take care of my day to day business. My daughter Andrea lives nearby and does most of my shopping, and fixes some of my meals. Son Dave is a Captain for American, operating to Asia, Europe, and South America on the 777. I see him several times a month.

I don't recognize any of the names in the RUPA magazine these days, the airline job is a far cry from what it used to be, the pass policy is a joke. **Dave**

BUCK HILBERT—Union, IL

Varney Swallow Pilot. 89 and still love airplanes and the memories of the UAL I knew and loved!!!



Swallow J-5 built in 1924. Operated by Varney Airlines. **Buck**

DON JOHNSON—Elizabeth, CO

It has been a very busy fall and thus I missed my birthday renewal check which is now enclosed.

My son and his two boys were involved in a head on auto accident in Sept. Seeing the car after the accident makes one a firm believer in seat belts and air bags as the boys had no injuries other than a few bruises, but my son had shattered heel bones and other fractures in both feet. The doctors said that of all the bones in the body, these are the worst to break. He has been confined to bed or a wheelchair so the bones can heal with no weight on them since Sept., and has just started physical therapy in Dec. He should make a full recovery but it will take time. One thing of interest I learned is that the part you put the seatbelt buckle into when you buckle up will tighten the belt about 5 inches when the air bags are deployed. His wife works so my wife and I have spent a lot of time caring for him.

On a brighter note, my oldest grandson who was in the accident, is a freshman in high school this year. His goal was to make the Varsity cross country team. He not only made the team but is the number one runner on the team. We are very proud of him.

My wife, daughter and I took an Alaska cruise this summer. We saw lots of marine life and eagles and were blessed with great weather. In fact the people in Juneau were complaining it was too hot. I don't know what 2014 will bring, our good health and our sons recovery. We hope to do some traveling. Have a great year. **Don**

A. W. AL JOHNSTON—Salem, SC

Hi U ALL. Another year gone by already and another birthday today, # 89. WOW! I'll be 90 this time next year if I don't fly west.

Everything is fine in SC. Had one problem last July. Blood pressure up, like 200. Went to my Dr. and he sent me via ambulance to St Francis Hospital. A Dr. there found a clogged up artery. He vacuumed out some plaque, expanded the artery with a balloon and inserted a metal "Stint" to hold it open. They kept me in the Hospital for five days to see if I was OK. I am fine now and feel like a 21 year old, (but my wife won't let me have one).

Happy holidays to everyone. Famous last words "checks in the mail." **AL**

LOWELL JOHNSTON—Pt. Orange, FL

Dear Cleve, Another year gone into the record books. Twenty years since retiring and still loving it.

Anne and I are doing good on the health front. Still flying the Bonanza. Took a long flight out west this year and several to Virginia as well as local flights around here. Probably will start tapering down a bit, but as long as we enjoy it and I keep passing physicals, we will be flying for quite a while.

Good to see new RUPA members coming on board finally. Thanks to all the RUPA staff for their hard work and dedication.

Check is in the mail to Leon and the Retired Pilots Foundation.

Lowell & Anne, 7f16 Spruce Creek Fly-in

CARL JORDAN—Port Charlotte, FL

I wonder if I can lay claim to being the longest-running pass rider in RUPA? This is a picture of me taking my first ride on a pass back in 1935. My dad was flying a Curtiss Condor for American Airlines, and my grandmother and I rode with him on a pass. A South Bend newspaper printed this photo. That's me in my dad's left arm, and my brother, Jim, is in my grandmother's arms. (Jim didn't get



to go along.) I remained a pass-rider using my dad's American Airlines passes until age 18. At that point, I acquired my FAA aircraft mechanic's license and went to work for American Airlines in 1951 as an aircraft mechanic. I worked on Convair 240's and DC-6's, which made up American's fleet at the time. I thus establishing my own pass privi-

leges. During the Korean War, I enlisted in the Air Force on my 19th birthday and they made a 20-year-old fighter pilot out of me. During this time I kept my American Airlines pass privileges which were retained as a perk while on MLOA (Military Leave of Absence).

I was released from active duty in 1956 at age 23 and rather than returning to American Airlines, within a week I went to work as a DC-3 copilot for Capital Airlines. As some of us remember, Capital merged with United in 1961, and I garnered new pass privileges, accordingly. I've thus obtained and used continuous pass privileges for the past 78 years. Are there any RUPArions out there who can top that?

Incidentally, sometimes we even took advantage of daughter Cathy's passes as a captain for Southwest Airlines. As her parents, we occasionally got to ride for free on Southwest and were able to enjoy Southwest's "complimentary perks," which, of course, were small packs of sugar-coated peanuts.

However, Carolyn and I don't fly very much these days. Unfortunately, she now needs a portable oxygen concentrator and wheelchair and it gets to be a bit of a hassle for her. (She thinks she's become a burden, which, of course, is not true!) We still try to take at least one trip a year to visit family members out on the left coast. We're still grateful for our pass privileges, and hope we can continue to enjoy this benefit for the foreseeable future.

Carl, MDW-ORD-LAX

TIM JOSLIN, SR.—Des Moines, WA

Greetings from South Puget Sound! Still living in the same house on Poverty Bay that we built 15 years ago. My lovely wife, Cheril, manages the interior of our home and I do the exterior (mowing the lawn, filling up the birdfeeders, repelling varmints such as squirrels, raccoons, coyotes and the occasional river otter).

We are the Winter home, right out front, to a large variety of water fowl including the common loon (they can dive underwater 200 ft.), buffleheads, horned grebes, western grebes, surf scoters, goldeneyes (both common and barrow's), common mergansers, cormorants and widgeons. Dall's porpoises (about 7 to 8 ft. long) are seen cavorting in pods out front on occasion. We don't have Orcas this far south in the Sound. We have a boardwalk across

the street which people use on a 24 hour basis (we can hear them). Before the proliferation of iPhones and androids, if someone was walking on the boardwalk and talking, you would assume there were two or more people. No More!! Incessant nattering has become the norm, ouch!!

To continue in this vein, back in the Olden Days (1950's and 60's), if you called someone a twit, it was an insult. It meant they were insignificant and bothersome. Well, fast forward to the now. Twitter is the new cousin!

On a more positive note, if you live in the Portland, OR area, and think you might be pregnant, go see my son, Tim Joslin, Jr., MD. He will be happy to help out with the delivery! If you are thinking of bulking up the muscles, to repel bullies and impress the ladies, my daughter Jaala Thibault can aid your transformation at West Coast Strength and Conditioning in Ventura, CA.

That is all for now. It has been a great layover since I retired.

Regards, *Tim Joslin Sr.* 1965-2001.

JERRY KEYES—Colorado Springs, CO

We have moved. Simplified our lives, but lost track of RUPA as the Post Office didn't seem to want to forward the magazine.

EWB '63-'69, DCAFO '69-'77, CLEFO '77-'79, DCAFO '79-?, DENFO DC10 Captain. The evening we lost the DC10 in Sioux Falls, I was flying a trip DEN to PHL. We had some of the passengers on our flight who had transferred at the last minute. LAX, SFO, JFK on the 747 due to Tricky Dick downsizing IAD crew base. Was a "Chief Tire Kicker" at EWR/JFK for Ed Carroll. TX to "home" DCAFO 1969. Was another "Chief Tire Kicker" for Jerry Steil for three years. He was the best of them all. TX to CLEFO with my first Captain bid on the 727 in 1977. Hank Dykhuis dragged me into the office as a flight manager until I was able to get back to DCAFO. (Native of Alexandria, VA) A year at DENFO on the DC10. 747 Captain bid in LAX then SFO, then JFK to retirement. Last trip was NRT-EWR and declared "minimum fuel." They were holding us at Solberg to let all of the AT6's (?) fly under us to land. When I figured that out I told the Center that I was going to declare. "Cleared to the OM, call APC. JFKFO called me the next day to come in for a "conference." I told

the Flt/Mgr it was my last flight. Thanks for not meeting the trip. *Jerry*

TED KRYDER—White Pine, TN

Thanks Leon. I still teach flying to whoever will listen till March 2015? Big problem is that there are no tail draggers available. The AOPA requires bi-annual in my Piper Aztec by an Aztec instructor. (Age 80+ restriction) Lucky for me that J.B. used to fly mail in an Aztec. Lucky for him that I gave him 15 hours per his insurance in an Aeronca as he had never flown a tail dragger. Luck for me insurance lady - \$500 per my first log 370 hours, all tail dragger. Also advised less than 20% of the payouts were for pilots with tailwheel time.



Thanks again, I enjoy the RUPA magazine and your efforts.

Ted Last Capital Class, February 1960

JERRY LAMBDEN—Castro Valley, CA

Many thanks for the *RUPANEWS*. When I was a new hire in Chicago beginning my career with United, a senior captain gave me the following advice. "To be a successful airline pilot follow these simple five rules."

ONE: NEVER pass up the opportunity to visit the "Blue Room" (lavatory). i.e., don't operate with undue physical pressures.

TWO: NEVER round off an E.T.A. (estimated time of arrival) on P.A.

announcements. Instead of an E.T.A. of 3:00 pm, give a more accurate 2:58 pm. This creates passenger confidence. (After all, your bank doesn't round off your account statement either).

THREE: NEVER argue with an alligator. You know, the old "swamp story".

FOUR: NEVER let an S.O.B. know that you know that he's an S.O.B. Either way, figuratively or literally, it's just bad policy.

FIVE: NEVER take yourself too seriously. Re-

member that you can always be replaced.

Even in retirement, I've found that these rules still work. Warm regards, *Jerry*

STEVE LAURANCE—Redmond, OR

I skipped last year because I didn't have many activities to report. We hardly travel at all, don't own vacation homes, boats, airplanes or businesses.

I thought I'd write about time a bit. January 14 it will be 15 years since I set the parking brake for the last time. I saw 2 furloughs, several strikes and our strike in 1985. I soared to F/O position in merely 14 years. A short 6 more years and I had risen to the pinnacle of our profession. Alas, 10 more years and I had to hang up my spurs.

I have been thinking a great deal about a fellow who was nicknamed "Slugger". Most of you have no idea who the fellow is and I won't name him. He was hired with almost no flying time and soon moved into management. There are few who would say anything good about him since he was on the wrong side of the fence May 1985. He was my instructor for my first F/O assignment. He was a screamer much like we experienced in the military. All that said, he got me through on time. Many years later I was in the left seat on the 737-300. I stubbed my toe (figuratively) while giving an IOE. ALPA & Slugger came to my aid. I believe his time has been used up on this earth, but there is at least one person who is grateful for what he did for me. If his widow reads this, she will understand all.

At this point in the cockpit, it would be time for a joke. I can't recall any but I wish all of you smooth sailing on the final leg of our journey.

Steve, 1969-1999, SFO, ORD, SFO

RICHARD MC MAKIN—Olmsted Falls, OH
Cleve: Annual stipend under separate cover and a short note to let folks know that the Cleveland Cra-zies are still alive and reasonably well here in the heart land.

Have had some great help from Phil Jach in putting on several trips for the group and are looking at several for next year including the Air Force museum in Dayton and Diamonds in the Flats. Both with their own special charm.

Have stayed reasonably healthy with minor aches and pains and new hearing aids, and find the cruise world is a great way to spend vacation time when it

comes.

Many thanks to you folks for keeping up your end for it can be quite thankless sometime.

Regards, *Richard*

PAUL NIBUR—Clovis, CA

My bride and I are still living in my "copilot" home – the one we build on 5 acres when I got my first copilot bid and thought "life is good" and I finally have enough money to have a real home. That was 1986 and I'm not sure how much longer I want to do daily battle with yard work, tree pruning, gophers, ground squirrels, puncture vine, skunks, and the list goes on. On the other hand, I'm not very tolerant of all the nonsense you need to put up with when you live in town. I must be getting old and crotchety!

The best things in life come in small packages, like grandkids. My kids waited a while so I'm probably having the joys of two-year old grandkids about the same time most of you are having great grandkids but I'm not complaining.

Considered using passes for the first time to fly back east for my high school 50th. I decided if I actually had to be someplace at a specific time that passes were NOT a good idea. As it turns out I would have made it on one of three segments. I've decided that passes may make sense for you traveling warriors out there, but for guys like me who fly very infrequently it's not worth the hassle.

I greatly enjoy hearing from the folks I worked with and remember the great mentors I had as a new guy. Keep the letters coming and thanks RUPA for providing this great forum.

Paul Nibur, 1978-2004

MATT POLESKI—Poplar Grove, IL

Dear RUPA, It finally occurred to me that my birthday month meant sending in some dues; long overdue. Thanks to the gentle monthly RETUP reminders.

It has been twelve years since retirement from UAL. I must say those were wonderful years, mostly; with the exception of the hard times and feelings in 1985, plus the bankruptcy; don't think of it much though anymore.

Since then I am grateful to still be alive and kicking. Starting in 2010, I experienced a number of physical setbacks, starting with a fractured knee, resulting in

a total knee replacement. It did not go well though and the knee is still very unstable. Of course, being too heavy doesn't help the situation. Over the years one might say I have very successfully recovered from Anorexia.

Following that, there was prostate cancer radiation; a quadruple bypass surgery; kidney stones and finally, cataract surgery. At that point, my air ambulance flying ceased and retirement was set in stone. Six months following the bypass surgery, I tried for my third class medical and was made to jump through a myriad of tests for the FAA. They took three months to approve the medical certificate. That was enough for me, so it will be only Light Sport flying for this old boy from now on.

My life is good though, since marrying my sweet Colleen over twenty three years ago. It is my hope that all past mistakes have taught me a thing or two about nurturing a relationship. I am a lucky guy to have a second chance in life, with a loving partner who tolerates this old man's bad habits and other foibles.

Meanwhile; please allow me to wish all Ruparians a very happy and healthy Holiday season. Kindest regards, **Matt Poleski** (retired Dec 2001)

NEAL RIDENOUR—Downers Grove, IL
Hello Cleve and all the rest who do such a great job keeping RUPA running smoothly. I'm a little late as my 86th birthday was October 3. I seem to be in good health and still have my third class FAA medical.

Marianne and I still live on the Brookeridge airport and I still have my Cessna 182 in the hanger. I mostly fly it to the Chicago Glider Club to fly my glider. Marianne & I go Square Dancing two or three nights a week and I think that really helps us stay in shape. It is a good physical exercise but I believe it is more of a mental exercise. You should try Square Dancing. There's no FAA to deal with and no license required.

We have made a few trips this year on the airline passes and had very good luck getting on the flights. Of course you don't try to go at heavy times.

Neal & Marianne

HARRY ROPP—Poplar Grove, IL
Herb Marks article on the 340 Convair was very interesting. I would like to add a few notes to it.

The captain of the Convair that landed short of DSM was Earl Andresan. The first officer was Tom Boyle. I flew with both of them in the 1970s and 80s as a first officer and second officer.



I was Earl's second officer on the B747 when we were flying ORD-HNL-ORD. We attempted to takeoff on runway 8R in HNL at "max" gross weight (any actual and planned weight was purely coincidental) at 120+ knots IAS the first tire on the right wing gear blew out followed by the other three in quick succession. We also lost 2 hydraulic systems. Earl calmly pulled the engines into idle reverse. Never touched the brakes. And as this happened right by the fire house we had lots of company. We slowed down and exited on the high speed (there was one more exit to go and runway end exit) and as we stopped the firemen chocked the nose wheel. I started the APU and Earl shut down the engines. After they put up the stairs we went out to look and we were leaving 1 inch deep grooves in the asphalt. But there wasn't a scratch on the wheels. We could see the tracks of a DC-10 that had gone off the end a few weeks before. The flaps had holes you could put your head through and big dents and holes in the right stabilizers. Through all of this Earl never turned a hair. He was a great guy to fly with. One of my visual memories was when he used to go back and take a tour of the cabin. We had the pinstripe shirts with epaulettes and Earl

would wear his hat, no tie, and take his pipe (smelled good). When he came back he leaned against the aft cockpit bulkhead and took a few puffs of his pipe, with red cockpit lights illuminating the scene. Earl was the total master of his domain and a standard to attempt to emulate as a pilot and captain.

The first officer on the Convair was Tom Boyle, and from what I was told, he and Earl had a total personality switch after the landing in the field. As a B727 first officer I enjoyed flying with Tom because we got along and often had the same opinion on some things, but he would argue with anyone at the drop of a hat. After landing in the field Earl went to a nearby farm house and called United to tell them they were down safe and Mr. Patterson answered the phone, not his secretary. Mary O'Conner was always Mr. Patterson's flight attendant, not secretary.

Harry F. Ropp, DC-6, CVL, B 727, 747,757, 767,777 EWR and ORD

P.S. You know you are getting old when "Air Classics" has a picture of one of UAL's Caravelles you flew being scrapped. I've been told the Convair ended up as Mr. Patterson's airplane. Does anyone know for sure?

My wife and I now live in the Condos of Bel Aire at the Poplar Grove airport just east of Rockford, along with a lot of other UAL retirees and active pilots, and on Drummond Island, Michigan in the summer. Our youngest daughter, Holly, and her husband, Jason Brock, are UAL flight attendants based at LAX.

I always enjoy and look forward to it. A great job by all of you

BILL SALISBURY—Bumpass, VA

A big change has taken place this year. My wife and I have sold our beloved Cessna 195. Leading to the decision to let it go, was all of the "noise" coming from my bank account. It has simply become just too extravagant to keep it any longer. \$300 hamburgers are just not in the cards any longer, plus we have not been using the airplane for travel for the past few years. I flew the airplane a total of 25 hours between annuals last year.

I did not have to advertise the sale. A Stearman owner from Charlottesville, VA immediately chose to buy our airplane and quickly sold his pride and joy to buy ours. He had owned his airplane for 8

years and had lots of experience in it and in other tailwheel airplanes. Within two hours of signing the papers and having the money wired to my account, the new owner ground looped the 195 on his second landing doing much damage. Fortunately, no one was hurt and the airplane never left the paved runway, nor did it suffer a prop strike. The airplane can and will be repaired. His insurance will cover the cost. It was a sad way for us to see the airplane suffer the damage, just as we were saying our good-byes to it. We had owned the airplane for 17 years.

Over the years of our association with the Louisa airport, we have made lots of friends there and the social aspect of being there so often will continue, perhaps to a lesser degree. I have decided to give up flying. I am "hanging it up" but will probably ride with some of the other guys now and then.

The only traveling that we have done in this past year has been two trips. One, we drove to Branson, MO for a PAA reunion and had a wonderful time there seeing some people whom I had not seen in 30 years. The other trip was a flight on UAL to Denver and back to visit with long time friends there. We did not even try to fly on a pass, but paid full fair to avoid the hassle. Neither of us enjoys air travel hassles any longer.

I have no trouble staying busy as I am still doing work in my machine shop and enjoying the hobby of my antique outboard engines, keeping them running and building up some new restoration projects.

We still enjoy Lake Anna and I do have the opportunity of getting out on the lake in one of my little boats powered with a large choice of good running antique engines.

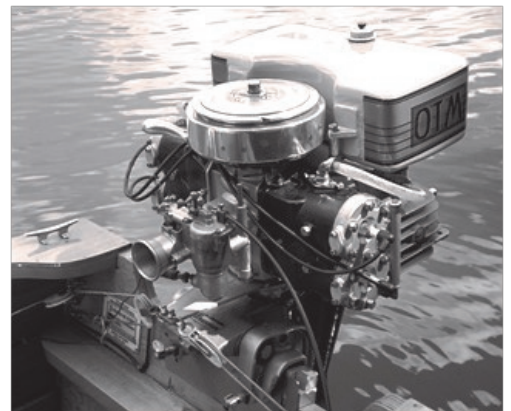


Photo attached of one of the biggies.

My wife and I are enjoying good health along with our kids and our grandchildren.

Cheers!

Bill and Gayle Salisbury

JFK, ORD, IAD 737, 757, 767, DC-10, 747

RICH & ANN SELPH—Vail, CO

Grandchild #6, Amelia, arrived in May, which was our wonderful news. Next big item was how busy the year was for our whole gang with 6 (yes, 6) moves. All 4 kids and families moved this year and we were heavily involved with two of those. We ourselves moved once already, out of the rented house in San Carlos, and will move into our S.F. condo in a couple weeks.

The biggest challenge has been remodeling our condo in San Francisco. With two years lead time, we swore that we would have everything planned, selected, and even on-hand. Well, that was close. NOT. The process was complicated by strict condo assn. rules limiting work times and elevator usage. We have used our contractor before and love him, but his workers speak a different language. They are great workers, but communications issues with the condo people have complicated things. Our designer is a genius at decorating, colors, and space. She and Ann introduced me to a new type of 'decision tree.' They explained how each decision depends on another decision which depends on another decision. It took me a while to figure out why we weren't progressing. Tracking through this 'chain' of decisions, I found that they came full circle to the current decision. Ann was pleased that I could grasp this concept and explained that it was important for me to be more flexible and learn this process. (I don't think this version would work in aviation!) Eventually, I realized that I was in the minority on most decisions. Not only do I get "out-voted," but when I point out certain 'issues,' guess who becomes the problem??

Our budgetary discipline makes Congress look functional (raising the 'debt limit' looms). We will not be releasing our on-time metrics (might rank poorly even among the airlines....).

Despite the above, much of which is intended to amuse, the results are looking good and we expect to be thrilled when we move in shortly.

There is the most snow in a few years for Opening Day and I have skied 4 of the first 5 days. I no longer try for the first lift and there are other changes to my routine. It takes me longer to warm-up/loosen-up. But it all evens out since I tire more quickly.....

In other news, much of my clothing doesn't fit well. In younger days, I can remember some shrinkage,

especially in the waist band (or so I claimed...). Now I find that it is me who is shrinking, making some clothing too large. Apparently, I am not the only one to whom this is happening. I think this phenomenon needs a name. How about "sartorial dyssynchrony?"

We add our appreciation for the *RUPANEWS*, always a cover to cover read for both of us.

Rich, SFO 86-01 (FOPA)

BILL SILVESTER—Crystal Lake, IL

Glad that 2013 is almost over. Too many medical problems that are getting better with time.

I want to share with the London TDY troops that the head of concierge, David Burner has recently passed.

He had taken a leave from the Buckingham Gate that (now the London Crown Plaza) to recover from heart problems at his home in Spain. He was awarded the Lifetime Achievement Award, the Gold Key, that is given every 5 or 6 years. He was a friend to all and treated us like royalty.

Bill

BILL STOOKEY—Hayden Lake, ID

Hi fellow retirees, it's been a while since I've dropped a line, so I'll dust off the typewriter and give it try.

I guess I hit kind of a mile stone this year and hit the big "90." I wasn't really expecting that, so maybe I have another year or so to give people a hard time. Anyway, my wife and kids gave me a nice party, had over 50 people attend. My wife hired a band and quartet singers for entertainment. Had a special cake made with a Cessna T-50, B-24 and B747 on top. Had celebrity there, a friend, Don Larsen, the Yankee baseball pitcher who pitched a perfect game in the 1956 World Series. Everyone said they had a good time, I sure did. Another thing I had was open heart surgery to replace a heart valve. So I've had a valve job, now my wife says I need a lube job. I think I'll be careful about that one! Anyway, that's about it. Check enclosed.

Thanks *RUPANEWS* officers for a great job.

Bill, 1948 - 1985

DON TAYLOR—Albuquerque, NM

OK, 23 years away from United and 3 months late for RUPA dues. Thanks to all who keep RUPA up and running and my name off the last page. Sure

glad not to be working for the current company. The PBGC is more dependable than any airline.

New Mexico is great. Eclipse 500 used aircraft sales are slow but steady. The MU-2 is slower but better than any airline. Recurrent training up to date on both aircraft and a current FAA physical. Last year for the EAA board, but still on the safety committee. Over 50 years with Gail, my ex United steward and best friend. We still run a couple of miles every morning. Am I ever lucky.

Hope all is well with all my old United friends and fellow aviators. It sure was fun and thanks for all your help.

Don Taylor UAL 1955 to 1990
Eclipse Aviation 1999-2007

JIM WHITELEY—Reno, NV & Honolulu, HI
Dear Cleve, Leon, and the rest of you great volunteers: The past 20 years of retirement have been the busiest and most enjoyable of my life. Still have the boat at the Waikiki Yacht Club, never went anywhere, but do sail inter island. We get over and stay on it every month, sold the Squaw Valley house which we enjoyed for 25 years, moved to Reno 13 years ago where we live on a lake. Sold our Cessna Cardinal which we flew for the Coast Guard Aux. That was worth over 300 hrs per year for 4 years. Now we have a SeaRey which we do Search and Rescue for the Reno Sheriffs. Also have a Cassutt that has raced at Reno the past 3 years. Flown by a Virgin America Co-Pilot. Look for it next year. It is painted like a Flying Tiger. Named "little tony the tiger."

Last year a QB friend from Carson City asked me to fly his 1944 Howard DGA-15 to Oshkosh. We left early to attend a Howard get-together in Northern Wisconsin. 10 of these airplanes gathered for the weekend. One of them was the Howard that Diane and I borrowed to fly from Honolulu to Kauai and get married. That was 1962, 50 years earlier. Ben Scott sold the plane but had to deliver it to San Diego. We left and arrived back in Nevada in time for our 50th anniversary.

Still play tennis every morning and Ski at Mt Rose. Summer time we race our Mini Cooper and Lotus 7 and ride the Vespa with a side car. It's true, Pilots never grow up. *Jim*

JIM WILSON—Clearwater, FL

At 92, I sometimes recognize more names in the flown west section than I recognize in the letter writers section, but I guess that is a normal progression. However, I still enjoy reading the letters.

Nothing much has changed for me during the past year. I did give up cooking at the Soup Kitchen on Thursdays, but still attend Board meetings once a month. I still have no restrictions on driving, and still get on airplanes to visit kids, usually when they are having several families getting together. I buy tickets instead of trying passes.

We have a good group of retired pilots, about a dozen, who meet for lunch once a month during the winter. That helps keep us up to date. Thanks to all who keep the News coming. Nice to see the lists of new members.

Check by snail. *Jim*

IN MEMORIAM

JAMES T. DOPP

Jim Dopp passed away on October 17th while in Hospice care at his home in Sun Lakes, Arizona. Jim was preceded in death by his wife, Ginny.

Jim was a Marine Aviator prior to being hired by United. He flew AD's in the Training Command and also in operational squadrons. He told of his many cross-country "training flights" while courting Ginny! I did not know Jim during our careers with United but met him in our retirement community. Jan & I would meet with Jim & Ginny, Bob & Bev Gerdes, and Jim & Liz Wilson, all United retirees, monthly, for lunch. We enjoyed reminiscing about our military & United experiences, in addition to "solving the world's problems."

Jim & Ginny were very generous with their time & talents in community projects, and they will be greatly missed. *Don Eiken*

RICHARD ALLAN HOEFER

Rick passed away quietly in his sleep, December 1, 2013, after months of natural decline when someone has lived as long as their body will permit. That's how life works. However, he once said, "I did not live a normal life. I did not



allow it to be normal." And that is true.

Rick was born in Chicago, Illinois, June 8, 1930. At the age of 5 the family moved to Overland Park, Kansas. He enjoyed living in the country. Besides his parents, his family was his dog, Tubby, two goats, and chickens. Every asparagus season he sold asparagus along the highway. When he was 11 the family moved back to Chicago. There he worked at a Chinese laundry for 5 years for Mr. King. It began his love of different cultures. Rick attended Lane Tech in Chicago and did well in his studies and music along with being the president of the Motorcycle Club. He owned an Indian and a Harley. Rick studied clarinet under Domenic Di-caprio and he received a music scholarship to Arizona State University. He was there for one year but jobs were too hard to find so he returned to North Western University in Chicago and majored in business. The Korean War was still in progress and as a junior he chose to go into the military as an officer candidate. He took the Navy pilots test and was accepted into cadets at Pensacola. He served 23 years and flew the F6 Grumman amongst many others. He flew off the USS Intrepid when it was in the Mediterranean. Rick was on active duty for 5 years and 18 in the reserves. He retired as a Commander.

In 1956 he joined United Air Lines where his love of flying continued. He was first based in Chicago where he met his wife, Marie Kendal, a stewardess for United Airlines. Since she was a California girl he transferred to Los Angeles before they were married. They were married 54 years and had four children.

Rick is survived by his wife, four children, and four grandchildren.

ROGER MYRON JONES

Roger Myron Jones of Battle Ground, WA, passed away December 10, 2013 in Seattle, WA. He died of complications from a recent Stem Cell Transplant that he had undergone to battle cancer.

Roger was born, at home, in Greenwood, Iowa on September 28. He was raised on a farm with no electricity and rode a horse and cart to the local one room school. He learned how to problem solve and fix things with his father, which later



in life contributed to his love of helping others. In high school he won First Place at the Iowa State Fair Tractor Driving Contest. He was a second generation Agronomy graduate from Iowa State University in Ames, Iowa in 1958. In 1959 he married Linda K. Shearer in Denver, Colorado. After that, he decided to pursue his lifelong passion for flying by becoming a flight instructor in Lincoln, Nebraska after serving four years in the Air Force. In 1966 he was hired by United Airlines in Chicago, Illinois. For 30 years he flew many different commercial aircraft all over the U.S. In addition he flew gliders, antique aircraft, helped rebuild a Beechcraft Staggerwing and inspired three of his sons to follow in his flying footsteps. He loved to teach and impart his extensive knowledge of the mechanics of flying.

With several fellow pilots he farmed in Poplar Grove, IL during the 70's raising corn, soybeans, peas and corn for Green Giant, and hogs. Later, he and his wife Linda lived in many beautiful areas of California from the wine making region, to the mountains, and finally the coast. During this time he also enjoyed woodworking, sailing, and motorcycling. After retirement he continued to reinvent himself by becoming a partner in a window washing business, and local handyman/designer for his neighbors and friends on the Northern California Coast. He never grew tired of helping in his community and with other volunteers, helped build a library in Point Arena, CA. He continued to participate with advances in technology over his lifetime which spanned from doing homework as a child by an oil lamp, to flying sophisticated planes, to communicating on the World Wide Web on his cell phone (which was never far from his side).

Roger is survived by his wife Linda, five children, and eight grandchildren.

A memorial is tentatively planned for early summer. In lieu of flowers, please feel free to send donations to The Seattle Cancer Care Alliance (seattlecca.org) which includes the research hospital and housing facility where he was receiving care, or a charity of your choice.

FREDERICK PAUL "Fritz" MEYER

Frederick Paul "Fritz" Meyer, age 77 of Castle Rock CO passed away November 2, 2013, while on a cruise around Australia and the Indian Ocean of an apparent heart attack.

Fritz was born in Des Moines Iowa and moved to

Englewood CO as a child. After attending the University of Colorado Engineering School he joined the Navy and began his flying career, eventually spending two tours on the USS Independence flying with the Jolly Rogers, Fighting Eighty Four (F8-Crusader).

Fritz started his career with United Airlines in 1964 and retired in 1996 with 32 years, flying DC6, B720, B727, DC8, DC10 and B747-400. He spent most of his career at DENFO, but spent some time in DCA and SFO where he retired. As his home was in Colorado, he was a member of the RUPA Good Ol' Boys chapter.

During his 17 years of retirement, Fritz had lots of interests, joining a number of clubs and he enjoyed volunteering for several organizations. He and wife Judy (retired UA –SW) always enjoyed travel, and became cruise enthusiasts about 7 years ago, trying to manage two cruises a year, between golf outings to Hawaii and summer vacations at the cabin in Minnesota.

Fritz is survived by his wife Judy and step-daughter Jennifer. A Memorial service was held in Castle Rock CO.

ROBERT S. TINSLEY, SR.

Robert (Bob/Slim) Spangler Tinsley, Sr. 81, of Titusville FL, died November 25, 2013. He was born on Feb. 27, 1932 in Lynchburg, VA.

Following two years at Duke University, he was accepted in the Naval Cadet program. He then began his career in the Navy in 1952 as an aircraft carrier pilot. He served across the U.S. as well as the Pacific Island region. He went into the Naval Reserves in 1964. Slim retired from the Navy Reserves in 1975 as a lieutenant commander. In 1965 he was hired as a pilot for United Airlines and retired in 1992.

Bob was a member of the Indian River United Church Methodist Church in Titusville and was a member of the choir. He loved his dogs and flying in his L19 'Birddog.' He also enjoyed hunting, fishing, hiking, canoeing, and later playing golf. He has written columns for the local newspaper, Star Advocate, stories for various military publications and his self-published book, Farewell, Miss Julie.

Bob is survived by two daughters, one son, and four grandchildren. He will always be fondly remem-

bered as a beloved husband, father, grandfather, a great story teller, and dog lover. He will be greatly missed.

RALPH J. VRTACNIK

Ralph passed away on December 22, 2013. He was born in Higgins, MN, February 28, 1923.

Ralph worked on his family farm, drove vehicles at the iron ore mines, and served in the Army Signal Corp in WWII. He married his high school sweetheart, Evelyn Hager, in 1944. They had one child, Lynnette Vrtacnik Schell.

Ralph was a proud employee of United Airlines for 40 years, retiring as a pilot in 1983. He traveled extensively with his family via airplane and motor home. He never met a stranger, he talked to everyone he met and made their lives richer for the experience.

Ralph had many favorite past times that carried him through his retirement years. He loved fishing and hunting; camping; served as president of the Chateau Westport for 13 years; attended Highline Athletic Club; was a member of RUPA; and was a role model for his daughter and her family.

Ralph lived at Judson Park, Des Moines, WA for the past five years and was revered by all. He always had some information to share and was revered for his kindness and intelligence. Ralph was a lifelong learner who shared his knowledge with others. He loved working on the computer and remained sharp all his life.

Ralph was preceded in death by his wife, Evelyn. He is survived by a daughter, and two grandchildren.

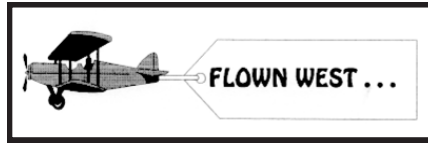
The Ralph Vrtacnik Memorial Fund has been set up, in lieu of flowers. All donations will go to the RALPH HOUSE in Des Moines, WA. Donations can be made via the www.praisealujah.com donate page.

JAMES E. (Muddy) WATERS

James Waters (75) passed away on November 2, 2013 due to head injuries suffered from a fall.

A memorial ceremony was held for the immediate family on December 7, 2013 in Spokane, WA where Jim was residing at the time of his death.

Condolences may be sent to: Mr. Mike Waters P.O. Box 663 Chewelah, WA 99109



| | |
|---------------------------------|---------------|
| Ross F. Early | ? |
| Paul J. Dunne | Mar. 24, 2013 |
| David A. Frailey | Jul. 2013 |
| *Frank W. Hopper | Oct. 2013 |
| Merle E. Akins | Oct. 10, 2013 |
| James T. Dopp | Oct. 17, 2013 |
| Gregory W. Wendholt | Oct. 18, 2013 |
| James E. "Muddy" Waters | Nov. 02, 2013 |
| *Tommie G. Jackson | Nov. 11, 2013 |
| Robert S. "Slim" Tinsley | Nov. 25, 2013 |
| Richard A. Hoefler | Dec. 01, 2013 |
| *Thomas M. Rogers | Dec. 01, 2013 |
| Kenneth G. Poh | Dec. 09, 2013 |
| Roger M. Jones | Dec. 10, 2013 |
| Ralph J. Vrtacnik | Dec. 22, 2013 |
| *Gary J. Meermans | Dec. 28, 2013 |
| *Larry K. Mansur | Dec. 31, 2013 |
| Hugh R. McIntyre | Jan. 04, 2014 |
| <i>*denotes RUPA non-member</i> | |



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
 9550 W. Higgins Rd, Rosemont, IL 60018

February, 2014 Edition

From:

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



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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, every other month, starting in February)

(Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL)

31North-Illinois RUPA Group (2nd Tuesday, January, May and September)

Nevada

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

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

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

New York

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

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

Ohio

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

Oregon

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

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

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

Washington

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

Washington D.C.

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