

rupanews



Journal of the Retired United Pilots Association

1927 Boeing: B-Line

1926 Pacific Air Transport

1927 Varney air lines

1925 NAT NATIONAL AIR TRANSPORT

1925 Stout AIR LINES

1925 Ford Air Transport

1925 Wyoming Air Service Inc. Routes: 1937

1925 PAN AM Routes: 1986 & 1990

1925-1934 Varney Speed Line

1931 UNITED AIR LINES

1934 UNITED AIR LINES

1936 UNITED AIR LINES

1941 UNITED AIR LINES

1953 UNITED AIR LINES

1974 UNITED AIRLINES

1993 UNITED AIRLINES

1997 UNITED AIRLINES

1927-1930 CLIFFORD BALL Inc.

1929-1934 KOHLER CORPORATION

1930-1934 Pittsburg Aviation Industries

1934-1936 CENTRAL AIRLINES

1934-1936 PENNSYLVANIA AIRLINES INC.

1936-1948 PENNSYLVANIA CENTRAL

1948-1961 Capital AIRLINES

1930-1934 Shuttle BY UNITED

2002-2009 Ted PART OF UNITED

1947-1969 TTA Trans-Texas Airways

1969-1982 Texas International

1930-1991 Eastern Airlines

1980-1987 New York Air

1981-1987 PEOPLE Express

1943-1945 Essair Lines "FLYING THE RANGE"

1945-1953 PIONEER AIR LINES

1941-1947 Summit Airways

1947-1950 challenger AIRLINES

1942-1950 Arizona Airways

1946-1950 Monarch AIRLINES

1949-1967 FLY CENTRAL AIRLINES

1950-1985 FRONTIER

1941-1947 Continental AIR LINES

1958 Continental AIRLINES

1962 Continental AIRLINES

1968 AIR MICRONESIA

1972 Continental AIRLINES

1991 Continental

1997 Continental Airlines

1993-1995 Continental Lite

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— OFFICERS —

President Emeritus: The late Captain George Howson
President: Jonathan Rowbottom 831-595-5275 rowbottom0@aol.com
Vice President: Cort de Peyster 961-335-5269 cortreno@aol.com
Sec/Treas: Leon Scarbrough 707-938-7324 rupasectr@aol.com
Membership Bob Engelman 954-436-3400 engeljet@comcast.net

— BOARD OF DIRECTORS —

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

— COMMITTEE CHAIRMEN —

Convention Sites. Ron Jersey ronaldjersey@aol.com
RUPANEWS Manager Cleve Spring clevespring@comcast.net
RUPANEWS Editors Cleve Spring rupaed@gmail.com
Widows Coordinator Carol Morgan perdido1871@yahoo.com
..... Patti Melin pimelin@aol.com
RUPA WEBSITE http://www.rupa.org

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners Ken Killmon
Tucson Randy Ryan

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..... Lyle U'ren

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New York Skyscrapers Pete Sofman

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

Ohio

Cleveland Crazyies 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 Fifteen new members joined our ranks. Please welcome Captain John Conkey, Port Matilda, PA, Captain David Graham, Crystal Lake, IL, Captain Marcus Kephart, Thayer, KS, Mr. Richard Roderick, Tempe, AZ, Captain Robert Senderoff, Copiague, NY, Captain Paul Tibbetts, Saint Michaels, MD, Captain John Steiner, Bellevue, WA, Captain John Gorczyca, El Dorado Hills, CA, Captain Laurence Gardner, Cheshire, CT, Captain David Kent, Bethel, VT, Captain William Sanford, Olalla, WA, Captain Michael Leach, Blaine, WA, Captain Tom Baker, Cape Coral, FL, Captain Frederick Chamberlain, Crystal Lake, IL and Captain Gary Forister, Torrance, CA.

NEW VICE PRESIDENT I would like to welcome Cort de Peyster as our new VP. Cort lives in Reno, NV and was good enough to volunteer to lend a hand to the leadership team. I first got to know Cort during the strike in 1985 and have enjoyed his friendship ever since. I look forward to his input and counsel as the third member of the Executive Committee. Thank you Cort for accepting the challenge!

TRAVEL SURVEY The Travel Survey has closed and I have nothing to report regarding the results. Given the way the questions were manipulated, I have my doubts whether we will ever hear the result, but let's hope management reads the comments we wrote and chooses not to further dilute one of the only benefits left to the retirees.

MEDICAL INSURANCE The changeover to Aetna was less than smooth for the retirees. By now you should know to call Aetna at 1-800-334-0110 if you encounter any problems. Also, remember not to cancel your BCBS until you are sure all your medical bills from 2013 are paid. BCBS is responsible for your bills from last year, not Aetna.

GENERAL By now you have received our new Directory that was mailed in January. We all are very careful to protect our personal information. Please be respectful of everyone's privacy and do not share the information. There is a statement in the Directory at the top of page 2 stating "This is a confidential RUPA Publication" so please treat it as such.

NEW E-MAIL ADDRESS FOR THE SECRETARY/TREASURER rupasectr@aol.com

RUPA President *Jon Rowbottom*

Vice President's Letter

I was contacted in mid January by RUPA President, Capt, Jon Rowbottom over a cup of coffee stating that current term VP of RUPA had resigned due to other obligations. Jon inquired if I might be interested in filling that position. To say I was shocked and surprised, yet honored to even be considered is an understatement. After sleeping on it and discussing it with the better half, Nancy, the invitation was humbly accepted, if the BOD saw fit.

For those whom I've not had the pleasure to meet over the years, I retired in December 2006 off the B-747-4 out of SFO having started the UA career on the DC-6 based in DCA circa 1968. Most of my career was on the west coast although 6 years were spent in ORD late 70s as F/O on the B-737 and B-727.

Our Secretary Treasurer Leon Scarbrough and I were New Hire Classmates and have been great friends over the succeeding 5 decades. I look forward to working with Jon, Leon and Cleve keeping RUPA, entertaining, informative and a vehicle for keeping old friends in contact with one another.

Serving for many years as the SFO LEC Hotel Committee Chairman and on several local Strike subcommittees in 1985 was a very rewarding experience in volunteerism.

Post bankruptcy and pension loss, I also became active in a grass roots organization "APAAD" (Airline Pilots Against Age Discrimination) walking the halls of Congress lobbying alongside brother and sister pilots from a plethora of airlines for the age 65 rule. Although unsuccessful in accomplishing this before hitting the arbitrary age, I vowed to continue to the fight and help the cause by sending out emails on such issues. This morphed into passing along to many retirees, flying jobs beyond age 60 and other info that might have been of interest or helpful.

I joined RUPA in 2002 as a "Lance Retiree," after finding an old copy of *RUPANEWS* on the jump seat and asking if pre retirees could join.

Bottom line is I enjoy helping fellow retirees with communiqués and RUPA has been and is a fantastic organization in accomplishing this.

The goal is to be able to contribute as much as possible to keep RUPA viable. This can be accomplished through recruitment of new retirees and promoting camaraderie of old friends and colleagues through articles, individual missives and pass along information of interest.

I am humbled and honored to serve as your new VP and will do my best to uphold the traditions of RUPA that the founders and former officers intended.

Respectfully submitted.

Regards, *Cort de Peyster*

Southwest Florida RUPA Luncheon

The Olive Garden restaurant in sunny and warm Fort Myers, FL once again hosted our luncheon on February 10, 2014. There was a substantial attendance this time of 30 attendees. In fact two more tables had to be set up by our hard working servers, Jacob and Olivia. We had the Boca Room which provides enough space and is relatively quiet so that there's no interference for all the intense discussions that seemed to be going on at each table. There were at least six people who tried to check in and insisted that they were on the attendees list until I asked them if they were retired United pilots. They said no and I had to tell them to go to the room next to us. That room was holding quite a large seminar for back pain. Maybe we should have listened to that lecture!

We were pleased to have Michael Maben, the son of Elizabeth and Bob Maben, with us today.

Once again, there was no formal program but everyone was in a good mood and enjoyed their lunch along with renewing some old acquaintances. One topic of discussion, which generated a check on Google, was the year that the age 60 limit for pilot retirement was installed on the books. It was 1960. Far from a happy Federal regulation (from the pilots view).

Another reminder 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. The Blue Angels are expected to perform this year on Saturday and Sunday plus a practice performance on Friday (weather permitting). A number from our group plan on attending. As a matter of info since the question came up, the OX-5 Club is open to anyone who has an interest in this Curtiss manufactured pre-World War 1 engine or might be restoring an aircraft with this engine. Their web site is www.ox5.org.

Because there were so many people in attendance we needed three photos. Apologies to anyone's face who was obscured or if I misspelled a name. (G) indicates Guest.



PHOTO ONE (from the left): Elizabeth Maben (G), Bob Maben, Michael Maben (G), Rip Curtiss, Shirley Curtiss (G), Harvey Hallberg, Jungle Jack McClure (G), Richard Travas (G), Neil Bretthauer, Jim Good, Don Kincaid.



PHOTO TWO (from the left): Madelon Purton (G), King Purton, Wallis Alves, Ron Wichert, Gene Chapman (G), Georgie Chamberlain (G), Ray White, Twyla White (G), Jim Sutton (G), Ellis Van Alstine, Bill Bates, Jim Downing.



PHOTO THREE (from the left): Norb Cudnowski, Jack Sodergren, Jim Boyer, Corrinne Boyer (G), Dot Prose, Mamie Thompson (G), Faith Osborn (G).

The next luncheon at the Olive Garden will be Monday Mar 10th at 11 am, eat at 11:30. Everyone is welcome! Regards, *Gary Crittenden and Dot Prose*

San Francisco North Bay RUPA Luncheon

As we do every first Wednesday of the month, except when it is a holiday, we get together at the Petaluma Sheraton for lunch, the latest UAL news, plenty of pilot talk, and who did what or traveled to where.

Bob "clicked" the meeting to order and started the business with news that a long time member, John Baczynski has moved to Arizona so we will no longer be seeing John. The passing of Dick Nelson was announced. A rather large number of handouts were passed around including some interesting material from Dick Lammerding's personal collection. There was one that was an interview of Pat Patterson and the value of employees who are happy and enjoy their jobs. Also passed around was an e-mail about Cleveland being down sized and how the employees found out about it through Facebook. Quit a difference in management styles. A quick discussion regarding 1099 forms for pass riders and then it was time to order lunch so we could get to the real serious business of eating.

Attending were: Bones Bride, Leon Scarbrough, John & Sharon Cangelo, Ken & Shirley Corbin, Tom Gray, Bruce Milan, R. S. Grammer, Barney Haden, Don Madson, Wayne Heyerly, Sam & Mickie Orchard, Deke & Merle Holman, Dick Lammerding, Bill McGuire, George Hise, Dwight Daley, Clyde Wilson, Bob & Doris Donegan, and your reporter, *Bill Greene.*

The Washington Area Eddie O'Donnell RUPA luncheon

Our January 16, 2014 luncheon was limited to members only. The meeting was held at the Marco Polo restaurant located in Vienna, Virginia. We had a nice stand-around get together before the start of the "official" luncheon. We all enjoyed a nice plated meal including a tasty dessert.

After dining, we were pleased to have as a guest speaker Mr. Mike Fredericks. He is a former Senior Aviation Security Specialist for ALPA. Mr. Fredericks gave us a very interesting view of the extent and consequent difficulties of providing aviation security. It is amazing the steps required to keep the U.S. aviation safe from those who want to terrorize our society.



Those attending in Rough Order, starting on the left, Herb Petitt, Roger Lemieux, Fred Streb, Al Badrow, Ed Miller, Chet Cassel, EK Williams, Bernie Schwartzman, Gil Coshland, Don Reinhard, Jo Beth Lynch, Frank Tetreault, Bob Aldridge, Bob Huguley, Ralph Paisley, Pat Austin, Jon Beckett, Stokes Tomlin, Ward O'Brien, Gary Cook, Paul Gilson, Gene Couvillion, Jerry Gobel, Hal Cockerill, Larry Rooney, Bob Gilbert, and finally, the guest speaker of the day, Mike Fredericks.

A special thanks to: Gary Cook and Hal Cockerill for handling the check-in, and Jerry Goebel for handling the drawing tickets.

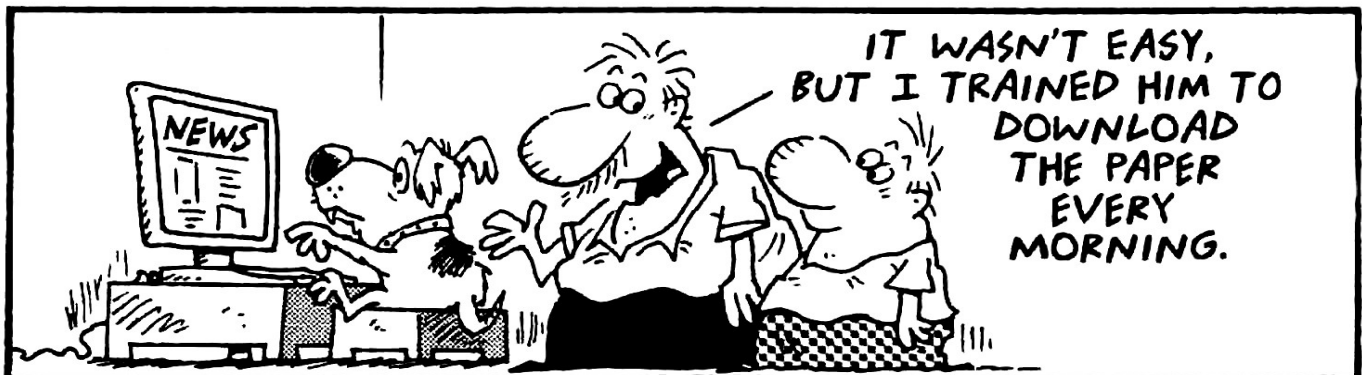
Our next scheduled luncheon will be April 17, 2014 and it will be co-ed. *Jon Beckett*

Seattle Gooney Birds

January 16, 2014. The third Thursday came early this month and caused your host to miss the luncheon. Sorry about that, I'll pay more attention to the calendar next time.

Chuck Westpfhal took the roll call; many thanks, Chuck. Attending: Bob Wulff, Jack Brown, Dan Jessup, Fred Sindlinger, Jim Barber, Dave Carver, Bill Stoneman, Herb Marks, Ken Case, Al Haynes, Bill Lambertson, and Chuck Westpfhal. Submitted by *Bill Brett*, (Host-in-Absencia)

FRANK AND ERNEST | Bob Thaves



Hawaiian Ono Nene's RUPA Luncheon

The Hawaiian Ono Nene lunch group gathered on Wednesday, January 22, 2014 at Mid Pacific Country Club in Lanikai, on the island of Oahu.

The first lunch of 2014 was well attended on a typical Hawaiian day meaning blue skies, temperature in the upper 70's. and the ocean glimmering. Sorry mainlanders, I just couldn't help adding that.

Subjects that were bandied about were personal travel, who gets a form 1099 for enrolled friends travel charges, the latest IOS handheld devices, and the pass travel survey.

In attendance were: David and Adele Crooks, Richard and Clarita Kaapuni, Yuz and Yasuko Morales, new comer Ned Peterson, Leon (RUPA Secy-Treasurer) and Vicky Scarbrough, Ted and Marion Scholl, Scotty Scott (we missed Margaret who was not up to the drive over), Diane Becker and your scribe Larry Becker.



Photo by Larry Becker. From top of stairs: Clarita Kaapuni, Vicky Scarbrough, Diane Becker, Marion Scholl, Adele Crook, Leon Scarbrough.

L to R: Yuz & Yasuko Morales, Richard Kaapuni, Scotty Scot, Ted Scholl, David Crooks. *Larry Becker*

S.E. Florida Gold Coast Luncheon

Our February Gold Coast Lunch at Galluppi's Patio Bar and Restaurant included in the following picture.



Left to right; Joe Jenkins, Bob Engleman, Albert Johnston, Bob Beavis, Denny Keast, Lyn Wordell, Ned Rankin, Jerry Bradley, Stan Baumwald (ret. NWA), Ed DeChant, Ham Oldham, Terry Lewis, Bill Garrett, Bob Dodson, Rick Valdes, Ralph Rodrigues (active Pilot and Photographer), Ed Wheeler, and Dave Dryer. Ham Wilson was home recuperating from a recent Hospital Visit. *Ned Rankin*

The Greater Chicago Group Luncheon Meeting

In celebration of our warmer weather (all the way up to double digits), thirty-four RUPA members and their guests gathered at Nick's Pizza and Pub in Crystal Lake for a great lunch get-together, airline stories, and solving the Problems Of The World. Nick's always has great food, and our servers, Imelda and Christy, provided us with terrific service. We helped carry on the restaurant's tradition of keeping its floor oiled with peanut shells scattered about and stomping smartly upon them.

Our next scheduled meeting will be at Nick's on July 8, 2014. Maybe some of our snow will even have melted by then.



Present to enjoy the proceedings were Leroy & Eva Bair, Bruce Carey, Bill Cherwin, Tom & Barb Conley, Roger & Sue Dreher, Bill Duzet, Allan Englehardt, Jim Gesler, Dave Harris, Bob Helfferich, Tom Helms, Mike Hepperlen, Bob & Carolyn Kelly, Rob McCutcheon, Steen Munter, Claude Nickell, Glen Peterson, Charlie Peterson, Mark Peterson, Dick Schultz, Dave Schultz, Bill Silvester, Ole Sindberg, Jim Stunz, Jim & Mary Jeanne Trosky, Lyman Walter, Tom Wedel, Ron Wilson, and your out-of-alphabetical-order-scribe,

Walt Fink

San Diego County RUPA Luncheon

Howdy Cleve- Yesterday, February 11 was a good meeting with the lunch guys and girls. Present were Bill and Evelyn Pauling, Bob Bowman, Mark Mayer, and Don and Lois Trunick besides me.

Don called me a few days ago about the meeting, and he misses being there, so I offered to pick him up with Lois. They were delighted, and we had a good time. It was the first time the Trunicks had met Mark, and they had a great "yak" session. We all did, of course. Some jokes, some true stories, and not much airplane talk.

We dig diversity, you see. Don is feeling better, and Evelyn recently had cataract surgery and is delighted with the result. We sometimes swap aircraft oriented magazines such as Aircraft History, Flight Journal, and Air & Space. I look forward to the mags that come in the mail. No more Playboy for me! Actually, not since around 1960 or earlier, honest!

Best wishes to you and the rest of the hard working *RUPANEWS* grunts. **Bob Harrell**

Thanks Bob, but I'm the only grunt! Ed

S.E. Florida Treasure Coast Sunbirds Luncheon

Talk about returning to the scene of the crime.....well, we DID IT!! 🌍 Thanks to our long time Member and former Leader, Jim Dowd, we were able to RETURN to Mariner Sands Country Club for our February Luncheon and Celebration with our wives and/or Lady Friends...and what a PHANTASTICK return it was. Thanks to Joanne, the Dining Room Mgr., we had our own Private area of the Club's Main Dining Room and it was beautifully decorated in a Valentine's Day Theme that was absolutely Perfect....Bright, Reds and Whites and ideal for our needs. It was really GR8 and could not have been any better. Our scrumptious Buffet was set up in our area of the dining room with lots of terrific choices. We had 4 tables of 8 that were beautifully decorated and were ideal for conversation and war stories (BOTH Male and Female type). Thank you for making it all possible Jim and Connie, without you it wouldn't have happened and a Fabulous time was had by all.

If the other 3 tables were anything like ours, I'm sure that (due to the combination of genders involved 🌍) that a number of different subjects were discussed. I know for sure that at our table, THAT WAS THE CASE!!! For 'some reason' (???), the 'nature' of our conversations are 'somewhat' different:-/?? when our wives or lady friends are with us. (Notice that I said "or") I haven't quite been able to figure that one out yet....but after almost 70 years, I'm still working on it and am NOT giving up on it YET.....

Those (27) in attendance were: Jim & Connie Dowd, Ted & Hellevi Osinski, Bill & Lulu Cole, Don & Jane Jefferson, John & JoAnn Pinter, Wes & Nancy Fetzer (up from the FLL/PMP RUPA group), Dick Starita & Zsuzsa Flowers, Paul & Lineke Andes (who have sold their home and are moving up to Northern FL); Dick Baese and friend, Linda; Skip La Rocque & Barbara Duplisea, Del & Pat Gartner, Frank (Sid) & Georgeann Sigwald (Sid is looking and sounding real good as he continues his recovery efforts from his stroke and we wish him continued good luck in the process), Don Onofrio and finally, Bob & Kimberly Langevin.

That's about it from The SE Florida's Treasure Coast right now, however, if any of our RUPA Members are passing near the Stuart area during your FL vacation (Baseball Spring Training Games, PGA Golf Tour Tournaments, etc.) this Winter, we'd love to have you join us. Our next 2 Luncheons will be on Tuesdays, March 11th and April 8th (at 11:30 AM) at Shrimper's Restaurant (near the SE corner of Salerno Rd. and A1A which is Dixie Highway) in Stuart, FL. For additional info, contact Bob Langevin at BobL34997@aol.com or call me at 561-756-4829. Meanwhile, I'd like to wish all of you a much more MILD Winter (for those of you up North) than you've had so far....THAT shouldn't be TOO Difficult from what I'm reading and seeing. Be SAFE, stay HEALTHY and travel SAFELY - whether it be by car, boat or plane.....Until next month.....Best Regards, *Bob Langevin*

San Francisco Bay-Siders RUPA Luncheon

Valentine's Day décor abounded at Harry's Hofbrau when we arrived for the SFO Bay-Siders' luncheon. The previous few days of badly needed rain had lifted everyone's spirits, and the lively conversations centered mostly around the new travel survey. Most everyone was of the opinion that it wouldn't bring about any changes that would be good for the retirees! Of course there were many war stories about past flying experiences.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Rich & Cyndi Erhardt, Dick & Jeri Johnson, Bob Kallestad, Bill Klett, Ed & Pat Manning, Bruce McLeod, George Mendonca, Bob & Dee Norris, Jay Plank, Cleve & Rose Spring, Gene & Carol Walter, Larry & Pat Wright.

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

ABOUT GROWING OLDER from Will Rogers

Some people try to turn back their odometers. Not me; I want people to know 'why' I look this way. I've traveled a long way, and some of the roads weren't paved.

The Intrepid Aviators of Southern Oregon

Greetings to you all from a very dry but chilly southern Oregon. We seem to be on the cusp of the rain, with the more northern areas having greater rainfall and yet better than those farther South. Without more precip it will make for a very interesting Summer.

We gathered as is our usual, at the Pony Espresso in Jacksonville, on our third Thursday, and a good time it was. We're making plans to again return to Dan Kurtz's ranch out of Klamath Falls in May to again see a working ranch and the working of the calves. Last year was too much fun so I hope all can join us for this year's trip over the Cascades. For now, planned as the third Thursday in May.

Good to have Steve Fusco back with us. Steve, in his generosity, gave the surgeon some business on his ailing back and with apparent good results.



For our monthly mug shot on the front left and leading off is 'Banjo' Bob Keasbey, Cheryl Jaeger, Marty Niccolls, Leeann and Steve Fusco, Bob Niccolls, Catherine Dimino and her dad George Elliott. Standing from the back left, Scot Lee, Dan Kurtz and Jim Jaeger. Good group! good friends, good conversation and comradeship....what more could one ask for. Cheers to all, **Bob**

Monterey Peninsula RUPA Lunch Bunch

The AT&T Pro Am is over, the rain came, and we rejoiced to have a little relief from the drought. The February 12th luncheon was attended by Carlos Quintana, Lee and Nancy Casey, Jack Cowles, Bob and Cindy Benzies, Dave and Linda Mackie, Diane Ellis, Brett Morris, Ed and Pat Manning, Pete and Donna Walmsley (our wonderful hosts), and yours very truly!

With snow finally in the Sierra several of our regulars were enjoying fresh powder while others were in the desert hopefully staying out of the sand traps. Topics of conversation covered the usual suspects including travel passes, the recent "survey", the health insurance "seamless transition", and other "benefits"! One new item was Met Life Insurance billing. Apparently rates were increased at the first of the year; no one in our group had received the letter notifying them of the increase. It appears the actual monthly billing amount has not changed, but Met Life is taking that difference out of the benefit or annuity each month. If you are a Met Life customer you might consider checking your statement. Not all conversations were serious; we also enjoyed the laughs and great conversation of good friends.

For those traveling through the Monterey Peninsula we meet the second Wednesday at Edgar's at Quail Lodge in Carmel Valley at 11:30 for no host beverages with lunch starting at noon. Next luncheon is March 12th. Please RSVP by the day before by 5:00 p.m.

Happy St. Patrick's Day! *Phyllis Cleveland*

Los Angeles South Bay Luncheon

Hello from the LAX Lot. Feb. 13th. Valentine's Day was just around the corner, and several of our sweethearts were present among our lunch crowd. Maybe a nice chocolate heart was awaiting them?



Bob Gillette, Loyd Kenworthy and our most senior Bill Horn carpooled as did Bruce Dunkle with his lovely lady Peggy and Margaret Healy. Also, we were glad to greet Norm Witt, Bill Meyer, Tom Reidt and our new member Perry Cockreham, and of course hosts Sue and Arvid von Nordenflycht.

The experience of our new pass travel is getting better as we are learning the finer points of the system. Use your Vacation Pass Allotment to take advantage of your seniority. Many of us aren't traveling as much so vacation passes build up year to year.

A lot of our current travel seems to wind up with rides on United Express flights which are pretty full. So more and more we find ourselves using "real tickets" especially the 20% off fares offered off promotional fares not the most expensive ones on most flights. Many of us have used them with success. The online ticketing for other airlines is also getting better and easier to use.

Read the article in the February *RUPAEWS* dealing with the BlueCross/Aetna change. Apparently the automatic switch didn't go as automatically as was hoped. Personally, I happen to be caught in the middle of the change. Blue Cross keeps denying my claims even though they were still in 2013 and Aetna had not seen any claims yet. Many phone calls later we think we have it solved. Yeah? No wonder Obamacare is not so easy either. Respectfully submitted, *Arvid von Nordenflycht*

The Columbia River Geezer's Luncheon

Seven of us met for our monthly luncheon on February 12, 1100 hours at the Clackamas Claim Jumper on a fairly balmy day, much welcome after a previous week of cold, snow and ice in the NW.

Present were; Dick Ionata, Benno Vyfinkel, Lynne Vyfinkel, Doug Howden, Rusty Harrison, Mac McCroskey and myself, Tony Passannante.

It's always nice when we have one of our members bring along a spouse, other family member or friend, since they bring fresh topics for conversation to the table, and I trust that Lynne enjoyed the visit as much as we did.

Lots of chat up about vacation passes and off-line travel (always a popular topic, it would seem), beer/boats/airplanes and Lynne and I got to share some interesting SCUBA diving experiences-genuine "sea stories." Of course the table also buzzed with the ubiquitous flying "sea stories" from days of yore, some of them new, some old and oft repeated but still funny, and most of them involving, of course, pilots who were not present to defend themselves!

That's about it for now, please remember that walk-ins are always most welcome so if you happen to be in the neighborhood of the Clackamas Town Center Claim Jumper, Clackamas, OR (just off I-205) on any second Wednesday of each month @ 1100, please drop by.

Best regards, *Tony Passannante & Ron Blash*

Dana Point RUPA Luncheon

Greetings from sunny Southern CA. The Wind and Sea Restaurant was in the clear but fog was all around. Some question that the "Deck" was going to open for our group or for anyone. The guys and one gal, Cheryl, John Arp's wife, arrived at 11:30. We milled around for a short time while they set up our special spot on the upper deck. This area is close to food and drinks and is more private so we can stand around and visit away from the general public. Not many customers probably came due to fog that ended entrance to the parking lot.

Present were: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bruce Dunkle, Jack Frisch Jerry Meyer, Jim Grossweiler, Joe Udovch, John and Cheryl Arp, Park Ames and myself, Ted Simmons.

Much kidding around and then we settled into our seats and got serious about eating. Conversation was much about the Winter Olympics. Curling as a sport? In southern CA no one knows much about the sport. However, it is said to be the most watched event of the Winter Olympics around the world. John Arp mentioned that he may be getting to take a C-130 to the Farnborough Air Show. He's still current and active on the Lockheed Hercules C-130. Should be a great Trip. The Farnborough Intl. Airshow is in July this year. More talk on pilots not being current in hand flying in VFR conditions. Drone flying and stealth monitoring miniatures. What follows seems relative.

The following came in an e-mail ...written in 1942! "After this era of great pilots is gone, as the era of great sea captains has gone--each nudged aside by the march of inventive genius by steel cogs and copper discs and hair-thin wires on white faces that are dumb, but speak--it will be found, I think, that all the science of flying has been captured the breath of an instrument board, but not the religion of it. One day the stars will be as familiar to each man as the landmarks, the curves, and the hills on the road that leads to his door, and one day this will be an airborne life. But by then we will have forgotten how to fly: there will be passengers on machines whose conductors are carefully promoted to a familiarity with labeled buttons, and in whose minds knowledge of the sky and the wind and the way of weather will be extraneous as passing fiction. And the days of the clipper ships will be recalled again-- and people will wonder if clipper means ancients of the sea or ancients of the air." Cheers to all, *Ted*

The Gary Cook Festivity

Once again, the valiant troops of DCA RUPA braved the ice and cold to have a wonderful breakfast (The Gary Cook Festivity) at the Bob Evans Restaurant in Leesburg, VA on the First Friday of February, the 7th,



2014. Attending, left to right Bob Gilbert, Bill Davis, Sim Stidham, Craig Clark, Herb Petitt, Charlie Schwab (PAA), Stokes Tomlin, Bud Ruddy, Gary Cook, Gene Couvillion, and EK Williams. We will reassemble on March 7, same time (0900), same place. Why don't you join us?

Reno's Biggest Little Group

Wed January 22nd RUPA's "Biggest Little Group" lived up to its name, with only 6 members showing up at the Spitfire Grille on South Mc Carran, in Reno.

Main topic of discussion was the new survey by Con-U to again hose retirees, claiming it costs 60 million for us to use our hard earned benefit, of pass travel. We all wondered how filling empty seats could even come close to that figure.

Jim Whiteley was sporting his new cap with "UFO" United Flying Octogenarians. He just joined the local Reno chapter of this organization. Happy Birthday Jim, he turns 80 tomorrow and actively flies his Sea Ray amphibian LSA.

Bill Charney spoke of his invitation by the French Authorities asking him to take part in the 70th anniversary activities commemorating the D day invasion of Normandy. He plans to fly his vintage 1944 Beechcraft D-17 Staggerwing in the event. He is in the process of flying around the world in that fine machine. She was originally part of the US Navy and based in England during the war.



Attending today's lunch and pictured left to right below: Dean Shuff, Bill Charney, Jim Whiteley, Lyle u'Ren, Bill Shepherd, Cort de Peyster.

We would like to invite any UA types to join us on the 3rd Wednesday of each month at 13:00 if you are passing through. Respectfully submitted. *Cort.*

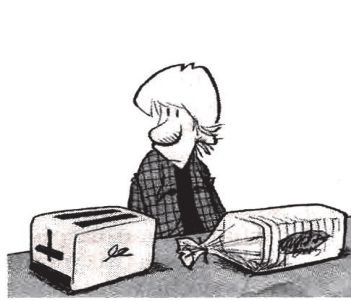
The thrifty pilots of the East Bay RUPA Luncheon

This is a brand new group, and our first luncheon went well. There were 12 of us. We agreed to meet at BEEBs again next month. There should be a few more attendees who were out of town for this one.

Those in attendance this time were: Don Merucci, Bruce Milan, Phil Jenkins, Don McDaniel, John Baum, Jerry Nemier, Dick Sperling, Al Wilcox, Barry Thompson, Bernald (BS) Smith, Stephen Scott and Neil Dahlstrom.

Next month we plan to meet at 1:00 PM on the second Tuesday March 11th at Beeb's Sports Bar & Grill in Livermore at the golf course, right next to the airport. It's very easily reached by taking the Airway Blvd. exit off of I-580. I will be unable to attend next month's meeting, but if you wish further information contact Neil Dahlstrom, 925-735-1946. *Don Merucci*

Zits Jerry Scott & Jim Borgman



Phoenix Roadrunners Luncheon

We met for our regular luncheon on Tuesday February 11th at our usual place the Bobby Q Restaurant. This restaurant is great for us with their great staff and wonderful food. They always take good care of us.

Those attending were, Mike Carlin, Dave Specht, Mike Clements, Dick & Pat McCormick, Frenchy & Joan Bourgeois, Dennis & Darlene Leahy, Gary Dyer, Neil & Lee Johnson, Doug & Brenda Lund, Fred & Judy Meyer, Ken & P.J. Killmon, Jim & Norma Nugent and his friend Paul Vining who is set to join the RUPA organization.

Several members sent their regrets for not coming as they could not get space on the aircraft to get here due to such heavy bookings.

We again talked about the new Aetna health benefits coverage and the need to contact Aetna personally. A few stories were told that revived a few memories for us. Everyone seemed to enjoy the time spent together. Our next planned luncheon will be on March 11th, 2014. *Ken Killmon*

Airline fees reach \$400+



Airline fees for everything ranging from booking a trip by phone to checking a bag are on the rise, and four carriers are levying fees of \$400 or more, a USA TODAY survey of a dozen U.S. airlines shows.

Delta Air Lines charges \$400 to change a ticket on some international flights - a \$150 increase over its most-expensive flight-change fee in 2011, when USA TODAY did a similar survey. American Airlines charges \$450 for an overweight checked bag weighing 71 to 100 pounds for some international flights, while such a bag on United Airlines' international flights and Hawaiian Airlines' Asian flights costs \$400.

Fees are a major source of revenue for the industry. According to the Department of Transportation's Bureau of Transportation Statistics, 15 U.S. airlines reported revenues of \$2.6 billion from baggage fees and \$2.1 billion from reservation-change fees during the first three quarters last year.

"Charging passengers fees for services they value and are willing to pay for has enabled airlines to provide consumers the ultimate choice and control over what they purchase," says Victoria Day, a spokeswoman for the Airlines for America trade group. "Without charging fees last year, airlines would have lost money and offered fewer flights," she says.

USA TODAY'S most recent survey took two weeks to complete and focused only on fees applicable to most coach passengers. There are a myriad of other fees that apply to first-class passengers. For instance, the survey found that some fees are difficult to find or are missing on airline Web pages, and terms of some others are vague or incomplete. For example, United Airlines' website says the carrier's fee for Premier Access, which provides priority check-in and boarding privileges, starts at \$9. The price, though, can range up to \$59 for some flights; USA TODAY was told when it requested the information from the company. The most expensive fees for a single checked bag are those of Spirit Airlines and Allegiant Air. Spirit charges \$100 for a bag that must be checked in at an airport gate, and Allegiant charges \$75 for a bag checked in at an airport for a Hawaii flight. Both airlines have much lower fees for fliers who check a bag in advance and online.

Nearly all airlines charge for booking on the phone what was once known as a "free" frequent-flier award ticket. Spirit and US Airways have some of the highest fees for such bookings. Spirit charges \$25 for a phone booking and nothing for an online booking, but has an additional charge of \$100 for booking within six days of departure. US Airways charges \$90 to book on the phone an award ticket for an international flight. Fliers who book online are charged \$50 for a Hawaii or international flight.

According to the Department of Transportation's Bureau of Transportation Statistics, 15 U.S. airlines reported revenues of \$2.6 billion from baggage fees and \$2.1 billion from reservations change fees during the first three quarters last year.

We're Looking to start a new RUPA Group on the Big Island!!!



I recently moved from Northern California to the Kailua-Kona region and miss the camaraderie of the monthly RUPA meetings that my husband and I attended. Fellow retiree and Kona resident, Beth Raphael, and I have noticed that there are several retired pilots living on the Big Island. We have discussed the possibility of starting a RUPA chapter for our area, so if you are interested please contact us and we will set it up!

Aloha, *Linda*

Linda Morley-Wells: 808-315-7912 or lmwjet@earthlink.net

Beth Raphael: 808-334-1883 or Berapha@aol.com

Airlines shielded from lawsuits

By David G. Savage/LosAngeles Times

The Supreme Court shielded airlines from being sued when they alert the government to threatening or suspicious behavior by their pilots, or passengers even if the reports later turn out to be exaggerated or misleading.

In a 6-3 decision, the high court tossed out a \$1.2-million defamation verdict awarded to a fired pilot who was pulled from a flight after his employer, Air Wisconsin, warned the Transportation Security Administration that he could be armed and may be "unstable." The justices said that in the wake of the 9/11 attacks, federal air safety officials need to be warned about possible threats, and airlines cannot be sued for providing such warnings. "Congress meant to give air carriers the 'breathing space' to report potential threats to security officials without fear of civil liability for a few inaptly chosen words," said Justice Sonia Sotomayor for the court. She referred to the suggestion that the disgruntled pilot, William Hoepfer, may have suffered from mental instability and that he might be carrying a gun. Neither were shown to be true. Instead Hoepfer had failed a proficiency test that he needed to pass in order to fly a new kind of airplane, and he reportedly "blew up" in frustration at a flight instructor. In his defamation suit, Hoepfer said the alert sent to the TSA wrongly suggested he was mentally deranged. And though he was authorized to carry a weapon aboard flights, he did not have a gun with him when he was in Virginia undergoing testing.

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

Web: 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!

Gary Crittenden SW FL RUPA and Dot Prose
(prosedat@yahoo.com)



About the Cover

By Marvin Berryman/DENTK (Ret)

The following timeline is a brief history of the development of commercial aviation in the United States, including the inception of United Airlines through 2010.



May 9, 1917 - William E. Boeing incorporates Boeing Airplane Company - formerly Pacific Aero Products.
 March 3, 1919 - First Private Air Mail flight U.S. to Canada - Boeing C-3 seaplane - Pilot Eddie Hubbard & passenger W. E. (Bill) Boeing.

In 1925 the United States Congress passed "The Kelly Act". This resolution directed the U.S. Post Office Department to award "Contract Air Mail" routes (CAMs).



April 13, 1925 - Ford Air Transport becomes the first scheduled U.S. passenger / freight airline.
 February 15, 1926 - Ford Air Transport flies the first U.S. CAM flights on CAM-6 & CAM 7.



September 3, 1925 - William Bushnell Stout incorporates Stout Air Services.
 1928 - Stout Air Lines purchases and flies Ford Air Transport's CAM-6 & CAM-7 routes.



May 21, 1925 - Clement M. Keys' North American Aviation management company incorporates National Air Transport Inc. (NAT).

April 2, 1927 - NAT awarded CAM-3 route - Chicago to Dallas / Fort Worth.
 September 1, 1927 - NAT awarded CAM-17 route - New York to Chicago.
 March 31, 1930 - NAT acquired by United Aircraft & Transportation Corp. NAT continues operation as a separate division.
 September 12, 1930 - NAT buys Stout Air Services.



April 6, 1926 - Walter T. Varney pilot Leon Cuddeback flies the first CAM-5 flight from Pasco, Washington to Boise, Idaho & Elko, Nevada.
 1926 - Varney Air Transport (VAT) adds and expands CAM-32 routes from Pasco to Spokane, Seattle, Salt Lake City & Portland.
 1929 - VAT merged into Boeing Air Transport, continues operation under VAT name.



September 15, 1926 - Vern Gorst's Pacific Air Transport (PAT) begins flying CAM-8 route - Los Angeles to Seattle.
 Dec. 17, 1928 - PAT merged into Boeing Air Transport, continues operation under PAT name.



April 21, 1927 - Clifford Ball Airlines first flight on CAM-11 - Pittsburgh to Cleveland.



October 30, 1928 - Boeing Airplane & Transport (BAT) incorporated.

February 1, 1929 - BAT name changes to United Aircraft & Transportation Corporation.
 July 1, 1929 - BAT's first flight on CAM-18 route - San Francisco to Chicago.



November 1930 - Ball Airlines sold to Pittsburgh Aviation Industries Corp. - Renamed Pennsylvania Air Lines.

1934 - Pittsburgh Aviation Industries renamed Pennsylvania Airlines & Transport Co.



August 30, 1929 - Kohler Aviation Corp. founded.

March 2, 1933 - Kohler's first CAM flight - Milwaukee to Detroit.

May 1934 - Kohler Aviation files bankruptcy.
 June 1934 - Acquired by Pennsylvania Airlines.



1930 - Ball Airlines renamed Pennsylvania Air Lines (PAL).

1934 - PAL renamed Pennsylvania Airlines Inc.

The "Air Mail Act of 1934" prohibited airlines and aircraft manufacturers from being in the same corporate ownership.

This law also barred any company or company official who received "Contract Air Mail" (CAM) routes under the "Kelly Act of 1925" from those or future Government Air Mail Contracts.



May 1934 - Varney Air Lines, Pacific Air Transport, Boeing Air Transport, Stout Air Lines and National Air Transport became divisions of United Air Lines, Inc. - an operating company.



1934 - Central Airlines founded.



1936 to 1974 - United Air Lines used these variations of the "United Shield" logo.



November 1, 1936 - Central Airlines merges with Pennsylvania Airlines forming Pennsylvania Central Airlines.



April 21, 1948 - Pennsylvania Central Airlines renamed Capital Airlines.

June 1, 1961 - Capital Airlines merges with United Airlines.



1974 - Saul Bass designed the "slanted U" United Airlines logo - unofficially known as the "Tulip". With several variations of the logotype, it was used until the 2010 merger with Continental Airlines.



April 1985 - Pan Am's entire Pacific Division is sold to United Airlines.

1990 - Pan Am's London Heathrow gates and routes are sold to United Airlines.



1994 to 2001 - Shuttle by United was operated as a low cost airline within an airline. It flew along the West Coast of the U.S.



December 2002 to 2009 - Ted "a Part of United" was United's second attempt at an airline within an airline.



May 3, 2010 - Continental Airlines & United Airlines announce "merger of equals".

August 27, 2010 - New "Globe" logo & Livery announced.

The following timeline is a brief history of the development of commercial aviation in the United States, including the inception of Continental Airlines through 2010.

December 6, 1928 - Clement Keys' holding company, North American Aviation incorporates.

1929 - North American Aviation purchases Pitcairn Aviation.



Eastern Airlines

1930 - Pitcairn's name changes to Eastern Air Transport.

1934 - Eastern Air Transport's name changes to Eastern Air Lines.



January 1932 - Having founded and sold Varney Air Lines to United Aircraft & Transportation Corporation, Walter T. Varney forms Varney Air Service.



Early 1933 - Varney drops the San Francisco (Alameda) to Los Angeles route and begins flying Los Angeles to Mexico City.

Varney Air Service name changes to Varney Speed Lines / Lineas Aereas Occidentales.



1934 - Varney abandons the Mexico route and forms the Southwest Division of Varney Speed Lines, flying mail between Pueblo & El Paso.

1934 - Varney Speed Lines name changes to Continental Air Lines.

1937 - Wyoming Air Service's Colorado routes are sold. Continental acquires Denver - Pueblo and United acquires Cheyenne - Denver.



1940 - Continental Air Lines begins using the Indian Chief logo.



1941 - Continental Air Lines begins using the red, white and blue Eagle logo - unofficially the "Thunderbird".

December 31, 1941 - Charles Hirsig II begins Summit Airways Inc. in Laramie, Wyoming.



1942 - Arizona Airways begins operations from Phoenix to Prescott & Tucson.

January 1948 - Arizona Airways receives airmail contract - Phoenix to El Paso with enroute stops.



1943 - Essair Lines receives CAB route approval.

1945 - Essair begins flying Houston - Amarillo and is renamed Pioneer Air Lines

1953 - Continental acquires Pioneer Airlines and gets route access to Dallas.



1944 - Aviation Enterprises founded.

1947 - Aviation Enterprises name changes to Trans-Texas Airways.



1944 - Central Airlines begins flying as a charter & fixed-base operation from Fort Worth.

September 15, 1949 - Central Airlines begins scheduled flights.



November 27, 1946 - Monarch Airlines begins scheduled air service from Denver to Utah, New Mexico & Arizona.



January 7, 1947 - Summit Airways name changes to Challenger Airlines Company.

July 10, 1947 - Challenger begins operations on Air Mail Route 74 - Salt Lake City to Billings and Denver with seventeen enroute stops in Utah, Wyoming & Colorado.



June 1, 1950 - Challenger, Monarch and Arizona Airways merge, forming Frontier Airlines.

October 1, 1967 - Central Airlines merges with Frontier Airlines.



April 30, 1978 - The Saul Bass designed "F" logo is introduced with new airplane livery.



1958 - Continental Airlines begins using the Eagle logo with larger Continental logotype.



1962 - Continental Airlines begins using the Golden Eagle logo.



May 1968 - Continental Airlines forms Air Micronesia.



1968 - Continental introduces the Saul Bass designed black "jet-stream" logo.

1968 - The jet-stream logo color changes to red - unofficially the "meatball".



1969 - Trans-Texas name changes to Texas International Airlines.

1969 - Jet Capital Corporation formed by Frank Lorenzo and Robert Carney.

1971 - Jet Capital refinances and absorbs Texas International in 1972.

1980 - Texas Air Corp. incorporated.



September 1980 - Texas Air Corp. creates New York Air. Service begins December 19, 1980.

1987 - New York Air begins merging into Continental Airlines.



1981 - People Express Airlines begins operation.

October 24, 1986 - Continental buys People Express and Frontier.

1987 - People Express ceases operation and is merged into Continental Airlines.



February 12, 1991 - Continental introduces the "globe" logo and new airplane livery.

Fall 1993 - Originally CALite - Continental Lite is to be "an airline within an airline"

1995 - Continental Lite ceases operation.



May 3, 2010 - Continental Airlines & United Airlines announce "merger of equals".

August 27, 2010 - New "Globe" logo & Livery announced.

Brief History of the Development Commercial Aviation in the U.S.

The first U.S. Government Air Mail Service flight was May 15, 1918 between Washington D.C. & Philadelphia.

The first Private Air Mail Flight between U.S. & Canada was March 3, 1919 by Eddie Hubbard with W.E. (Bill) Boeing as passenger. The three hour flight (one fuel stop) between Seattle & Vancouver was made in a Boeing C-3 seaplane.

In 1925 the U.S. Congress passed HR 7064 (The Kelly Act) entitled "*An Act to encourage commercial aviation and to authorize the Postmaster General to contract for Air Mail Service*".

The Kelly Act directed the U.S. Post Office Dept. to "contract with private airlines" to carry the mail over designated routes (CAMs). Many of the routes connected with the Government operated Transcontinental Air Mail route between New York and San Francisco.

The "Air Mail Act of 1934" prohibited airlines and manufacturers from being under the same corporate umbrella.

Any company official and company who bid for and received Contract Air Mail (CAM) routes under the "Kelly Act" were barred from further "government" air mail contracts. Most companies "promoted" Vice-Presidents (who had not signed the contracts) to President. Many "Transport" companies changed their names to "Air Lines" (later Airlines).

The Boeing Company split into three smaller companies - Boeing Airplane Company, United Air Lines and United Aircraft Corporation (the precursor to United Technologies).

William Boeing sold his stock shares and left the Boeing Corporation. Claire Egtvedt, Boeing's President in 1933, became the Chairman.

Ford Air Transport (although not serving the general public) *was the first aerial passenger/freight line in the United States* beginning with a flight on April 13, 1925 using a Stout 2-AT Pullman airplane named "Maiden Detroit". The flights were daily, each way, (only week-days) between Dearborn and Chicago. They were expanded to include Cleveland and by the end of 1925 were expanded again to three trips between Dearborn & Chicago and two Cleveland trips.. The airline's first scheduled commercial flights in America were begun when The "Maiden Detroit" flew 1,000 lbs. of freight between factories in Detroit and Chicago on April 14, 1925. The airline logged over 1000 scheduled flights in its first year.

Ford Air Transport Services flew the first CAM-6 & CAM-7 flights on February 15, 1926 (*preceding Varney's April 6 flight!*)

In 1928 Stout Air Services purchased the airmail routes from Ford Air Transport Service

Note: United Airlines was still first to fly a CAM route ... by the acquisition of Stout Air Service.

Stout Air Services was incorporated on September 3, 1925 by the engineer and businessman, William Bushnell Stout.. Stout operated in close conjunction with his aircraft production company, Stout Metal Airplane Co.. In 1926 Stout flew from Ford Airport (Dearborn) under the name Detroit-Grand Rapids Airline.

An airline of firsts, *Stout was the first to hire male flight attendants* and the Book Cadillac Hotel became the *first airline ticket office* - selling Stout Air Services tickets. Expanding, Stout operated as the Detroit-Cleveland Airline.

In June of 1930, the Universal Air Lines hangar caught fire destroying 27 aircraft, leaving only five. The fire spread to the neighboring Grey Goose Air Lines hangar that housed aircraft leased to Stout Air Lines.

On June 30, 1929, Stout Air Services was acquired by United Aircraft and Transport Corporation. Stout continued operation under the name Stout Air Lines.

Walter T. Varney won the contract for CAM-5 (as the only bidder). Boise Postmaster L.W. Thrailkill heard of the proposed Northwest Route and Varney's plan to bid for it. Thrailkill circulated a petition for the bid and received signatures from the three-dozen postmasters of nearby towns.

Varney Air Lines air-mail service began when Pilot Leon D. Cuddeback left Pasco for Boise and Elko in the early dawn hours April 6, 1926 with 207 pounds of mail in a Curtiss powered *Laird Swallow* biplane.

Varney soon added CAM-32 Pasco to Spokane/Seattle, and then Salt Lake City, Portland & Seattle..

In 1930 Varney Air Lines was acquired by United Aircraft and Transport Corporation but continued to operate as a separate division, retaining its own name.

Pacific Air Transport was formed in January 1926 by Vern C. Gorst, an Oregon bus line operator. CAM-8 flights between Los Angeles & Seattle were inaugurated on September 15, 1926 following the installation of makeshift lights & beacons. He also persuaded the Standard Oil Co. to paint the town names on the roofs of Standard Oil buildings.

Gorst struggled to make a profit flying airmail, but Bill Boeing proved to be interested in PAT and Boeing Air Transport acquired control of PAT on January 1, 1928. Six new four-passenger Boeing 40Bs were added to the airline during 1928.

On December 17, 1928 Pacific Air Transport merged into Boeing Air Transport, but continued to operate as a separate division, retaining its own name.

Clement M. Keys formed North American Aviation as a management company in early 1925 to “provide organization, finance and inspiration for developing a large network of airlines, manufacturers and creating an airline to link Chicago, Detroit and New York”.

Keys incorporated National Air Transport Inc. in the state of Delaware, May 21, 1925.

NAT bid for CAM routes and on April 2, 1927 NAT was awarded CAM-3 Dallas - Fort Worth and on Sept. 1, 1927, CAM-17 New York City - Chicago

On March 31, 1930, National Air Transport was acquired by United Aircraft and Transport Corporation but continued to operate as a separate division, retaining its own name.

In March 1910 William E. Boeing bought Heath's shipyard in Seattle on the Duwamish River. This building later became Boeing's first airplane factory. Boeing's company incorporated in Seattle on July 15, 1916, as Pacific Aero Products Co. On May 9, 1917, the company became the Boeing Airplane Company.

Boeing's bid won the CAM-18 contract to deliver mail between San Francisco and Chicago. The first flight was July 1, 1927.

On February 1, 1929 Boeing Airplane and Transport Corp. (incorporated October 30, 1928) changed its name to United Aircraft & Transport Corporation

On March 28, 1931 United Aircraft and Transport Corporation formed United Air Lines, Inc. (a management company)

In May 1934, Varney Air Lines, Pacific Air Transport, Boeing Air Transport, Stout Air Lines & National Air Transport became divisions of United Air Lines, Inc. (an operating company).

Clifford Ball Airlines' first flight on CAM-11 was on April 21, 1927 - Pittsburgh to Cleveland. The Clifford Ball Cleveland terminal was at the Glenn Martin Airplane Factory Field. Pittsburgh and McKeesport, Pennsylvania both dispatched mail through Bettis Field in McKeesport. Shortly thereafter, Youngstown was dropped from the schedule as Lansdowne Field was found unsatisfactory.

Ball sold his interests in November 1930 to Pittsburgh Aviation Industries Corp. and the airline became Pennsylvania Air Lines in 1934 it was reorganized as Pennsylvania Airlines.

Kohler Aviation Corporation was founded on August 30, 1929 by Frank and John B. Kohler of Grand Rapids, Michigan. The brothers envisioned an aerial “Bridge across Lake Michigan”. Passenger and freight service between Milwaukee and Grand Rapids began August 30, 1929.

In November 1929 Kohler Aviation sold the route to Northwest Airways. Kohler continued to provide the scheduled air service under contract with Northwest and was awarded a CAM route between Milwaukee and Detroit.. The first air mail was flown on March 2, 1933 departing Milwaukee at 7:30 am, with an intermediate stop at Muskegon. The schedule was four daily flights - two in each direction.

Kohler Aviation declared bankruptcy in May 1934 and in June 1934 assets were acquired by Pennsylvania

Airlines.

Central Airlines (founded in 1934) was Pennsylvania Airlines' main competitor.

The two companies merged to form Pennsylvania Central Airlines (PCA) on November 1, 1936.

In 1941 PCA moved its headquarters to the new Washington National Airport in Arlington Virginia. The airline adopted the slogan "The Capital Airline," with its aircraft dubbed "Capitaliners." PCAs route network had changed and on April 21, 1948, the airline was renamed Capital Airlines.

In the late 1950s Capital Airlines began to struggle financially. In May 1960, Vickers Aircraft foreclosed on Capital's fleet of Viscounts and bankruptcy loomed. However on July 28, 1960 Capital Airlines announced a merger with rival United Airlines. When the merger was completed on June 1, 1961 it was the largest airline merger in history.

In 1937, Wyoming Air Service's route to Denver and Pueblo was sold to United Airlines and Continental Air Lines. United added the Cheyenne - Denver route to their system and Continental received the Denver - Pueblo route. These routes were originally flown by Colorado Airways as CAM-12 Cheyenne - Pueblo.

In January 1932, after selling Varney Air Lines to United Aircraft and Transport Corporation, Walter T. Varney formed a new company and began operating as Varney Air Service - flying from San Francisco (Alameda) to Los Angeles. This California route was discontinued in early 1933 to concentrate on a new route from Los Angeles to Mexico City. This airline was known alternatively as Varney Speed Lines System or Líneas Aéreas Occidentales.

The Mexico route was abandoned in 1934 and Varney founded the Southwest Division of Varney Speed Lines and began to carry the mail between Pueblo and El Paso.

Later in 1934 the Varney Speed Lines name was changed to Continental Air Lines.

In the late 1950s and early 1960s Continental's owner Bob Six was the airline industry's leading lower-fare advocate. In 1968 Continental's new livery was introduced - a black jet-stream logo (the meat-ball) was prominently displayed on the plane's Golden Tails.

During the Vietnam War Continental provided extensive cargo and troop transportation for the U.S. forces in Asian and Pacific bases. In May 1968, with experience gained in Pacific operations, the carrier formed Air Micronesia which was operated as a Continental subsidiary until 2010.

During the 1970s, Denver was the principal hub of Continental. In 1974 Continental inaugurated service between Houston and Miami and on May 21, 1976 Continental was authorized to operate routes between San Diego and Denver.

Essair was founded in 1939 with an application to the Civil Aeronautics Board to serve local service communities on a route linking Houston and Amarillo. Braniff contested the application and it was not approved until 1943.

Essair began flights in 1945 and then changed its name to Pioneer Air Lines.

In 1953 Continental Airlines achieved its first major expansion by acquiring with Pioneer Airlines. This gave Continental access to Dallas, a major objective of Continental for many years.

In the late 1920s Pitcairn Aviation won the contract to fly CAM-19. In 1929 Clement Keys of North American Aviation (also founder of National Air Lines) purchased Pitcairn. In 1930 the company's name was changed to Eastern Air Transport. In 1934 it was renamed Eastern Air Lines after being purchased by General Motors. Eastern filed for bankruptcy on March 9, 1989. The airline stopped flying at midnight Saturday, January 19, 1991.

Aviation Enterprises began in 1944. In 1947 the name was changed to Trans-Texas Airways. In 1969 the name changed again to Texas International Airlines. In 1982 Texas International Airlines was merged with Continental Airlines.

In 1981, Texas Air Corporation (an airline holding company controlled by Frank Lorenzo) acquired Continental Airlines. Continental experienced financial challenges before and after Lorenzo's "takeover"

and Lorenzo demanded immediate wage cuts and layoffs of the employees. August 9, 1981 Continental Airlines President, A. L. Feldman, committed suicide in his office and Lorenzo became the new Chairman and CEO of Continental.

On October 31, 1982 Continental merged with Texas International but retained the Continental identity and Texas International was dissolved. Continental relocated its headquarters to Texas Air's headquarters in Houston, Texas. In 1990 Frank Lorenzo "retired" after 18 years at the helm of Texas International, Texas Air and Continental Airlines selling the majority of his Jet Capital Corporation to Scandinavian Airlines System.

In September, 1980 Frank Lorenzo's holding company Texas Air Corporation created a new airline: New York Air. The founding-president, Neal F. Meehan, began by assembling a team of airline managers. He had been a senior manager at both Continental Airlines and Texas International Airlines.

New York Air began service on December 19, 1980 with shuttle operations between New York LaGuardia, Washington National and Boston Logan airports.

In 1987 The New York Air image and livery began to disappear as NYA was integrated into Continental Airlines mainline operations.

People Express Airlines, stylized as PEOPLEExpress, was a low-cost airline that operated from 1981 to 1987 when it was merged into Continental Airlines.

In 1985 People Express bought out Frontier Airlines. The combined company had flights to most major U.S. cities and to Brussels. People Express also acquired commuter carriers Britt Airways and Provincetown-Boston Airlines (PBA)

People Express was sold to Texas Air Corporation for cash, notes and assumed debt.

Texas Air purchased the assets of Frontier from People Express and both air carriers were merged into Continental on February 1, 1987 along with New York Air and several other commuter airlines.

On February 12, 1991, Continental Airlines unveiled the "globe" logo. In 2012 the globe was adopted by the post-merger United Airlines.

Continental Lite a short-lived "airline within an airline" was established in 1993. The airline folded in 1995 after losing more than \$140 million.

It was developed by Texas Air and Frank Lorenzo to counter the rise of low-cost start up carriers.

Continental already had some of the lowest costs in the airline industry due to labor union agreements forced on employees during Lorenzo's reign and through Chapter 11 bankruptcy.

The airline was named CALite from Fall 1993 and was later renamed Continental Lite. It operated with aircraft repainted with the 'Lite' livery and stripped of first-class cabin seating.

Challenger Airlines was incorporated in Wyoming December 31, 1941 by Charles W. Hirsig II as Summit Airways Inc., a non-scheduled carrier.

In January 7, 1947, the name Summit Airways Inc., was changed to Challenger Airlines Co.

Challenger Airlines began operations on July 10, 1947 on Air Mail Route 74 (AMR 74) with service between Salt Lake City, Billings & Denver Intermediate stops were Vernal, Evanston, Kemmer, Powell, Cody, Lovell, Greybull, Worland, Thermopolis, Riverton, Casper, Rock Springs, Rawlins, Laramie, Cheyenne, Ft. Collins and Greeley.

Challenger Airlines was in financial trouble most of its existence and on June 1, 1950 merged with Monarch Airlines and Arizona Airways forming Frontier Airlines based in Denver.

Monarch Airlines based in Denver began scheduled air service on November 27, 1946. It was formed by F.W. Bonfils of the *DENVER POST* family and Ray M. Wilson. By 1948 the airline was sharing maintenance and sales at Denver with Challenger Airlines. Monarch bought controlling interest in Challenger December, 1949.

Central Airlines was a "local service" airline in Texas & Oklahoma from 1949 to 1967. Central was founded

by Keith Kahle in 1944 to operate charter and fixed base services. Scheduled flights began September 15, 1949 and was based at Meacham Field, Fort Worth.

Central merged into Frontier Airlines on October 1, 1967.

The “original” Frontier Airlines was formed by a merger of Challenger Airlines, Arizona Airways and Monarch June 1, 1950. Frontier’s headquarters was at Stapleton Airport in Denver. Frontier began November 27, 1946 when Monarch Airlines started service in Colorado, Utah, New Mexico and Arizona.

In 1955 L. B. Maytag acquired control of Frontier then in March 1962, the Goldfield Corp. Lewis W. Dymond president, acquired Frontier. On October 1, 1967 Frontier purchased Central Airlines.

The “final” Frontier logo, the stylized "F", was created by Saul Bass and was introduced April 30, 1978.

In April 1985 Pan Am’s President, C. Edward Acker, sold Pan Am's entire Pacific Division (which consisted of 25% of its entire route system) to United Airlines for \$750 million. This sale included Pan Am's 747SPs, L-1011s & DC-10s.

In 1990 Pan Am's London Heathrow gates & routes were sold to United Airlines.

Shuttle by United (earlier called “U-2”) was an "airline within an airline" operated as a subsidiary of United Airlines from 1994 to 2001. It flew along the West Coast of the United States. In 2001 it became evident that not enough cost savings had materialized to justify the Shuttle..

In December 2002 United Airlines created a leisure-destination carrier called Ted (a Part of United) as a second attempt of an “airline within an airline”. Ted ceased operations in early 2009 and its fleet was also returned to United Airlines.

Last Chance to go on the 2014 RUPA Norwegian Cruise



There is just a short time left to sign up for the Norwegian cruise with Holland America. It would be a shame if your ship came in and left without you. Please refer to past issues of the *RUPANEWS* for all the descriptions, and pricing information relative to the cruise. This information can also be found on the RUPA website. You can contact me for more information at rbouska1@comcast.net, or Jerry Poulin our travel agent, at gpsp@aol.com, or call 1-800-309-2023 ext.33.

The following lists of names are the RUPA members and friends who will be making the trip:

14 days - (May 10 through May 24)

Bob and Judy Bonfilio, Rich and Georgia Bouska, Glenn and Suzanne Deforge, Norma Gonzales, Sunee Jines, Gene Lamski, John McKibben, Laurie Nicolas, Jim and Chrispy Peterson, Oak and Lavera Porter, Harmon and Deann Probst, Virginia Rankins, Cleve Spring, Gary and Nevis Stimmell.

First 7 days (May 10th)

Rotchy and Julie Barker, Marv and Jean Becker, Melvin (Bill) and Judy Drake, Gary and Patricia Johnson, Ed and Pat Manning, Al and Mary Martin, Tim and Julia Rudy, Jim and Lula Staib.

Last 7 days (May 17)

Woody and Gin Bouska, Tom and Kathleen Batie, Gene Dankenbring and, Bill and Marilyn Englund, Pat Heth, Duane and Elaine Lucca, Jon and Jane Rowbottom.

The following article from World Ocean and Cruise Liner Society explains why Holland America is our favorite cruise line. Please consider joining your fellow RUPA members on this remarkable trip.

Submitted by *Rich Bouska*

Holland America Line named 'Best Overall Cruise Value'



World Ocean & Cruise Liner Society (WOCLS) members named Holland America Line the Best Overall Cruise Value 2013 for the 21st consecutive year in the publication's annual Best Cruise Value Awards. Holland America Line also received top marks in the High-Deluxe, 5-Star-Plus, Large Ships category in recognition of its premium cruise experience.

"Everyone at Holland America Line is proud to continue to win this award year after year," said Richard Meadows, executive vice president of marketing, sales and guest programs for Holland America Line. "The cruise industry is continuously evolving, and we are honored that such an esteemed group of travelers recognizes our efforts to continually enhance the Holland America Line premium cruise experience."

WOCLS members are experienced cruisers who take an average of two cruises a year. The society reviews all cruise lines annually, and in its monthly Ocean & Cruise News publication noted, "When we consider the consistency of the product over the years, something that is hard to achieve, the cruise line in 2013 that we continue to feel offers the very best cruise value, to the most cruise passengers, and is therefore awarded our Best Overall Cruise Value award for 2013 is Holland America Line."

"They (Holland America Line) still provide their passengers with an added class and sophistication and numerous small touches that are either overlooked by other cruise lines or have been eliminated as a result of cost-cutting measures," wrote Thomas Cassidy, editor of Ocean & Cruise News. "More reasonable pricing should not mean less quality service and touches."

WOCLS cited Holland America Line's "... Signature of Excellence upgrades, the immaculate appearance of its ships and its friendly and professional Indonesian and Filipino crew, the extra effort to properly train and supervise its staff, the more extensive choice of dinner menus in its main restaurant, variety of alternate restaurants and all the little extras such as canvas tote bags, hot hors d'oeuvres at cocktail time, chilled beer glasses and later lunch hours when in port" as contributing factors to the line's selection as Best Overall Cruise Value of 2013.

To take top honors in the High-Deluxe, 5-Star-Plus, Large Ship category, WOCLS said, "For the same prices, and often less, than those being charged by other cruise lines Holland America continues to provide its passengers with an Old World ambiance, friendly yet excellent service, fine food and many extra touches that passengers do not expect and do not get on other lines within this category. Also adding to the sense of value is the strong consistency of the product that Holland America delivers across its entire fleet."

United Airlines applies for New York- Santiago service



United Airlines announced plans to operate flights between its New York hub at Newark Liberty International Airport and Santiago in the Dominican Republic in the summer of 2014. The flights are subject to government approval.

United plans to introduce daily service, utilizing Boeing 737-900 aircraft, leaving Newark Liberty at 9:00 a.m. and arriving in Santiago at 12:55 p.m. The return flight will depart Santiago at 1:50 p.m., arriving at Newark Liberty at 5:55 p.m. The service will open for sale once regulatory approval is granted. The new service will be timed to provide roundtrip connectivity with Washington, D.C., and Chicago.

In the Dominican Republic, United offers flights from New York/Newark to Santo Domingo, Punta Cana and Puerto Plata and on a seasonal basis from Chicago and Washington, D.C., to Punta Cana. Details of the new flight will be announced once the service is approved.

**I want one of those
jobs where people ask,
"Do you actually get
paid for doing this?"**

RUPA Sec/Treasurer has a New E-Mail address rupasectr@aol.com



Some trivia first? The most stamps on a letter that I have received so far?? And please don't try this at home. The answer is fourteen. Amazing, what I thought when I counted them.

Positive comments:

1) The dollars for RUPA and the RUPA Magazine are some of the best money I've spent. Articles on the state of the airline and those things affecting the retiree are very informative. Especially medical and pass travel benefits. Always good to see

that many are doing well and participating in RUPA.

Thanks, Vergil

2) I have been a RUPA member since 2004, and this organization is one of two United affiliated organizations which provide information about a company I worked for since 1987. I take great pride and admiration in all the efforts of RUPA. You do an outstanding and under-appreciated job!

Thank you, Gary

They are talking about the *RUPANEWS*, which Cleve Spring is in charge of, and yes, he does a fantastic job. Me, I only do the money part. No biggie. Letters to Cleve, Checks to Leon.

And more trivia, we have 2,277 with email addresses, and only 504 without. Some might have email, but they don't tell us. We don't have to place your email or phone number in the Directory, if you wish not. 160 members over age 90. 736 between 80-89, 1,405 between 70-79, and 444 between 60-69. For those living outside of the US, check the Directory. And do safeguard your Directory.

Largest number of RUPA members live in CA, followed by FL, CO, WA, IL. **Leon** rupasectr@aol.com

Off line ticketing update information from the Employee Travel Center

Thank you for contacting the Employee Travel Center.

We are very close to becoming paperless when traveling on OA's, next one on the list is SOUTHWEST (WN). PLEASE NOTE THIS IS A TOTALLY DIFFERENT PROCESS

Starting Feb. 10th. eligible co-workers and retirees will purchase eTickets for themselves and/or their eligible pass riders to travel on WN by calling the United Pass Line (UPL). The UPL desk will list and eticket the pass riders on WN flights. This is a temporary solution while we work toward a self-service online solution.

Eligible co-workers and retirees will call 866-FLY-EPAS (359-7277) when dialing within the United States, or 713-324-PASS (7277) when dialing from an international location.

Select the option of "Other Airline Employee" and you will be connected to an agent. You will be advised of the \$25 booking service fee (BSF), however for WN eTickets the BSF will be temporarily waived. Payments for WN eTickets will be pre-paid with a valid credit card/debit card.

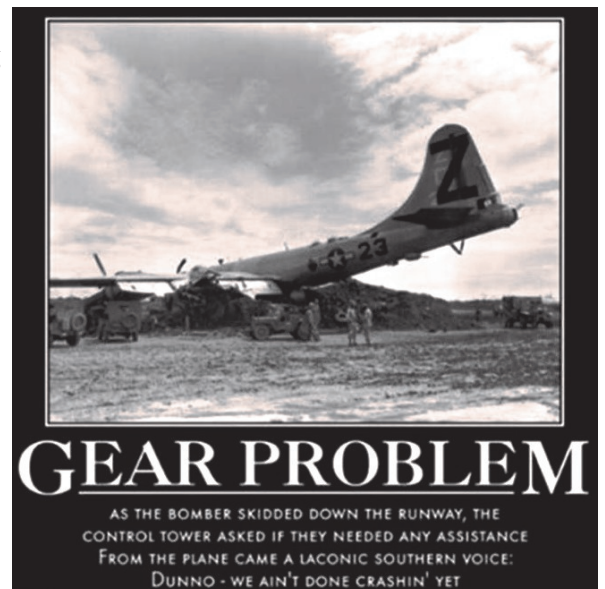
Refunds: To request a refund of an existing paper ticket the refund request form and instructions can be found on the Travel tab > Travel Programs > Other Airline/Interline Travel > Refunds (at the bottom of the page).

Please let us know if you have any additional questions.

Thanks, Dorothy Porche, Employee Travel Center - HR
United | 1600 Smith Street, 8th Floor HQSEC | Houston, TX
77002

Tel. 713-324-5555, option 5 | etc@united.com |

www.united.com



The Pilot Shortage Made in Congress

Jillian Kay Melchior

Five years ago this month, two pilots aboard Colgan Air Flight 3407 made a series of fatal errors as they descended near Buffalo, N.Y. The plane spluttered in mid-air, tilting unnaturally, then made a terrible grinding sound as it fell near-vertical from the sky. It hit a house, exploding loudly; neighbors could see the flames from blocks away. All 49 people aboard the flight perished, as did one occupant of 6038 Long Street, which was totally destroyed.

Tragedies trigger calls for action. Unfortunately, such pleas are often more emotional than rational, resulting in bad policy. The legislation passed in response to the Colgan plane crash is a classic example.

In direct response to the Colgan crash, Congress passed the Airline Safety and FAA Extension Act of 2010, which mandated that the Federal Aviation Administration require pilots to complete 1,500 flight hours before they're allowed to fly commercially, up from just 250 before the act. While this new rule does little to improve safety, it is exacerbating an already severe pilot shortage.

Boeing predicted recently that over the next 20 years, the global economy will demand 498,000 new commercial airline pilots. Already, many existing pilots are inching toward the mandatory retirement age, says Kent Lovelace, chair of aviation at the University of North Dakota. Even though Congress has changed the mandatory retirement age from 60 to 65, over the next decade around half of America's 54,000 pilots will age out of the profession.

Meanwhile, too few pilots are available to replace the ones who are retiring. A historically low number of people are training to become pilots, and of those, only half are seeking a career with commercial airlines, Lovelace says. For many would-be pilots, the consideration is purely financial: While flight training costs between \$60,000 and \$70,000, entry-level pilot positions typically pay \$25,000 a year or less. Furthermore, the financial turbulence that's characterized the airline industry since September 11, 2001, has made the profession less attractive to aspiring aviators.

The existing workforce has been stretched even thinner by new anti-fatigue rules. Pilots were once required to have eight hours of time off between shifts, but now they must be given no less than ten hours. This particular anti-fatigue rule was empirically justifiable, and it may well improve safety, but it also results in airlines' needing between 3 and 7 percent more pilots on the clock at any given time.

Together, these considerations have created a perfect storm for the airline industry, and, as [major news sources](#) have [recently noted](#), the pilot shortage is beginning even faster than expected.

In that context, the new 1,500-flight-hour requirement is particularly harmful. Both pilots involved in the Colgan crash had far surpassed 1,500 hours of flight time, so it wouldn't have prevented the accident. And the new requirement is all the worse because, as Lovelace says, it was "not based on science," but was rather "a political decision. And it doesn't matter whether you think it's good or not. The only way it's going to change is literally an act of Congress."

As Congress considered the requirement, Senator Chuck Schumer (D., N.Y.) didn't hesitate to trot out the surviving families of Colgan victims. "Every time there was a legislative blockage, we sent them to personally go talk to the senators involved, and every time, they broke through," Schumer recently told a Gannett reporter.

But this tear-jerking approach to policymaking wholly ignores the facts. The Colgan crash, however horrific, was an extraordinary outlier.

Before the new flight-time rules for pilots kicked in, plane travel was already the safest it had been in the entire history of aviation. By the latest airline-industry count, there's only one major accident for every 5 million flights on Western-built jets. Even in plane crashes, 95.7 percent of passengers survive, as CNN has reported. The *New York Times* has reported that "in the last five years, the death risk for passengers in the United States has been one in 45 million flights."

Such bad policy has real consequences, which are already playing out. Last summer in my hometown of

Cheyenne, Wyo., the tiny regional airport had to temporarily suspend 30 working pilots because they had not yet met the 1,500-hour requirement. And earlier this month, it announced it was suspending service to six airports because it couldn't find enough pilots who met the FAA standards.

Those who once would have flown out of Cheyenne will now be forced to commute to Denver International Airport, about two hours' drive away. Perhaps some of them will forgo air travel altogether and take a road trip. Keep in mind that between January and June 2013, 15,470 people died in motor-vehicle crashes in the United States; in 2012, only 475 people worldwide died in plane crashes (in comparison, the World Health Organization has reported that 1.24 million people across the world died in car crashes last year). Globally, fewer people die from air travel than die by using right-handed equipment when you're a lefty, especially when it's a power saw; by being crushed by televisions or furniture; or by getting a brain-eating parasite.

Though well-intentioned, the new rule does more harm than good, creating an additional and altogether unnecessary barrier to entry for much-needed pilots. Such are the perils of legislation by emotional reaction.

Jillian Kay Melchior writes for NATIONAL REVIEW as a Thomas L. Rhodes Fellow for the Franklin Center. She is also a senior fellow for the Independent Women's Forum.

More about U.S. airlines facing pilot shortage

By Linda Loyd/Inquirer Staff Writer



A storm is brewing in the cockpit of U.S. airlines: a pilot shortage.

Thousands of pilots are nearing the mandatory retirement age of 65, just as it is becoming harder to be a commercial airline pilot. New federal pilot-rest rules and tougher qualification standards requiring new pilots to have 1,500 hours of flight experience - up from 250 - have come at the same time that throngs of senior pilots will be retiring. The new mandates were implemented in the last six months, in response to the Colgan Air crash near Buffalo on Feb. 12, 2009, that killed all 49 aboard the plane and one man on the ground.

National Transportation Safety Board hearings focused on whether the plane's two pilots were properly trained and whether factors such as fatigue may have affected their performance. Although job prospects for commercial pilots are bright, and regional airlines are scooping up newly minted aviators with signing bonuses, fewer young people are choosing aviation careers. The reason: the cost of training and low entry-level pay - \$20,000 to \$25,000 a year.

New Jersey native Christopher Machado, 20, a junior at Embry-Riddle Aeronautical University in Daytona Beach, FA has wanted to be a pilot since he was a boy, watching the planes overhead at Newark airport, not far from his home. At 17, he had a private pilot's license - before he drove a car alone. Machado said the cost of his education and flight training will be about \$250,000 before he can sit in the first officer's seat of a regional airline, where commercial pilots usually start to build experience. Machado said he's lucky that his parents in Colonia, Woodbridge Township, support his dream, and are paying for it. "I know a lot of people who would be pilots, but for the money."

Peter Doroba, 35, a captain for Spirit Airlines, grew up in Manayunk and after high school worked as an automobile technician while attending Montgomery County Community College at night. Along the way, he earned a private pilot's certificate at Wings Field. He transferred to Embry-Riddle in Florida in his senior year, graduated and stayed on as a flight instructor and then a flight team manager, before being hired by Spirit in 2008. Doroba said he finished college with \$105,000 in loan debt - more than the mortgage on his house. "For years, people have talked about pilot shortages. I hope this one is real," he said. "They are not going to have any pilots, if they keep the wages down at poverty levels."

In 2012, Boeing projected that 498,000 new commercial pilots would be needed over the next two decades. "There is a pilot shortage. We're just starting to see the effects," said Capt. James Ray, spokesman for the US Airline Pilots Association, which represents US Airways pilots. US Airways and American Airlines, which merged in December, combined have 14,000 to 15,000 pilots. "We're going to lose almost half to attrition in

the next 10 years - about 7,000 retirements," Ray said. American announced in September it would recruit 1,500 pilots over the next five years. Delta Air Lines is currently hiring 300 pilots.

Regional airlines fly short-haul or "express" flights for major airlines and operate half the nation's scheduled flights and serve three-quarters of the commercial airports. In Philadelphia, 283 of 425 daily US Airways departing flights are operated by regional airlines. "When the majors need a pilot, they'll go down to the regional and grab that regional pilot," said Tim Brady, dean of the College of Aviation at Embry-Riddle's Daytona Beach campus. "So the regionals then have to train somebody to fill that role." Regional airlines will feel the impact first, but the "real impact" will be on communities whose air service will be reduced, said Roger Cohen, president of the Regional Airline Association, a trade group. "Flights are going to get grounded and canceled; airplanes are going to be parked."

The pilot supply has been "essentially flat" since 2000, Cowen & Co. airline analyst Helene Becker said in a client note. If major airlines continue to hire pilots away from the regional operators, the pilot pool "would dry up in 10 years." The military, traditionally a source of pilots, is keeping its pilots longer with wage increases and bonuses. Foreign airlines are luring well-trained U.S. aviators with hefty salaries.

After the crash near Buffalo, Congress looked at training programs and qualifications of airline pilots and "found that it took very little experience to be in the right seat of one of these regional airlines, so they changed the rules," Ray said. "They've raised the minimum qualifications - that's a good thing. The bad news: It's not helping these young pilots." "A young person has to be far-sighted and look way out in the future to see the return on their investment," Ray said. "Down the road, this is a lucrative profession. People in the top of this field make \$200,000 to \$300,000 a year."

Over a lifetime, a commercial pilot will earn more than an aeronautical engineer - \$5.8 million and \$4.6 million, respectively, according to data analyzed by Embry-Riddle.

Aviation experts and pilots praise the new rules allowing more rest for pilots. But critics contend mandating 1,500 hours of prior flight experience (1,000 hours for graduates of four-year approved colleges and 750 hours for military aviators) is excessive. They note that both pilots on the doomed Continental Connection Flight 3407, operated by Colgan, had more than 2,000 hours.

The new training regulations require high-altitude training, including weather-induced conditions such as icing, and more demanding scenarios during simulator flights.

On the Colgan flight, Capt. Marvin Renslow and first officer Rebecca Shaw were idly chatting as they neared Buffalo. They talked about the ice forming on the wings.

"I've never seen icing conditions," Shaw said. She went on to say she wouldn't mind spending a winter in the Northeast before upgrading to captain. Otherwise, she said, "You know I'd have freaked out. I'd have seen this much ice and thought . . . oh my gosh, we're going to crash."

Boeing has started building first Next-Generation 737 at increased production rate



Boeing has started assembly of the first Next-Generation 737 to be built at the increased rate of 42 airplanes per month at the Renton, Wash. factory. Since 2010, production of the 737 has increased about 33 percent, from 31.5 to 42 airplanes a month, its highest rate ever.

"This rate increase once again reflects our commitment to put the world's best-selling airplane into the hands of our customers as quickly as possible," said Beverly Wyse, vice president and general manager, 737 Program, Boeing Commercial Airplanes. "Efficiency improvements in the factory, many of them developed by our employees, are a big part of why we are able to successfully increase the number of airplanes we build."

The first Next-Generation 737 built at the new rate is scheduled to be delivered in the second quarter. As previously announced, the 737 production rate is scheduled to increase to 47 airplanes a month in 2017.

Wheels up landing of a United Convair in 1965

Several past issues of *RUPANEWS* had articles on the crash of a United Convair near Newhall, California. After the crash the LAX flight Department formed an investigation team, lead by Capt. Don McBain to visit and report on the crash site. I was a member of that team. I took the photograph.



January 1965 a United Convair flight, PN 8054, flown by Captain Win Wade was a scheduled after noon flight, SFO to LAX with a stop at FAT. The Flight dispatcher on duty at LAX was Jack Spencer. Sea fog was reported over and along the So. Calif. coast expected to move on shore at the LAX airport late afternoon and evening. On the FAT stop extra fuel was ordered for the flight to LAX. Apparently the extra fuel was added to the alternate tanks. Enroute to LAX in the vicinity of Newhall, CA. both engines stop running. There was a small airport located near the community of Newhall with a usable runway used by private aircraft. The Convair landed wheels up in a level onion field a few miles from the Newhall airport. It came to rest with a large metal irrigation stand pipe and pump between the right engine and fuselage. No casualties, no fire but extensive damage to both propellers. Several days later the aircraft was raised, gear extended, new propellers installed was flown by an SFO engineering crew to the SFO maintenance base for evaluation. The Convair was repaired and returned to service. *Bob Ahrens*

PICKLES | Brian Crane



Embraer projects 1,500 new deliveries of 70 to 130-seat jets in Asia Pacific



Embraer Commercial Aviation forecasts that airlines in Asia Pacific, including China, will take delivery of 1,500 new jets in the 70 to 130-seat segment over the next 20 years (valued at US\$70 billion at list prices), representing nearly 20% of the worldwide demand for the segment in the period.

Of the region's new deliveries, 65% are expected to support market growth while 35% will replace ageing aircraft being retired. The Asia Pacific market will become more affluent, competitive and liberal, further stimulating airlines to seek system efficiencies, brand differentiation and improved service levels. In this context, the 70 to 130-seat jet segment will play a key role to support the intra-regional development in Asia Pacific.

"Passenger traffic in the Asia Pacific region is mostly composed by secondary markets with low and medium demand densities of up to 300 passengers daily each way. Some 60% of those markets are not served nonstop, and around half of all markets served do not allow for same day return travel," said Paulo Cesar Silva, President & CEO, Embraer Commercial Aviation. "Embraer E-Jets provide the capability to develop a better traffic feed system and greater network connectivity, as well as improving the quality of services on existing markets where there is not enough demand to support larger single aisle aircraft operations."

The region's economic growth has altered its socio-demographic context, with an increased urban middle class with more discretionary spending and therefore higher propensity to air travel. A positive economic outlook and intra-regional liberalization will drive air transport demand in Asia Pacific to increase 6% annually by 2032, led mainly by China and India. The region will become the world's largest market accounting for 34% of total revenue passenger kilometers.

As the Low Cost Carrier (LCC) model matures in the region, airlines now have further incentives to search for new opportunities to sustain growth by complementing their narrow-body operations with smaller capacity jets in point-to-point mid density markets, as well as in hub and spoke operations. Proven in service, the E-Jets can play an integral part in the LCC and Mainline Carrier networks by providing the benefit of significantly lower trip costs and competitive seat-mile costs.

In addition, 40% of intra-regional turboprop capacity is offered on routes longer than 450 kilometers which are better suited to E-Jets operations due to its higher network productivity, better operating economics and superior passenger appeal.

The E-Jets family has logged more than 1,400 orders and over 1,000 deliveries to date and are in service with some 65 customers from 45 countries. On the 70 to 130-seat segment Embraer has a global market share of 51% of orders and 62% of deliveries since 2004. In Asia Pacific, Embraer has more than 80% market share in its segment with nearly 150 E-Jets delivered to 10 operators from six countries in the region.

Virgin Galactic: No space rides for the Chinese



Richard Branson's Virgin Galactic space flights has banned Chinese nationals from boarding it, as the officials fear that their rocket technology might get stolen, it has been revealed.

Tycoons from China, who are willing to pay 250,000 dollars for the tickets, have been told that they cannot board the flights because of anti-espionage regulations in the US.

Virgin's craft has a rocket engine and is seen as a potential military technology by the US's International Traffic in Arms Regulations, which was introduced during the Cold

War to bar people from China, Iran and North Korea from having access to weapons technology.

A Virgin Galactic salesman based in Hong Kong said that they have received calls from people in China, but they have told them that people with a Chinese passport won't be allowed to go on the space voyage.

The salesman added that the willing Chinese tourist have been advised to get another nationality's passport or a green card to board the flights.

What a difference a century makes!



The year is 1910, over one hundred years ago. What a difference a century makes!

Here are some statistics for the Year 1910:

The average life expectancy for men was 47 years.

Fuel for this car was sold in drug stores only.

Only 14 percent of the homes had a bathtub.

Only 8 percent of the homes had a telephone.

There were only 8,000 cars and only 144 miles of paved roads.

The maximum speed limit in most cities was 10 mph.

The tallest structure in the world was the Eiffel Tower !

The average US wage in 1910 was 22 cents per hour.

The average US worker made between \$200 and \$400 per year.

A competent accountant could expect to earn \$2000 per year,

A dentist \$2,500 per year, a veterinarian between \$1,500 and \$4,000 per year,

A mechanical engineer about \$5,000 per year.

More than 95 percent of all births took place at HOME.

Ninety percent of all Doctors had NO COLLEGE EDUCATION!

Instead, they attended so-called medical schools. Many of which were condemned in the press AND the government as 'substandard.'

Sugar cost four cents a pound.

Eggs were fourteen cents a dozen.

Coffee was fifteen cents a pound.

Most women only washed their hair once a month, and used Borax or egg yolks for shampoo.

There was no such thing as under arm deodorant or tooth paste.

Canada passed a law that prohibited poor people from entering into their country for any reason.

The five leading causes of death were:

1. Pneumonia and influenza

2. Tuberculosis

3. Diarrhea

4. Heart disease

5. Stroke

The American flag had 45 stars.

The population of Las Vegas Nevada was only 30!

Crossword puzzles, canned beer, and iced tea hadn't been invented yet.

There was no Mother's Day or Father's Day.

Two out of every 10 adults couldn't read or write and only 6 percent of all Americans had graduated from high school.

Eighteen percent of households had at least one full-time servant or domestic help.

There were about 230 reported murders in the ENTIRE U.S.A.!

(Yes, people have changed)

I am now going to forward this to someone else without typing it myself.

From there, it will be sent to others all over the WORLD...all in a matter of seconds!

Try to imagine what it may be like in another 100 years.

United plans \$1 billion in fuel savings by 2017



In November, we set a goal of reducing our cost structure by \$2 billion annually by 2017. We expect half of that to come from spending less on fuel, which is still our biggest more fuel efficient.

Together, the new aircraft and our portfolio of fuel initiatives add up to a 7 percent improvement in fuel efficiency in 2017 over 2013.

Value of airlines' award miles falling

By Justin Bachman



The number of award miles needed to snag a seat in the premium cabin will rise dramatically this year at Delta and United, and airline mile collectors are fuming. The biggest changes in both airlines' loyalty programs will be for international travel in first and business where some award levels will jump by as much as 87percent on United. For example, a first class award ticket from North America to the Middle East, will increase from 150,000 miles to 280,000 miles starting Feb. 1 when flying on one of United's partner airlines. The same trip on United's own planes will rise from 150,000 to 180,000 miles. From North America to Europe, first class on a partner airline will rise 63 percent, from 135,000 to 220,000 miles.

Delta is introducing increases on June 1, with business class from the United States to Europe rising by 25,000 miles to 125,000 for a round trip; flights to Asia will increase by 20,000 miles to 140,000. Delta plans smaller award-level increases for the period from Feb. 1 to June 1. The new award levels for coach seats are largely unchanged, with only minimal, 5,000-mile increases on some routes. The airlines say the increases are necessary because of higher costs for travel and because they have improved their products and services after major mergers and the industry's broader restructuring.

A Nov. 1 "speaking points" document from United to its sales force said the MileagePlus increases mark the first changes in several years and was needed to offset the increased cost of providing award travel, particularly premium-cabin award travel and award travel on MileagePlus partner carriers. The airline declined to comment on partner costs. Frequent fliers scoff at the scope and stated rationales for the award inflation, and they have been ranting vociferously on social media and at online forums.

"This is a blow to the solar plexus with a simultaneous kick to the groin," a poster called jetsetr wrote Nov. 1 on Flyertalk.com, a forum popular with airline mileage junkies, calling the new levels "quite shameful." Another writer tommy777, suggested that "if the United management ever gets canned, they could just move right in and take over a banana republic with an inflation like this." Much of the ire no doubt stems from the fact that Delta and United and possibly American, once its merger work is further along, have directed the increases at what have long been considered the most valuable aspect of airline mileage plans: long-haul premium travel awards.

Business and first-class tickets are usually the most expensive to buy outright, especially on highly rated partner airlines such as Singapore, ANA, Lufthansa and Air France, where the onboard service generally exceeds U.S. carriers' offerings. The award changes at Delta and United also come atop new minimum spending levels that both carriers have imposed for 2014 to qualify for elite status in their mileage programs.

The new award ticket level increases have not been matched by Delta and United partner airlines, and suggest that the U.S. airlines may be trying to reduce the number of award redemptions, says Gary Leff, a

travel blogger in Arlington, Va., who writes at View From the Wing. Difficulty in redeeming frequent flier miles for a free ticket is one of the most common complaints from mileage collectors. "If you raise the prices for seats, you lower the demand," Leff says. Given the changes, Leff and other mileage experts suggest redeeming as many miles as possible before Feb. 1 to get award seats at the old levels. Miles, wrote Leff last month, "are a propriety currency with no independent central bank, let alone currency board, no mandate to minimize award price inflation. Miles are worth more today than they will be tomorrow."

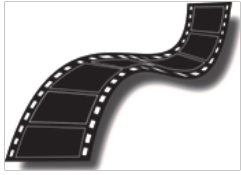
Justin Bachman is a Bloomberg Businessweek reporter.

E-mail: jbachman2@bloomberg.net



Drama Where You would Want It the Least: In the Cockpit

A Film review of "Charlie Victor Romeo" By A. O. Scott/The New York Times



The visible action in "Charlie Victor Romeo," a new 3-D film adaptation of a stage play first performed in 1999, consists of unfamiliar actors in familiar uniforms reciting verbatim dialogue from official transcripts. Directed by FILM REVIEW Robert Berger, Patrick Daniels and Karlyn Michelson, it is a curious hybrid of documentary and experimental theater. It is also one of the most terrifying movies I have ever seen.

This is because the spoken words are drawn from the cockpit voice recorders of doomed airline flights, the devices usually referred to as "black boxes" in news articles about plane crashes. (The film's title refers to the aviation industry jargon for the recorders.) The final moments of six emergencies are re-enacted, after which a note on the screen dryly provides the cause of the accident and the number of survivors.

Most members of the small cast appear in several roles - in effect, returning from the dead - which adds an eerie, haunting detachment to an already nerve-racking experience. The 3-D makes the figures on the screen at once more real and more ghostly. They hover in darkened space, trying to fight off the final and inevitable blackout.

The sets are minimal: Doors and instrument panels evoke cockpits, and we never see into the passenger cabins where most of the future fatalities are sitting, their panic the invisible mirror of our own. Occasionally, a flight attendant or an air traffic controller will appear as a disembodied mouth speaking into a microphone. But mostly, we stare head-on at the flight crew, as if peering in through the front window of the plane.

And we watch as calm routine escalates from anxiety into terror. Sometimes that takes a long time, as when the pilots of a flight out of Lima, Peru, discover that none of their equipment seems to be working, or when a crippled United Airlines flight prepares for an emergency landing in Sioux City, Iowa. Other episodes are shockingly brief. It takes just a few seconds for a couple of errant geese to bring down an Air Force plane in Alaska.

The principal actors - Mr. Daniels, Irving Gregory, Noel Dinneen, Sam Zuckerman, Debbie Troche and Nora Woolley - do a good job of conveying professionalism under duress. A few of the scenes begin with playful banter, and even a hint of flirtation between a pilot and a flight attendant. As things go wrong, the language is dominated by a mixture of technological jargon (heavy on numbers and abbreviations) and profanity. Jaws clench, beads of sweat appear on brows, and breathing accelerates.

You might have a similar reaction. Whether you will find it pleasant, cathartic, thrilling or just dreadful is another question. After the third chapter of this 80-minute movie, my screening companion, a somewhat nervous flier, excused herself and went to wait for me in the Film Forum lobby. It was not only duty that prevented me from joining her, but also a morbid fascination with catastrophe.

There is something else that makes "Charlie Victor Romeo," horrifying as it is, weirdly soothing as well. All of the accidents it recreates are drawn from the 1980s and '90s - in other words, before the September 11 attacks added a grisly new dimension to our fear of flying. The crews in this movie must grapple with bad weather, mechanical failures and human error, which have terrible consequences but are not in themselves evil.

And the movie, while effectively scary, has a curiously abstract feel, and an almost banal mood. It gives us a detailed elaboration of what we already knew, which is that air travel is tedious and, for the most part, safe, until those rare, unimaginable moments when it is suddenly none of those things.



NASA Enhances 'Space Station Live' and Launches New Weekly Web Series



NASA has started showing the public the International Space Station in new ways that will highlight all the scientific research, cutting-edge technology testing and even the wonder of living and working in space.

NASA has enhanced its daily NASA Television "Space Station Live" program and has begun a new weekly web series called "Space to Ground."

"Space Station Live" airs weekdays at 11 a.m. EST and now is in a 30-minute format. It features live views from the International Space Station, updates on the crew's daily activities, enhanced content and interviews on space station science and features on how that science benefits life on Earth.

The "Space to Ground" web series is available every Friday. This series is a short wrap-up of the week's activities aboard the space station and showcases the diversity of activities taking place aboard the world's only orbiting laboratory. This video is also posted to the agency's social media accounts and can be shared and downloaded by the public.

The International Space Station remains the springboard to our next great leap in exploration. The space station is a convergence of science, technology and human innovation that is helping us learn what it means to be a space faring people by demonstrating new technologies and making research breakthroughs not possible on Earth.

To view "Space to Ground," visit: <http://go.nasa.gov/spacetoground>

For NASA TV streaming video, downlink and scheduling information, visit: <http://www.nasa.gov/nasatv>

For more information about the International Space Station, visit: <http://www.nasa.gov/station>

How are planes landing in China's airpocalypse?



Too dense to be called smog, the air in China is now being referred to as "airpocalypse." It is so bad, that the sun is not visible, so the Chinese government has begun displaying a virtual sunrise to its morning commuters, hoping to keep their spirits up.

And speaking of up, how do planes that are up and must come down land with such a severe lack of visual input? It isn't unusual for flights to be canceled around the globe due to fog, but the air factor in China right now is even worse than fog made by nature.

According to China's Civil Aviation Authority, all domestic flight pilots have been ordered to receive training for low-visibility landings. Low visibility is defined by the distance of being able to see a minimum of 400 meters ahead, which may sound like a lot if you are a human being walking somewhere, but it is an entirely different story if you are in an aircraft weighing hundreds of thousands of pounds and coming in for a landing at an average speed of around 150 miles per hour.

Beginning the first of this year, pilots in Beijing have to have earned qualification that says they are able to land a plane using an auto-landing equipment. Some of China's domestic aircraft have the equipment necessary to conduct such an auto-landing, as do some international airlines, but there are only a few airports in China that have the facilities to allow auto-landings: Beijing, Shanghai, Guangzhou, and Xi'an are capable of receiving an aircraft on auto-landing. In addition to pilot training, aircraft and airports must be able to accommodate instrument landings as well. In some cases, this will require airlines and airports to retrofit their aircraft and facilities. And, of course, having to deal with airpocalypse affects the bottom profit line when flights are delayed and canceled.



FAA bans pilots' personal use of electronic devices in cockpit



As the Federal Aviation Administration eases prohibitions against passenger use of portable electronic devices, it's restricting airline pilots' personal use of devices in the cockpit.

New regulations, announced Tuesday, prohibit pilots from personal use of laptops, cell phones, and other electronic devices while on duty in the cockpit. The rules (PDF), which go into effect in two months, augments the FAA's 1981 "sterile cockpit" rule, which requires that pilots refrain from non-essential and distracting activities during certain phases of the flight.

The FAA said the new rule "codifies existing FAA policies and procedures" and was consistent with a mandate issued by Congress to prevent distraction to members of the flight crew during critical phases of a flight.

"This rule will ensure that certain non-essential activities do not contribute to the challenge of task management on the flight deck and do not contribute to a loss of situational awareness due to attention to non-essential activities," the FAA said in the regulation's text.

The agency noted that the dangers posed by pilots' use of electronic devices in the cockpit were highlighted in 2009 when a Northwest Airlines flight overshot its intended airport by 150 miles while the pilots were using their laptops. The pair didn't realize their mistake until contacted by a flight attendant, according to a National Transportation Safety Board report.

While the FAA is prohibiting personal use of electronic devices, pilots will still be able to use laptops, iPads, or other devices that are needed for operating an airplane. American Airlines became the first commercial carrier to give tablets to pilots for work purposes in 2012 when it substituted iPads for its heavy paper-based flight manuals. Microsoft's Surface 2 won FAA approval for similar use on Tuesday.

Ten Things That Will Disappear In Our Lifetime

This is USA oriented, but Canada & the rest will not be far behind. Whether these changes are good or bad depends in part on how we adapt to them. But, ready or not, here they come...

1. The Post Office: Get ready to imagine a world without the post office. They are so deeply in financial trouble that there is probably no way to sustain it long term. Email, Fed Ex, and UPS have just about wiped out the minimum revenue needed to keep the post office alive. Most of your mail every day is junk mail and bills.
2. The Check: Britain is already laying the groundwork to do away with check by 2018. It costs the financial system billions of dollars a year to process checks. Plastic cards and online transactions will lead to the eventual demise of the check. This plays right into the death of the post office. If you never paid your bills by mail and never received them by mail, the post office would absolutely go out of business.
3. The Newspaper: The younger generation simply doesn't read the newspaper. They certainly don't subscribe to a daily delivered print edition. That may go the way of the milkman and the laundry man. As for reading the paper online, get ready to pay for it. The rise in mobile Internet devices and e-readers has caused all the newspaper and magazine publishers to form an alliance. They have met with Apple, Amazon, and the major cell phone companies to develop a model for paid subscription services.
4. The Book: You say you will never give up the physical book that you hold in your hand and turn the literal pages. I said the same thing about downloading music from iTunes. I wanted my hard copy CD. But I quickly changed my mind when I discovered that I could get albums for half the price without ever leaving home to get the latest music. The same thing will happen with books. You can browse a bookstore online and even read a preview chapter before you buy. And the price is less than half that of a real book. And think of the convenience! Once you start flicking your fingers on the screen instead of the book, you find that you are lost in the story, can't wait to see what happens next, and you forget that you're holding a gadget

instead of a book.

5. The Land-Line Telephone: Unless you have a large family and make a lot of local calls, you don't need it anymore. Most people keep it simply because they've always had it. But you are paying double charges for that extra service. All the cell phone companies will let you call customers using the same cell provider for no charge against your minutes.

6. Music: This is one of the saddest parts of the change story. The music industry is dying a slow death. Not just because of illegal downloading. It's the lack of innovative new music being given a chance to get to the people who would like to hear it. Greed and corruption is the problem. The record labels and the radio conglomerates are simply self-destructing. Over 40% of the music purchased today is "catalogue items," meaning traditional music that the public is familiar with. Older established artists. This is also true on the live concert circuit. To explore this fascinating and disturbing topic further, check out the book, "Appetite for Self-Destruction" by Steve Knopper, and the video documentary, "Before the Music Dies."

7. Television Revenues: To the networks are down dramatically. Not just because of the economy. People are watching TV and movies streamed from their computers. And they're playing games and doing lots of other things that take up the time that used to be spent watching TV. Prime time shows have degenerated down to lower than the lowest common denominator. Cable rates are skyrocketing and commercials run about every 4 minutes and 30 seconds. I say good riddance to most of it. It's time for the cable companies to be put out of our misery. Let the people choose what they want to watch online and through Netflix.

8. The "Things" That You Own: Many of the very possessions that we used to own are still in our lives, but we may not actually own them in the future. They may simply reside in "the cloud." Today your computer has a hard drive and you store your pictures, music, movies, and documents. Your software is on a CD or DVD, and you can always re-install it if need be. But all of that is changing. Apple, Microsoft, and Google are all finishing up their latest "cloud services." That means that when you turn on a computer, the Internet will be built into the operating system. So, Windows, Google, and the Mac OS will be tied straight into the Internet. If you click an icon, it will open something in the Internet cloud. If you save something, it will be saved to the cloud. And you may pay a monthly subscription fee to the cloud provider. In this virtual world, you can access your music or your books, or your whatever from any laptop or handheld device. That's the good news. But, will you actually own any of this "stuff" or will it all be able to disappear at any moment in a big "Poof?" Will most of the things in our lives be disposable and whimsical? It makes you want to run to the closet and pull out that photo album, grab a book from the shelf, or open up a CD case and pull out the insert.

9. Handwriting (Cursive Writing): Already gone in some schools who no longer teach "joined handwriting" because nearly everything is done now on computers or keyboards of some type (pun not intended).

10. Privacy: If there ever was a concept that we can look back on nostalgically, it would be privacy. That's gone. It's been gone for a long time anyway. There are cameras on the street, in most of the buildings, and even built into your computer and cell phone. But you can be sure that 24/7, "They" know who you are and where you are, right down to the GPS coordinates, and the Google Street View. If you buy something, your habit is put into a zillion profiles, and your ads will change to reflect those habits. "They" will try to get you to buy something else. Again and again. All we will have left that can't be changed are "Memories"...

NON SEQUITUR | Wiley



LETTERS

GENE ARMSTRONG—Vaughn, WA

Life is still good. Haven't fallen off the perch yet. Still fighting Parkinson's with vigorous exercise and Pickle Ball at the local "Y" three days a week plus home exercise regimen. Seems to be the only medicine that really works. Despite PD, I can still do all the activities I did before diagnosis, including complete restoration of a 1964 Chevy Impala SS, the first car Kathie and I bought a week after marriage. Traded in two "bugs" for a real car.

Also, we're still doing Foster Care for babies born to drug addicted mothers. Very rewarding and meaningful.

Haven't been on a United plane since retirement. Want to go some place just buy a ticket on the cheapest "cattle car", mooooooo.

Many thanks to the fine gentlemen who put out the *RUPANEWS*. Getting so I recognize only one or two names on the write-ins.

Hope we all have a great 2014. Check is in the mail. *Gene*, 1963-1996

BRUCE & LAURIE GIBBS—Carlsbad, CA
ONE LUMP OR TWO... A bit of a heads up for everybody. Laurie asked about a lump on the side



of my neck which I had ignored. Turned out to be Non Hodgkins Lymphoma in a lymph node. A week later we were visiting with another pilot and flight attendant friends, and "the lump" topic came up. Seems he had one as well. We suggested he get it checked ASAP, and again, a telltale lymph node led to a cancer of the throat diagnosis.

As Laurie keeps cautioning all who will listen, know your body, take nothing for granted! She should know, almost five years since her original breast cancer diagnosis she found another tumor a week after a check up with her oncologist, who missed it. Turned out to be a very rare cancer, but again, thru Laurie's vigilance, it was caught early and was able to be excised and radiated.

On to fun things, we have been keeping busy over the last few years doing a bit of building. We redid a bank owned REO, and a couple of small homes, and are presently doing a major remodel on our Carlsbad home. Laurie felt it needed a new kitchen, etc. but with the old one now removed, she is cooking on a camp oven/stove. She is doing so well with that I asked why bother to put in the new kitchen. Did not go over very well, so guess I will have to finish the project.

After reading the many boating stories from other pilots, we finally succumbed and purchased a 46 foot power boat we named "WICKED". We spent a year upgrading and setting it up to suit us, and, as we had sold our New Zealand property when Laurie was diagnosed with the original cancer, WICKED is now mid Pacific Ocean being shipped to the Bay of Islands, New Zealand. She will serve as a base for us to explore by boat, as well as a home away from home. We are looking forward to resuming the New Zealand part of our life, and renewing the many friendships there.

Our sincere thanks to all who make RUPA and the *RUPANEWS* possible. We are very appreciative to receive it every month.

At the risk of being repetitive, United and the 38 and 36 years of flying, respectively, seem like another lifetime ago. United was very good to us, and we do miss the many great people, and our adventures then, but are quite glad to not be involved with the entity that it has become.

Best wishes to all, *Bruce & Laurie*. Mostly LAX, 1965-2003 with as few turns at the shoreline as possible.

BILL GREENE—Santa Rosa, CA

Another year of retirement gone by for a total of fifteen years since I parked the old rope start 747 at the gate at SFO on a cold, windy and wet night. I like to think that I saw the best years of commercial aviation and glad I am not working now as my son, a Captain for JetBlue, is.

Last year was a good year for me with no health problems and I checked off a lot of items on my bucket list. I realized that I was getting older each day so it was time to start doing things and going places. The first thing I did was to get something I have wanted since I was 14 years old, a '32 Ford 3 window Coupe hot rod powered by a fuel injected small block Chevy. I like old school hot rods so this one has the solid front axle which makes for a rough ride but is true to 1950-1960 period. I went to Ely, NV to check off another item at the Nevada Northern Railway Museum. They have a "rent a locomotive" program where you get to operate a steam locomotive for about two hours. Not as easy to do as I thought. I may go back this year and do the Diesel electric engine. I've also done some fun things like a zip line tour of a Redwood forest. A trip to the Antarctic my happen later this year. **Bill**

ROY HOLMES—San Diego, CA

Ruth and I moved to a continuing care facility in June 2012, and are still in independent living, and we are still relatively healthy.



I am now 93 and Ruth is 92. We will celebrate our 70th wedding anniversary shortly.

We lived in Escondido, CA for 38 years before moving to Sun City Lincoln Hills, NE of Sacramento for 6 years, but now we are sort of "back home."

Best wishes to any of you who might remember me.

Roy-- SFO, SEA, MDW, SFO, BOS, LAX

MRS. MARY HORSMON—Temple City, CA

Dear Cleve, Leon, and all.

We met while working a flight from LAX-PHL in January of 1969 captained by Dave Hanst. Fritz was the copilot, and I the first stewardess. We were the last plane to land on that snowy night in Philadelphia or points east. February 18th would have been his 85th birthday, but it was not to be. He flew west on March 3, 2013. We shared 44 wonderful and happy years together, and I miss him every day.

This last year has been a tough one, but I am moving forward, supported by friends and family, creating a new reality. I am simplifying my life. I sold the PA house, and will relocate to Idaho to be near my son and grandchildren.

In September I took a Viking River cruise on the Elba River, which reignited my love of travel. My bucket list is long, and time is short, so I plan to try for two trips a year as long as I am able. I am delighted that widows retain pass privileges on UAL.

Thanks to all those who keep the information flowing. Officers, staff, and volunteers do a wonderful job for all of us. I read each issue from cover to cover.

I have enclosed a check to cover the next year, and look forward to reading the news.

All the Best, **Mary**

DAVE JONES—Trent Woods, NC

Hi Cleve, I am running about 6 weeks behind this year getting this note out. That is about par for the course in terms of my pace these days. Betty and I have both slowed down this year but we get things done although sometimes late.

We are holding our own health-wise. I suffered a heart attack last July and came through with minimum damage. One of the graphs which was one of 5 bypasses done 10 years ago had closed up causing insufficient blood flow the heart. Simple fix. The

doctor installed a stent in the old graph, and due to some irregular electrical activity a pace maker was installed. I feel like a bionic man now.

Enough about that. We don't travel very far anymore and that is mostly by automobile. Life is good for us without long airplane rides to far-off places. I enjoy reading about the travels of RUPA folks in the *RUPANEWS*.

Thanks to the volunteers who make RUPA a special group and who publishes the *RUPANEWS* which we enjoy every month. *Dave*

CHUCK" KAHL—Ft Collins, CO

Hello to all, set the brake 16 years ago, doesn't seem like it and don't know what I've been doing in all that time other than enjoying the grands and retirement!

Our family recently had a need for a documented piece of history...namely a military discharge paper (DD Form 214) for my father-in-law. We were given a website which may be helpful to some of you. (It does take a long time to hear back, so be patient!) The website is www.archives.gov/veterans/military-service-records/#eVetRecs. Good Luck.

Thanks to everyone who keeps our group con-



nected, we enjoy the publication and you are truly appreciated.

Renewal check via snail mail. *Chuck*

FRED KRIEG—Independence, OR

Once again I'm either late or early. Now if we could figure out which way to jump, my life would be so much easier.

2013 was a busy year. I took the 5th wheel, wife and her cat from Oregon to Suffolk, VA for new granddaughter, born June 6th. Spent a few weeks then headed for Florida to visit relatives. We were gone for about three months. Was glad to get home and enjoy the rest of the summer not moving around.

In October we left for Nevada as one of the boys was in the hospital ICU for 97 days. He is now on the mend and at home. I've never seen a medical bill in excess of 2 million dollars, but have now. Thank God for insurance!! He'll be having additional surgery in February, and that should be the end of mom taking care of him and being his nurse. When the dust settles we will be going home for a while I hope.

One of the other girls and family are being transferred to the state of Washington. They will be there by July 1st. Mom will help with the grandkids and packing, so once again she says keep the engine running.

Sure glad we are both healthy and happy.

Thanks again for the enjoyable magazine. We both look forward to all the latest Info.

Until the next check, keep up the good work. *Fred*

MARK LUND—Carson City, NV

Dear Leon: I I am a little late this year —sorry- The time does fly.

All is well over the last year. It has been 14 months since I had the DaVinci robotic surgery to remove the Prostate. So far all is just fine, no recurrence of the cancer.

Hildegard and I have not done much traveling, enjoying the local scene.

Thanks for keeping up the *RUPANEWS*; we enjoy the updates and interesting Tales.

Cheers, *Mark*

TOM MC GEE—Napa, CA

Howdy Leon, I'm on time with dues on my thirteenth year of retirement. Don't miss anything but flying the Boeings. Can't imagine getting a doctor's note to return to work. Read where the modern guppy pilots have to do just that. Phooey.

Few changes here in paradise. Sold my T-28 two years ago. Bank account burgeoned.

Some head doctor said to do something exciting every day to keep from getting old. Bought a tail-dragging RV8. One day a week not getting old. Ate humble pie for several landings, but figured it out. Seems the RV8 isn't quite the same as the SNB (Secret Navy Bomber:C-45).

Doc said my blood pressure was getting a bit high, so after a 10 year hiatus brought our 3rd Miniature Schnauzer into our home. One game of chase and my BP drops like a rock.

Travel a lot. To the golf course, on which I live. If I have to go somewhere, I buy a ticket on Southwest. Haven't bought a ticket in years. If you live in paradise, why fly miserable?

Still married to Ann (nee McKeown). Fifty one years. When she wants to go to Indy, buy her a ticket on Frontier. Inexpensive, seat assigned well in advance of the flight, and makes her traveling a breeze.

Gotta go. Annie just poured me a Guinness. Check's in the mail. Keep the e-mails coming. O:-)
Tom McGee ret 4-1-2001

DON MERUCCI—Pleasanton, CA

Cleve: I just finished reading "*Flying The Friendly Lies*" from the Feb. issue of the *RUPANEWS* to my family, which included my daughter, a 27 year seniority PSA now working at SJC.

Whoever Mr. David Danto is, he sure hit the nail on the head in all his doublespeak points. I didn't know we would print such opinions in the NEWS. Don't stop. Especially when we are waiting to hear what comes of the latest pass travel survey. *Don*

W. E. "BILL" MOSSOP—Boulder City, NV
Everything is still running fairly smoothly here. The great career on UAL ended twenty two years ago for me.

Bev and I still enjoy cruising. We used vacation passes to advantage on a couple of overseas trips.

Business Class Flat beds to and from Amsterdam, and one way from Israel. We made several SA trips to and from our home in Fishers, Indiana on UA and UAEX. We even got First Class on one red eye LAS-ORD. I sure miss the old UA date of hire boarding priority.

We do appreciate very much what we still have. Inflation, unrealistic, or no cost of living increases at all on most of our income, coupled with near zero interest on savings, has taken its toll on our purchasing power. I praise the Lord and the ALPA leadership in the sixties and seventies for the B plan. I well remember listening to some of the Captains I was flying with at the time, gathered in mail room discussions. A subject that particularly caught my attention, Captains who had retired at the end of their careers in the mid fifties were reportedly receiving as little as five hundred dollars a month from their company fixed retirement plan. Decent retirement pay in 1955, but inflation had destroyed most of its purchasing power.

I was earning three times that much as a Second Officer. I earned a small military retirement payment and medical care after many years of flying in the Air Force Reserve. I am waiting for the other shoe to drop on that one.

I have been flying and enjoying a V-Tail Bonanza since shortly after I retired. I lived in Bend Oregon for many years. I made many trips between there and Boulder City, Nevada. I could fly nearly a straight course between the two. The trip only took about 3 hrs. 15mm. The airline took most of the day, due to having to change planes twice.

I moved from Bend as my main home over ten years ago. I have since maintained currency flying occasional short trips, and flying locally. With no further reason to justify the expense, I have decided to sell the airplane to stretch my income a bit. I still have a valid medical certificate so I'm not closing my flying career. My best to all. *Bill* SFO 65-92.

GEORGE NOLLY—Castle Rock

Let me start by, once again, thanking everyone who makes this magazine possible!

The past year, as usual, went by really quickly. Health-wise, only one minor hiccup - a small spot of Basal Cell Carcinoma, which was removed quickly with no residual problems. In retrospect, considering that I went shirtless virtually every day of every summer of my childhood, it's amazing that I only had the one spot. Back then, in the 50s, we

all KNEW that sun exposure, like smoking, was good for you!

In early 2013 I was hired as a contract B777 IP by Omni Air International, so now I'm a part-time 777 IP (Omni) and 787 IP (Boeing), but I haven't done a whole lot of instructing for either company. So in my free time, I was able to knock out some more fiction. I now have four novels in the *Hamfist* series, and I'm now working on the fifth in the series and also a spinoff novel. People who know a lot about creative writing tell me my books have a lot of structural problems. But here's the funny part: they sell! I don't suspect my novels will be assigned reading in college English classes any time soon. No foreshadowing. No life lessons. Nothing world-shattering. It's just some escape reading for people to vicariously experience a sense of air combat. BUT my books have won a few awards, and (most important) are making me money - much more than the pittance I get from the PBGC!

Last week, ALL THREE positions of the "Hot New Releases" for my genre on Amazon were my books, which really boosted my ego, as well as my wallet. When I looked at the 1099 forms from my various sources of income, I realized that the one with the largest amount was from Amazon, so now I tell people I'm an Author. AIRLINE PILOT SPECIAL:



here's a hidden way to get my first book for free, to see if you like the series without having to shell out the \$2.99 it normally costs in ebook form. Go to the Smashwords website and "Download A Sample" of *Hamfist Trilogy*. I've set the sample size large enough that you'll be able to read the entire first book. If you like it, please leave a 5-star review on Amazon. Sample chapters from all the books at my web site www.genolly.com. The books are also available in dead-tree format at Amazon.

I noticed a lot of letters recently have included some interesting/funny stories about flying in the good old days, so I thought I'd add my own. It was early 1981, and I had just been downgraded from 727 S/O to 737 S/O. I'd already received my furlough notice, and found myself flying lots of short legs instead of one 5-hour trip each day. This day's trip went SFO-RNO-EKO-ELY-SLC-DEN. Then we would lay over at the Cherry Creek Inn and fly the return trip to the same destinations in reverse order. On the leg from Reno to Elko, we passed the returning flight enroute, and flashed our lights at them. We landed at Elko for a VERY quick refueling and turn.

I read the Before Start checklist, and when I got to "Fuel", the Captain responded "14.6" and I looked down at the release and replied, "cleared with 14.1." No red flags so far, since taxi fuel was virtually nil with our parking spot right next to the takeoff end of the runway. We took off and flew to Ely, and, as we shut down the engines, the Captain turned to me and yelled, "Where's my XXXing fuel?" All I could think to answer was, "In the wing tanks." That's when he told me we were supposed to have 14.1 for dispatch at Ely. Obviously, we were mis-fueled at Elko. The westbound flight got our fuel, and we got theirs. So then I said, "I guess we'll need to get fueled here." Now the Captain was really pissed. "You don't get it. They have to truck it down from Elko. That will take six hours." FINALLY reality set in. I didn't know how to read a multi-segment release, and had looked at the wrong segment when I confirmed the release fuel. (Maybe 70 percent isn't a good minimum for getting through training!)

SO, the Captain called Dispatch, we had enough fuel to get back to Elko with a reserve to get us to a VFR alternate if we needed it, and we returned to Elko, took on fuel to get us to Salt Lake, and pressed on. As I recall, I made some sort of bogus PA announcement to the pax about needing more

fuel due to changing weather, but my lie was quickly discovered when everyone saw it was severe clear all the way to Denver. When we got to the Cherry Creek Inn, there was a message from ALPA Legal telling us not to talk to a soul until we talked to them. We filed our NASA Reports and held our breath. So now the truth comes out. Statute of Limitations, and all that.

The check's in the snail-mail. *George*

GLEN PETERSON—Elgin, IL

Mary and I are still living in the same house we built in '63 when flying S/O on the DC-6. Still healthy for our age and enjoying life working with the Elgin Symphony and our church here in Elgin, our Lake Association up north in Rhinelander, WI and tending to farm business in Iowa.

Son Charlie is flying the 777 out of ORD mostly to Far East these days. The past 3 months he has had a steady diet of an 8-day ID (ORD-NRT-SIN-NRT-IND-NRT-ORD) worth 50 hrs. Son Mark works for a trucking firm out of Crystal Lake as VP of Sales. All four 21 year old grandkids in college, two at Waubensee CC near Elburn, IL (both in the IL Nat'l Guard), one at ILL Wesleyan in Bloomington, IL and one at U of Wisc Milwaukee.

Our travels this past year have been a Black Sea cruise, 3 weeks in Molokai, a long weekend in SFO and 5 days in Vegas for one of those "destination" weddings.

We leave next week for a 3 week driving trip to the southeast which includes a cruise in the Western Caribbean.

Have attended the last two RUPA lunches in McHenry and will be going to the one in Crystal Lake next week.

A big thank you to the *RUPANEWS* crew.

Glen & Mary, ORD '60-'91, SFO '91-94

DON PRESTIN—Sun Lakes, AZ

Hi Cleve. Dues are in the mail for a couple of years. I've been keeping busy with Rotary functions so I haven't been to a Phoenix RUPA meeting for several years. Maybe next year if we can get a meeting day change.

Jan and I are still reasonably healthy-a little cancer, replaced some broken and worn parts but keep bouncing back. We should be good for another 50 years-celebrate number 50 together in November.

We've done some traveling by air, a Rotary trip to South Africa for 3 weeks and last Feb. another Rotary trip to New Zealand's South Island for 3 weeks. We also spent 3 weeks in Italy and The Greek Isles. For about half we used various passes and also bought some tickets. If you have tight schedules definitely buy tickets.

Though it's been 13 years since retiring I still enjoy reading about everyone's adventures post working. We had a great bunch of people we worked with, ramp, mechanics, agents, flight attendants and even some management types.

Are you old Geezers still instructing in gliders on Oahu? *We never instructed just flying and drinking a little beer. Hope to go over this month.*

Don & Jan, 1964-2001 PIT-LAX-SFO

MRS. NORMA PURYEAR—Davis, CA

RUPA Members and Leon: My mother always said "do not exaggerate." I am sorry that this is late and I did not get the "required letter" off in December, my 91st birth month. But- that is only nearly 2 months late, NOT the 3 months you accused me of! In the press of December projects, Christmas obligations etc. I confess that I forgot my RUPA obligation....*mea culpa!* My check will be in tomorrow's mail! Sorry to show my longevity by forgetting!

This old widow is very busy with obligations to family and as a Resident Council member here in the Davis Retirement Community where Capt. Bob and I moved in 2006. Bob has been gone three years, but we still have Max Rasmussen and Wayne Walker and myself representing UAL at the Pilots Group here. I went to Yolo County Airport with the group to see our de Havilland Rapide which has ended up practically next door. Fun to see again. I miss the Reno Air Races and EAA Air Venture, convention at Oshkosh, which Bob and I always attended. I am in good shape and active and busy, but there are some things that are no fun to do



alone. I will try and get the letter and check off in December 2014.

Norma Puryear (Mrs. Robert M. Puryear.)

JOHN RAINS—Morrisville, VT

The dues have been sent to renew for 2014 and now it's time for an update.

As I begin to write this, right this minute, I am reminded that 13 years ago, this day, I was coasting in Newfoundland on the way to IAD from BRU.

Margie had come with me and we had a wonderful layover. Considering she was the first flight attendant I had ever dated back in 1969 it was truly special that this was the only trip we ever flew together.

The ops folks at Brussels had made a Belgian chocolate retirement cake for the return trip and we, flight and cabin crew, had thoroughly enjoyed it. The top part of the cake said "Congratulations with your Retirement." I still have it. I put it on top of my "Captain's hat" when we got home, put the hat on a shelf, and they're both still there.

Coming into IAD the weather was most excellent, we got cleared direct ROBT (is that right?) and then cleared for the visual. Don't tell anyone but I invited Margie to join me in the cockpit for the landing and her picture of me, taken at about 1,000 AGL with 19R in the center of the windshield, is still one of my favorites. I would like to tell you about the incredible grease job I did of the landing. I would like to BUT, we all know that with the setup I just described the chances of pulling that off were slim. Actually the landing wasn't that bad and, while a fuss was made, we all know in our hearts we're just humoring the old guy. We got in 40 minutes early so there were no fire trucks welcoming a final flight arrival. Oh well.

Anyway, that was long, long ago in a place far, far away. Now we get on the jet and turn right. Standby travel on UAL or CO or UAL/CO has been pretty OK for us. I hear all the gnashing of teeth about how awful it is, but we've worked out a system that seems to be a good one for the two of us. An occasional glitch but hey, that can happen on full fare.

We still get to Italy at least once a year on UAL and get the occasional upgrade. A vacation pass is critical to low stress travel and we just go ahead and use one even if it appears to be wide open.

Our daughter discovered S/A travel in 2012 when

she went to Ireland just before what turned out to be Hurricane Sandy. She was planning on returning to EWR the day Sandy hit and I remember telling her she could stay in Galway and wait a few days or try to come home and end up in a hotel in EWR without running water, heat, or lights. She chose to stay in Galway. She has fallen in love with Galway and has been back twice since then. With her several travels as an enrolled friend we got a 1099-misc at the end of the year. Oh well.

Our health is good. Our kids are doing well. We love living in northern Vermont. We still enjoy traveling. I still ski although the search for the perfect day has kept me from the mountain more than it should.

Thanks to Jon, Tony, Leon and Cleve and everyone who makes this possible.

John, DCA/IAD 767 Retired 2001

DICK RUSSELL—Port Orange, FL

Wilma and I continue to enjoy good health, play lots of tennis and still fly my T-34 based at the Spruce Creek Fly-In near Daytona Beach, FL.

In order to accept hotel rooms and fuel at air shows I need to maintain a 2nd class medical and since my cataract surgery, I no longer need glasses to fly or drive! For the past 10 years I have been singing barbershop harmony and perform as a member of a quartet called "Three Nice Guys." All 3 kids are



gainfully employed by UAL, Marc is on the B-777 in LAX, Jon is on the B-747 in SFO, Kristine is a F/A out of EWR. Yesterday, I reached age 84. Although I fought to continue to fly past age 60, a look back tells me it was a blessing to have enjoyed an additional 5 years of retirement.

We have been told that the pass program costs \$60M per year. I should imagine that a good percentage of pass riders are active employees commuting to their domicile from homes that are far

removed. Free passes may become a thing of the past and boarding priority for retirees will probably suffer once the announced pass revision is in place. With 35 years "length of service" I may find that I am better off to become a dependent of our son who is an active employee with 29 years! As we age the amount of pass travel declines and I should imagine about 4 round trips per year is about normal for us.

In August, Breckenridge, CO was the site of the 2013 Russell reunion and was attended by 19 including 9 grandchildren. In September Wilma and I boarded a Princess Cruise in Copenhagen with plans to make a number of stops on the way to New York. Upon arrival in Glasgow it was announced that our course would be altered to the south to avoid high seas and 30' waves over the north Atlantic. We did miss Iceland and Greenland which was one of the reasons for selecting this cruise. The service was excellent as we expected.

Our granddaughter started college on a full softball scholarship and is doing well. Her sister was recruited as a 14 year old to do fashion modeling in Los Angeles. Now at 16 she has been sent to London, Paris and Milan. She is working back in LA and may be sent to Australia next month. Fortunately, her Mother is home schooling her and travels with her. Our grandson will graduate in June and has received two scholarships (academic and soccer) to Embry-Riddle Aeronautical University. Needless to say, we are extremely proud of these young people.

RUPA. The quality of the *RUPANEWS* remains great and those responsible are to be recognized and congratulated for an outstanding job.

Dick & Wilma Russell 1955-1990
F/A Wilma Nelson Russell 1957-1959

VIRGIL RUTHERFORD, JR.--Jacksonville, FL
Hi Leon, I turned 65 on Feb 9 (two days ago) after being grounded since April last year. Really haven't had a chance to enjoy retirement yet, but things are moving more in my direction.

The dollars for RUPA and the RUPA Magazine are some of the best money I've spent. Articles on the state of the airline and those things affecting the retiree are very informative. Especially medical and pass travel benefits. Always good to see that many are doing well and participating in RUPA.

Thanks, *Vergil*

GARY SAKUMA—Poulsbo, WA

Dear Cleve, I have been a RUPA member since I retired at age 60 in 2004. This organization is one of two United affiliated organizations which provides information about a company I worked for since April 18, 1987 until February 28, 2004. I take great pride and admiration in all the efforts of RUPA. You do an outstanding and under-appreciated job!

Enclosed is my \$25.00 check for 2014 dues.

Thank you! *Gary*

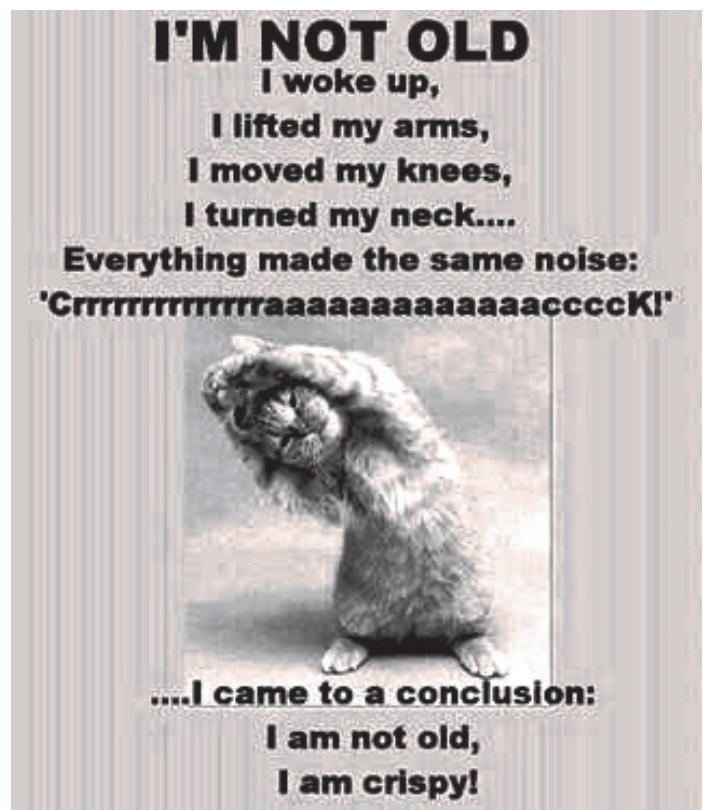
FRED SINDLINGER—Auburn, WA

Howdy, I'm afraid this has been a very slow year for the two of us. We haven't accomplished anything worth mentioning. Also, this will be year in which we haven't traveled to some very interesting place for sightseeing or just to see more of the good old United States of America. *Fred*

PAUL STERMER—Fresno, CA

Eleven years down, and hopefully many more to go.

Two years ago I missed my 69th birthday, as I was in the butcher shop having my left leg chopped off. Unfortunately, it was above the knee. Well not unfortunately, as it was due to a blood clot, and without the operation I would not be writing this. Because of all that, the "team" decided to check my



heart also. I had the "widow maker set up," no symptoms, but in need of a triple by-pass. No problem what so ever. Go to sleep, wake up, and the Doc. says, "all fixed." With the new, state of the art prosthesis, I can do everything I used to, just a wee bit slower.

Actually, my wife and I, as well as all the kids and grand kids are doing great.
Check is in the mail. Later, *Paul*

JACK WINK—Ft. Lauderdale, FL

Hello Cleve, We traveled earlier last year to visit relatives, but in July my 54 year old daughter Kathy suffered a fatal brain aneurysm. After four days we honored her request to be an organ donor and take solace in the thought that she will live on in the lives of others.

Thanks, *Jack*

MRS. EILEEN WOOD—Chico, CA

Hi Leon, Sat down to read the *RUPANEWS* and realized it was February and time for renewal. Pretty hard to forget since Lee was born on Valentine's Day. He really didn't like it because no one forgot! Still enjoy the "news" even though I know very few but love reading about "you all" anyway.

Lee has been gone three years in June and it never gets any easier. Miss him so much, but I'm sure all the other widows feel the same way. My kids are all great... my daughter Lori and husband Jeff are pastoring a church in Grass Valley, Christopher, my grandson is still in Nashville, travels a lot accompanying country music singers and Sarah, our granddaughter lives in Huston. She is a professional dancer, teaches dance and also tutors in Physics.....figure that one out! Wonderful kids and so proud of them.

Sold our condo in Maui the first of the year and now have mixed emotions but I know I did the right thing. Now I'll have to stay with you and Vicky! Have only one trip planned in the near future but am planning to travel again soon.

Miss seeing all of Lee's friends and the great "get-togethers" we had in our home. Especially the one with the Potato Gun! Lots of laughs. *I really enjoyed that potato gun too, even though I didn't hit anything. Ed*

Looking forward to a wonderful year ahead. *Eileen*

IN MEMORIAM

JAN B. CONOVER

When thinking about the life of Captain Jan B. Conover, it was not a question of "What he did in his life," it was a question of "What didn't he do?" He was a man who did so many things, and was so many things it was hard to keep track of them all. Jan, 73, of Toms River New Jersey, passed away in his home on February 9, 2014.



Anyone who knew Jan understood that he was a man of many talents. Yet even with all of the skills he had he was the most humble of human beings. He was sweet and gregarious. He lived his life with gusto.

He was first and foremost a husband, father, grandfather and brother. Jan was also a pilot. He started flying as a teen, even giving up his senior trip to take his check - ride for his private license. His devotion paid off. He worked for United Airlines for over 34 years until his retirement. Anyone who flew on his planes knew they were in good hands. He flew many routes all over the world, finishing his career flying from New York to Japan on the eve of the New Year, 2000. It is fitting that the century turned over the night Jan retired from flying. United Airlines would never be the same.

Prior to his flying days, he worked as a math teacher, a construction worker and he was close to playing semi-professional football in New Jersey.

Jan was a proud member of numerous clubs and professional groups including the Quiet Birdmen, EAA, ALPA, RUPA, AOPA, the Jersey Shore Ultra Lites, Past President of the Pineland Antique Engine Assn., the Tuckahoe Steam & Gas Engine Assn., Antique Truck Club of America, American Truck Historical Society, and was a saxophone player in the former Ocean County String Band.

Jan is survived by his beloved wife Patty (Dignazio) Conover, two children, and one grandchild.

In lieu of flowers donations may be made to Boys Town, 14100 Crawford Street, Boys Town, NE 68010 or St. Jude Children's Research Hospital, 262 Danny Thomas Place, Memphis, TN 38105.

G. NELSON FUNKHOUSER

G. Nelson Funkhouser "flew west" on Feb. 7, 2014. Nelson was born in Pittsylvania Co. VA on Feb. 24, 1928.

During his teen years he lived in Waverly, VA where his father operated a fixed base airport operation. He soloed at 16 and was the youngest licensed flight instructor at 19. He worked for his father instructing, crop dusting, washing airplanes and guarding the airport at night. While in High School he played 6 man football, and at halftime played the clarinet in the band usually with a bloody lip. He was an Eagle Scout, an Asst. Scout Master and a charter member of Boy's State where he medaled in swimming in 1946, and was selected to play in Boy's State Band. As an officer in the Waverly Rifle and Pistol Club he achieved expert ratings in both firearms, and was an instructor in the Civil Air Patrol. He graduated from Waverly High School in 1947. From 1947-1952 he first served as a Staff Sergeant in the National Guard, and then transferred to the 108th Fighter Bomber Wing at Godman Field in Fort Knox, KY. Upon honorable discharge he moved to Richmond where he studied Business at RPI, a branch of William and Mary College. While in Richmond he kept flight instructing and building up hours. He organized his own swing band called "The Sentimentalists" and played lead alto sax. Although he was proficient in reading music, he also played by ear. If you could hum it, Funk could play it! He was hired by Capital Airlines at age 25 in 1953. In 1954 he met and married Honey Lou Price, a Capital Airlines Hostess from Pittsburgh, PA and, with the United merger, he checked-out as Captain at 29. In 1956 he bought 63 acres and a stucco farmhouse in Broad Run, VA, which he named "Flintstone Farm." He raised Black Angus cattle and in 1960 he joined the Warrenton Jaycees and Lion's Club, and was privileged to fly the Lion's Club on a chartered convention flight. He was a 32nd Degree Mason, and a member of the Kena Shrine Temple. Nelson enjoyed his beach home in Kitty Hawk, NC for twenty years and retired in 1988 and resided in San Mateo, CA, for 7 years. He moved to New Smyrna Beach, FL in 1995, and eventually to



Port Orange, FL.

At his request his ashes were scattered in part onto the area where he spent most of his adult life and the rest near the Charles Lindberg Memorial on Maui Island. He is survived by his devoted wife of 59 years, Honey Lou; three children, and eight grandchildren.

The family suggests contributions in Nelson's name be made to Shiners' Hospital for Children, 2900 Rocky Point Drive, Tampa, FL 33 607-1435

HUGH R. MC INTYRE

Hugh passed away peacefully at home January 4, 2014. He had been suffering from Alzheimer's disease the past few years.

Hugh was born in Yale, Michigan May 2, 1942. He always said he brought his family to California when he was four years old. They lived in the Sacramento area.

Hugh graduated from McClatchey High School in 1960. He then went to Pasadena Nazarene College and graduated in 1964 with a major in speech. Hugh planned a career in radio broadcasting. During his freshman year he worked part time at KHOF -fm radio for free just to gain experience.

Two weeks after graduation, June 1964, he married his wife Norma. They were happily married for over forty-nine years. Two years after they married, Hugh read a small article in the Sac. Bee newspaper that United needed pilots. This was during the Viet Nam War. Hugh was always interested in airplanes and flying. He went to San Francisco and took two days of testing to see if he qualified. He had never flown an airplane before! He scored high on the tests and they told him if he would get his private and commercial licenses, UAL would hire and train him in Denver. Hugh had a wonderful 35 year career with UAL. He was bases in SFO and LAX and retired as captain on the 757. He used to say he couldn't believe United was paying him to do what he loved. He enjoyed working with so many great men and women.

Hugh loved skiing, hiking, nature studying God's word and travel all over the world. He was a member of the Gideon's International for 12 years in Auburn, CA. We were partners in a condo in Wailea,



Maui for 17 years. We enjoyed going there with family and friends.

Hugh is survived by his wife, Norma, a son, two sister, and many other relatives.

Those wishing to remember Hugh can donate to the Alzheimer's foundation or Gideon International. God bless you all. Sincerely, *Norma McIntyre*

JAMES E. "Muddy" WATERS, JR

James E. Waters, Jr. passed away on November 2, 2013, in Spokane, Washington. He was able to spend the last six months of his life near his two beloved grandchildren, and he never missed an opportunity to visit with them before unexpectedly losing his battle with Alzheimer's disease at the age of 75.



"Jimmy" was born in Providence, Rhode Island, in 1938. He came home from the hospital on the night of the Great New England Hurricane of 1938, with 13 feet of water over parts of downtown. A lifelong Red Sox fan, he only had to wait sixty-six years to see them win the World Series—and then was amazed to see them win two more, including one during his final days.

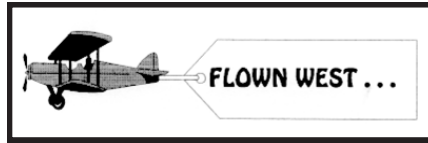
After graduating high school in Cranston, Rhode Island, Jimmy spent a short time at Boston University, where he enjoyed college life—enthusiastically. He left school early, and explored several different jobs before signing up for U.S. Air Force pilot training in 1960. "Muddy" found some friends for life there, but also discovered his true calling: aviation. After leaving the Air Force, he was thrilled in 1966 to be hired by United Air Lines, where he spent the next thirty-two years flying numerous aircraft for United, from DC-6s through DC-8's, DC-10's, and 737's on the way to finishing his career as a Captain on the 757 and 767, frequently flying the trans-Atlantic routes to Europe. He was passionately involved throughout that time in ALPA, serving on the Master Executive Council in Washington, DC and acting as one of the more visible public faces of the union during the strike in 1985.

In an industry known for its volatility, he managed to work continuously for the same company for his entire career. He frequently called himself the luckiest man in the world, although his career was

only a small part of that. What he was truly grateful for was having met Robin, the love of his life, while on a ski trip to the Poconos. They "met cute" in Pennsylvania, only to learn that they lived in the same apartment building back in Alexandria, Virginia. Recognizing fate, they married in 1965, and were inseparable throughout a life that took them to Virginia, Washington, DC, Colorado, California, and Virginia again, before happily retiring to the beautiful coastal city of Wilmington, North Carolina.

Along the way they had two children, a horse, five dogs, four houses, countless friends, and uncounted trips all over the world. Theirs was the house where the neighborhood kids hung out, and they even sometimes picked up an extra child or two for a time. They continued to ski well into the 1990's, and passed that love on to both of their boys. They were together every step of the way, and were probably more in love in their sixties than they had been forty years before. Sadly, after fifteen years in Wilmington, Jim lost Robin to cancer at the young age of 68. He missed her deeply every day, but now that short time that they were forced to endure apart is over, and they can be together for good.

Jim lived life well and fully. He made great friends wherever he went, and was known by all for his unselfish and almost unconscious generosity. He was a pilot, a small businessman, a skier, a scuba diver, a golfer, a lifelong gadget-lover, a crossword puzzle-solver, and an autodidactic polymath. But he never forgot that he was the son of a laundry manager from New England, and often seemed amazed at all of the good fortune that had come his way. He loved to laugh, and was always good for any number of stories at a party—especially when describing the mixed blessings of having a trained French chef over for Thanksgiving dinner, or telling how he met "Satchmo" at the Newport Jazz Festival. But he was also a bit of a "softy": he adored his grandchildren, and couldn't hear "The Littlest Angel" at Christmastime without wiping away a few tears. In all, he was a wonderful, kind son, brother, father, and friend—and he will be sorely missed by all whom he left behind. Fortunately, his impact on the world lives on, in his sons Mike and Chris, his two grandchildren Colin and Alison, his sisters Sue and Pat, and everyone he touched throughout a too short but truly happy life.



Ronald H. Conway	Dec. 2013
*William T. Hudgens	Dec. 02, 2013
Hugh R. McIntyre	Jan. 04, 2014
Jan B. Conover	Jan. 09, 2014
Harold H. Meyer	Jan. 19, 2014
*John W. Mitchell	Jan. 22, 2014
G. Nelson Funkhouser	Feb. 07, 2014

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.
Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
9550 W Higgins Rd, Rosemont, IL 60018

March, 2014 Edition

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Vineburg, CA 95487-0400



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

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, March, July and November)
(Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL)
The Joe Carnes 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 Crazyies (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