
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message
About the Cover
Local Reports

Page 3
Page 4
Page 4-13

Articles
Letters
In Memoriam
Calendar

Page 5-37
Page 38-45
Page 45-46
Page 48

— 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 Toros Randy Ryan

California

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

Colorado

Denver Good Ol' Boys Tom Johnston
..... Stanley Boehm

Florida

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

Hawaii

Hawaiian Ono Nene's Larry Becker
Big Island Stargazers Linda Morley-Wells
..... Beth Ann Raphael

Illinois

Greater Chicago Area Group Claude Nickell
The Joe Carnes 31 North-IL RUPA Group E. Allan Englehardt

Nevada

Las Vegas High Rollers . Andy Anderson - Jerry Johnson
Reno's Biggest Little Group Gary Dyer - Lyle U'ren

New York

New York Skyscrapers Pete Sofman

Ohio

Cleveland Crazyies Richard McMakin

Oregon

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

Washington

Seattle Gooney Birds William R. Brett
..... Brent F. Revert

Washington D.C.

Washington D.C. E.K. Williams Jr.

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

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

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

E-mail: rupasectr@aol.com

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

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

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

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

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

PRESIDENT'S LETTER

NEW MEMBERS We welcome 13 new members this month to RUPA. Captain Dallas Blevins, Gilbert, AZ, Mr. Thomas Simonian, Manassas, VA, Captain Neil Hennigan, Ocean Ridge, FL, Captain Paul Vining, Sun Lakes, AZ, Captain Stephen Pendry, Fredericksburg VA, Captain Kenneth Voelker, Bloomingdale, IL, Captain Harry Albaugh, Camarillo, CA, Captain Sigmund Chrzanowski, Hampshire Il, Captain James Colman, Parker CO, Capt Glenn Little, St Charles, IL, Captain Albert Rosenberg, Hilton Head Island, SC, Captain Edward Davis, Jr, Cape Coral, FL and Captain Kent Lindsey, Houston, TX, Captain James Cronin, Trabuco Canyon, CA and Captain William Runft, Inverness, IL.

RUPA AUDIT Each year our Audit Committee reviews our Financial Statement prepared by Leon Scarbrough, our Secretary/Treasurer. Again this year, Board of Directors members Floyd Alfson, Rich Bouska and Larry Wright volunteered to serve on the Audit Committee. Thank you gentlemen! To quote Larry, "I have reviewed the figures for the 2013 expenses and to my untrained eye, I find no errors or inconsistencies. I am satisfied in my own mind that these figures represent the true financial standing of RUPA" and seconded by Floyd and Rich. They also thanked Leon for his continued fine work. I can report to the membership that RUPA is in a very strong financial position for our continued operation into the future.

TRAVEL SURVEY On March 14th there was a posting on the Flytogether web site stating "there will be no changes to our current travel program". That is good news. It is strange how NOT losing MORE of our hard earned benefits is good news....kind of like the beatings will continue until morale improves! Thanks for taking the time to complete the survey.

RUPA.ORG Thanks to our Sec/Tres, Leon Scarbrough, our website now has a tab on the Home Page titled "Area Representatives." There is a complete listing of all our Local Area Groups, complete with contact information for our Area Representatives, along with meeting locations and dates. This information is also available on the back page of the *RUPANEWS*. I would like to thank Leon, as well as all of our dedicated Area Representatives, for their efforts in updating the information and making it available to all our membership. Take a moment and check out our website at rupa.org.

RUPANEWS We all appreciate the yeoman work that Cleve Spring does each month publishing our *RUPANEWS*. We regularly receive comments from groups outside RUPA about the publication's high quality and interesting information that Cleve puts out each month. Our members also give high praise to Cleve's efforts. We archive back issues of the magazine on our website and they are made available three months after initial publication. They go all the way back to 1999. It is very interesting to go back and see how the *RUPANEWS* has evolved into the top rate publication it is today. Of particular note is the significant increase in the number of pictures our Area Groups are submitting each month allowing us to put names to faces. Keep up the good work! It would also be great to see more letters from our members each month. It only takes a few minutes, or hours depending on your writing abilities, and we all enjoy catching up with our members. It is one thing you can do to keep the NEWS interesting.

GENERAL I had the pleasure of joining the Reno's Biggest Little Group for lunch on February 26th. It was great to see friends from my early years and swapping stories. I appreciated everyone's hospitality and encourage our members to try to plan their travels to include area luncheons around the country. We all share many things in common and the camaraderie is priceless. *Jon Rowbottom*, RUPA President

How to update your personal Information!

Address changes, (Attention Snowbirds!!!!)

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

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupasectr@aol.com

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

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

About the Cover

Thanks to Mike Ray for another beautiful cover picture of the 757

Dana Point RUPA Luncheon

Tuesday was bright and clear at the Harbor. Our group took the hint and arrived at 11:30. They took most of the good parking. I know as I was a little late...no one noticed! Great group with many spirited conversation going on at our 'place' on the upper deck.

Present were: Bill Rollins, Bill Stewart, Bob Fuhrmann, Bruce Dunkle, Denny Giese, Jerry Meyer, Jim Cronin, Jim Grosswiler, John Grant, Ron Dye, Ted Simmons and Joe Vallejo and guest Nancy Fisher. Joe is new to our group and signed in with a Fallbrook CA address.

Missing but present by way of a phone call was Joe Udovch. Unable to be at our lunch because he was in Mission Hospital and will be there for an extended stay. He had a bicycle accident last Friday, the 7th of March, which has laid him up for Observation and Rehab. He did have a good helmet on but still suffered a broken hip and many bruises.

Bruce set about getting Pictures of all present. Everyone showed a great Grin or Smile. I will endeavor to put the pictures in this letter. Much talk of the recent missing Malaysian Flight 370. Cheers to All, *Ted*



CONVENTION REPORT

Not much to report on any upcoming conventions for RUPA. I guess they have gone the way of a dinosaur. However, I would like to take this opportunity to talk about the upcoming RUAEA convention in San Diego starting on Oct. 1st and ending on Oct. 5th, 2014. It will be held at the Town and Country Resort and Convention Center. Their telephone # is (800)-772-8527 or book online at resweb.passkey.com/go/eb44deef.

For all of you fiscally prudent pilots out there, the room rate is only \$109/night for a double, \$129 for a triple, and \$149 for a quad. This includes a buffet breakfast and a special parking rate of \$2/day. I will have more information about scheduled tours and event this summer.

I urge all retirees of *New United(ual/coa)* to attend. This is a great opportunity to connect with not only past acquaintances from *old United* but to meet people from the *new United*. As I have said in the past, Marie and I were made to feel right at home at the last couple of conventions we attended. In addition, we had a great time because RUAEA really knows how to put on a convention. As Convention Committee chairman, I should join their convention committee and learn how they manage to be so successful.

Stay active and volunteer, Ron Jersey



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



From the November 1955 *United Mainliner Flight Plan* booklet - United Air Lines' Captains and First Officers, most of whom are between twenty-six and forty-two years of age, are physically and mentally above average. Their vision is even better than their general average of health.

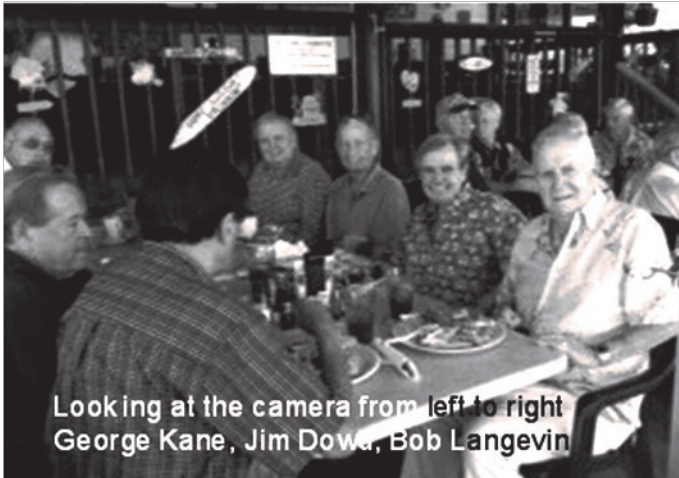
United's Medical Department has fully-staffed regional offices in New York, Denver and San Francisco and "on-call" doctors in all cities that United serves. Each pilot receives a physical examination by a United physician at least once a year. These examinations include audiometer and electrocardiogram tests. United's physical exam takes about two hours and includes tests for possible future defects. Pilots must also pass a Civil Aeronautics Administration physical examination every six months. *Marvin Berryman DENTK Ret.*

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

S.E. Florida Treasure Coast Sunbirds Luncheon

Back to Shrimper's for another terrific Luncheon in March. Our group of 16 was very lively (and noisy) as usual with a variety of different subjects being discussed all at one time....therefore no one understood or 'remembered' :-/ ANYTHING. (How do you spell CRS?)

The various conversations included but were not limited to War Stories, Layovers ;-0, experiences while flying, other crew members, ObamaCare :-(), our Rx program and the switch over of our Medical Ins. program to Aetna and the required (sometimes difficult) coordination with Medicare, ZED fare flying and Ticketing, etc. etc.. However, the bottom line is - a GR8 time was had by everyone. The WX was PERFECT - sunny skies, very lite breeze and the temperature at about 80.....just another sh---y day in Paradise. Our Server, Kimberly, gave us super service and as always, the food was outstanding. The view of Manatee Pocket with its many boats, Marinas and beautiful scenery just can't be beat.....Numero UNO!!!



Looking at the camera from left to right
George Kane, Jim Dowd, Bob Langevin



L to R Jim Jemeson, Dick Starita, Dick Baese
and Al Swanson.



L to R Don Jefferson, John Pinter & Ted Osinski.



L to R Andy Lambert, Bill Cole, Jack Boisseau
Skip La Rocque and Del Gartner

Those who attended were, Jim Jemeson (up from MIA) and his Air Force friend, Al Arbuthnot, John Pinter, Ted Osinski, Del Gartner, Bill Cole, Jim Dowd, Andy Lambert, George Kane and his UAL friend, Al Swanson (I'm hoping that Al will join us on a Regular basis from now on), Dick Starita, Dick Baese, Skip La Rocque, Jack Boisseau, Don Jefferson and myself, Bob Langevin.

Our Stuart RUPA Luncheon in April will be on Tuesday the 8th at Shrimper's once again and I hope that if you happen to be in the SE FL area around that time.....that you will join us, we'd love to have you. That's about it for now, but I'm sure that our Northern friends are looking forward to the arrival of an EARLY (very very EARLY) Spring this year.....God know, you certainly deserve it. Best Regards, *Bob Langevin*

APHORISMS

Business conventions are important because they demonstrate how many people a company can operate without.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

With temperatures warmer than normal (in the high 70s) under clear blue skies and warm off shore breezes the “bunch” gathered at Edgar’s for the March 12th luncheon. Those attending were Phil Young, Milt Jines, Carlos and Judy Quintana, Bob and Cindy Benzies, Jack Cowles, Phil and Pat McClain, Dave and Linda Mackie, Will and Fran Blomgren, Lee and Nancy Casey, Diane Ellis, Paul Olson, Pete and Donna Walmsley (our wonderful hosts), and yours truly. With snow finally in the Sierra several of our regulars were enjoying the white stuff. Others were out-of-country on a travel quests.

Lots of conversation about the Malaysia 777 Flt 370 with all the speculations included. There were a few successful travel pass stories, talk of the usual TSA inconsistencies, our shared medical issues, grandchild and great grandchild news, and some very good humor was shared by all.

Next luncheon is Wednesday April 9th at Edgar’s at Quail Lodge in Carmel Valley. Social hour begins 1130 with noon being the order time. As always RSVP by 1700 the Tuesday before.

Hoping for April showers, *Phyllis Cleveland*

Monterey September Golf Tournament

Pete and Donna Walmsley will host another RUPA Golf Tournament at Quail Lodge.

September 10th!

Mark your calendars! Let’s see if more Bay area golfers will join us this year!

Denver Good Ol’ Boys RUPA Luncheon

Our monthly meeting was held on the third Tuesday February 18th at the customary facilities of the Denver American Legion Leydon Chiles Wickhershaw Post Number One.

Members and guests began arriving at 11:00 A.M. to enjoy liquid refreshments until lunch at noon by which time 30 were present and accounted for on a fairly warm and nice day for being winter time. After lunch I invited Ted Wilkinson to share a joke of his and followed with two of mine for good laughter for all of them and we continued to visit for a while afterwards.

Not too much else to report and we look forward to a good turnout in March when wives and friends will be invited to attend.

Attending were: Jim Adair Al Dorsey Stanley Boehm Ray Bowman Bill Hanson Joe Collard Mack Connelley Tom Hess Bob Crowell Ed Cutler Donald Johnson Dennis Getman Dick Shipman Casey Walker David Horwitz Susan Hytinen Tom Johnston Dick Kobayashi Cliff Lawson Al Snook Bernie Stoecker George Maize Russ Ward Jack Wilhite Ted and Rose Wilkinson Bill and Claire Fife and Claire's sister and husband. Very good response was received for my email request to members to respond if coming so as to have a close meal count for the caterer which was very much appreciated and I expect to continue it in the monthly email meeting announcement. Respectfully, *Stanley* your co-coordinator

PC AND PIXEL | Tak Bui



The Columbia River Geezer's Luncheon

It was a beautiful day here in Portland OR. Blue sky and warm temperatures. Today's luncheon started a little late. Rich was late inbound to today's luncheon as he had a flat tire. Benno was at the computer shop in the mall a little longer than normal and Ray swaggered in a little late as well, no reason given, but that's OK as Ray is the senior fellow at our table.



Attending were, left to right, Rich Warden, Ron Blash, Benno Vyfvinkel, his wife Lynn and Ray Reed who tidied up the other end of the table.

There were some discussions about the lost Malaysian 777, obviously, pure speculation.

My wife Candy and I have been away traveling west bound to HI, frequently this Oregon winter and have missed the past two RUPA luncheons. We are heading back to the islands again in April and we plan to attend, the Oahu RUPA luncheon on Thursday April 10, which is hosted by Larry and Diane Becker, at the Mid Pacific Country Club. We are looking forward to lunching with Leon Scarbrough and his wife Vicky plus I've heard that Ray Brice and his wife Jan are back in the islands and hopefully they as well as many other RUPA members will be attending the luncheon also.

Tony Passannante is out someplace in the world moving an aircraft from some place to someplace else and I know that he is having a great time flying the big Iron.

Hopefully we will have more members of "The Columbia River Geezer" population show up at our next luncheon. It's at the same place, the same time and on the second Wednesday of April. Regards, *Ron Blash*

S.E. Florida Gold Coast Luncheon

On Thursday, March 13, our lunch was attended by 18 of us retirees and guests under sunny 70 degree temperatures at Galluppi's Patio Bar and Restaurant on the Pompano Beach Airport.

We were extremely pleased to see our senior member, Ham Wilson, able to attend since having a medical problem.

Others attending today in addition to Ham were Les Eaton, Bob Langevin (down from Stewart), Ed Wheeler, Terry Lewis, Bob Seits, Stan Baumwald (ret. NWA Pilot), Murray Warren, Denny Keast, Jim Good (flew over from Naples), Joe Jenkins, Ham Oldham, Lyn Wordell, Bob Engleman, Rick Valdes, Bill Garrett, Dan Petoovich (active pilot), and your scribe, *Ned Rankin*



Ohio Cleveland Crazies February Luncheon

The Cleveland Crazies enjoyed a small but lively turnout at TJ's restaurant in Wooster, Ohio. We were entertained by Dick Sanders with the many great jokes and stories. And, of course, the conversation ranged from flying stories to personal accounts of happenings to all members.

We were briefly reminded of our next outing plans in May and the need for information from those who are planning to attend. All RUPA members, family and friends are invited to join us at the National Air Force Museum in Dayton, Ohio. If anyone is interested in this "Road Trip" please contact Phil Jach for details and plans. Use e-mail: jach@gwis.com, or phone 330-653-8919, or write to Phil Jach/ 106 Parmelee Drive/ Hudson, Ohio 44236-3428.



Those attending our luncheon today are; from left to right in the picture - Gene White, Phil Jach, Dick Orr, Dick Sanders, Pat Morris, Harvey Morris, Diana Zaleski, and George Bleyle. Cheers, *Phil Jach*

Seattle Gooney Birds

February, 2014 The members and guests filled every chair in our private dining room at the SEATAC Marriott. The waitress was very efficient and the food was good, as usual.

The conversations were lively and everyone seemed to have a good time. Herb Marks came through with a couple of good jokes recorded on two smart phones followed by Bud Granley and the host read an Email joke with a good punch line. The only serious discussion concerned Aetna Insurance, then we adjourned until next month.

We welcome new retirees to come join in the fun. In attendance: Chuck Westfhal, Al Haynes, Fred Sindlinger, Tom Smith, Bill Shumway, Dick Anderson, Jack Brown, Dave Carver, Bob Howard, Bill Stoneman, Howard Holder, Gere Pryde, Bud Granley, Bill Lamberton, Alex Dunne, Herb Marks, Mark Gilkey, Hank Kerr, Bob Reid, and *Bill Brett*.

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

We had a good turnout for our March luncheon. It looks like we're getting an early spring, as the weather was gorgeous. We've had the warmest winter in the areas history.

There was some talk about traveling on passes. It seems that some members have had very good luck and others have had just the opposite. I see that there will be no changes to the present pass travel policy. The upcoming cruise to Norway was discussed. Other than that, everyone seemed to have a good time.

In attendance were: Marty Berg, Bob & Roz Clinton, Gerry Delisle, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Barry Hamley, Dick Hooning, Dick & Jeri Johnson, Bill & Bonnie Klett, McLeod, George Mendonca, Bob & Dee Norris, Craig Norris, Walt Ramseur, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube, 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*

SOUTHWEST FLORIDA RUPA LUNCHEON

Another perfect day in Fort Myers, Florida. The Olive Garden hosted our luncheon on March 10, 2014. Attendance was strong at 24 with luncheon served in the Marco Island Room. We were served by Samantha and Jackson. Many of the regulars showed up plus Brit and Ken Lund who said they haven't been with us in several years and also Ken Kensick, from the Chicago area, who makes an appearance at least yearly. All enjoyed catching up.

Some of the interesting discussion centered around the Commemorative Air Force (CAF) appearance in the Southwest Florida area over the last two weeks, namely Sarasota, Fort Myers and Naples which provided rides in their B-29 Superfortress "Fifi". Each flight had eight seats open for the lucky few willing to pay the price, but 75% is tax deductible. CAF is based in Addison, TX and the web site showing their itinerary nationwide is www.airpowersquadron.org. The B-29 stories at lunch were abundant!



There was no formal program but everyone was in a good mood and enjoyed their lunch.

We had to take several photos to capture everyone. Here's the list of attendees (* denotes guest): Wallis Alvis, Bill Bates, Jim Boyer, Corrinne Boyer*, Gary Crittenden, Janice Crittenden*, Rip Curtiss, Jim Downing, Harvey Hallberg, Jim Howard, Don Kincaid, Brian Leiding, Paul McConnell, Dick Murdock, Dot Prose, Jim Rigsbee, Ellis Van Alstine, Gene Chapman*, Faith Osborn*, Jim Sutton*, Mamie Thompson*, Ken Lund, Brit Lund*, Ken Kensick*.

This was the end of our season series of luncheons until we start again in November. The next luncheon at the Olive Garden will be Monday Nov 10th at 11 am, eat at 11:30. We wish everyone a happy summer till we resume in the Fall. Everyone is welcome to join us! Regards, *Gary Crittenden & Dot Prose*

Reno's Biggest Little Group

We had to move our February lunch location at the last minute because the Restaurant we have been frequenting went out of business. Just so you know, our 2% tips had nothing to do with it.

We were privileged to have RUPA President Jon Rowbottom with us for some high level talks, which is one of the reasons this will be short and classified.



"RUPA President Jon Rowbottom holds court in the Biggest Little City."

Those in attendance included Tom Taber, Bill Shepherd, Tom Diehl, Sam Jacobson, Patrick Walker, Ken Miller, Jon Rowbottom, Bob Mierau, Gary Dyer, Dean Shuff, Charlie Kettering, Cort de Peyster, and your reluctant scribe *Lyle U'Ren*.

THE THOUSAND OAKS RUPA LUNCHEON

Both Denny Fendelander and Doug Bialanski were unable to attend the March 13th luncheon at The Sunset Terrace Restaurant so they contacted Don McDermott and asked him to head up the get-together and contacted Marcene and Doug Rankin and asked if we would do the write-up for the *RUPANEWS*. A camera was not available so we will just give the names of the attendees. They were: Don Tanner, Ivan Cox, Larry Lutz, Jim Hall, Gary Babcock, Ray Engel, Dave Park, Dick Unander, Bob Mosher, Don McDermott, Dale Myers, Doug & Marcene Rankin, Don Hollingsworth.

Don McDermott started the discussion with information about the company from his son who is a current United pilot. Talking about the training in the simulators, space is a problem as it was necessary to expand some facilities to accommodate the 777 since they need 360 degree capability. Some of the fleets training is in Houston and some in Denver. He said the LAX terminals 6, 7 & 8 will be renovated by 2017. He also talked about the maintenance base in San Francisco, however there are too many details to remember and to write about here.

As usual, there was general discussion about Aviation and then the lunch was served. The Wait Staff at the Sunset Terrace Restaurant took good care of us, even surprising us with special desserts at the end of our lunch. Signed, *Doug & Marcene Rankin*, substituting for Denny Fendelander.

Retiree Parking at the MOC at SFO

You may obtain your permit at any time of day or 24 hours in advance, you just cannot enter the lot at the times listed below. Evidently this came about because there were numerous complaints from employees delayed due to retirees entering at these shift starting times and holding up the line. Security said the only other alternative would be to suspend all retiree parking. If anyone arrives during these times, they may park adjacent to the retiree lot at the 'Park and Call' lot and wait.

There will be no entry to the retiree parking at: 0530-0630 1330-1430 2130-2230

San Francisco North Bay RUPA Luncheon

A small group for the March luncheon get together at our regular spot, the Tolay in the Sheraton Petaluma. The nice weather had some of our regulars involved in other activities. We did have one new member join us. Welcome to the group Barry.

The business meeting was short with a few handouts passed around as well as a sympathy card we all signed to send to Buddy De Costerd's widow Alice. Some reminders that UAL 811 cargo door incident was 25 years ago also went around.

Not much conversation any more regarding UAL being taken over by Continental and their treatment of the retirees. That was always a hot topic at our meetings. I guess we have learned to live with it.



Attending, not in order: Wayne Heyerly, Barney Hagen, Tom Grey, Colline Murphy, Kim Grey-Mires, Al Milotich, Bill McGuire, Don Madson, Dan Bargar, Dick Hanna, Larry Whyman, Jules Lepkowsky, Barry Wilson, Leon Scarbrough, Bob & Doris Donegan, and this reporter *Bill Greene*.

San Francisco East Bay RUPA Luncheon

Greetings from the "Magnificent Seven" meeting at the Livermore Airport. This was only our second luncheon, so lots of catching up to do.

A few war stories, both Vietnam and United. "Beebs" is friendly with a varied menu, a very comfortable place. The airport is on the south side, with the golf course out the front door.

Our attendees: Larry Henderson, Steve Filson, Grant Adams, Don McDaniel, John Baum, Steve Scott, and Neil Dahlstrom.

Our founder, Don Merucci, skipped town; but will return for next month's gathering which will be the second Tuesday, April 8th and will be co-ed. Cheers to all, *Neil*

FRANK AND ERNEST | Bob Thaves



The Intrepid Aviators Of Southern Oregon

Greetings to all in RUPA land from Southern Oregon! We missed a few who were off in pursuit of more sun and warmth but still had a good gathering at our favorite haunt, the Pony Espresso, in Jacksonville, Oregon. Topics ranged from UAL to Aetna, the rain or lack of it, old and new airplanes (what else?), and the two 'A's, ailments and adventures that is. T'was a good time with a good group.



Our photo includes, sitting on the front left, Banjo Bob Keasbey, Dan Kurtz, Catherine Dimino and her Dad, George Elliott, Steve and Leeann Fusco, Harlowe and Chuck Kittle, standing in the back are Scot Lee and Bob Niccolls. Our photographer for the day, Art Lumley would have been in the picture if only he could have moved quickly enough, but alas, he missed out.

We read of the East and all the weather they are getting, but out here it's just plain dry. Mt. Ashland, our local ski slope has not opened and may not. Water storage far too low. All in all it looks like it will be an 'interesting' summer ahead.

Cheers to all and, if in our area, please join us, any third Thursday at the Pony Espresso in Jacksonville. **Bob**

New FAA Regulation/Part 0, Section 000 (a) 1(c)

Section I: No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned, Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II: If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III: Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV: The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

Pass Travel Update (February 15, 2014)



1) Southwest is now e-ticket, get paper tickets refunded!

As of Feb 12th eligible co-workers and retirees will purchase eTickets for themselves and/or their eligible pass riders to travel on Southwest Airlines (WN) by calling the United Pass Line (UPL). The UPL desk will list and e-ticket the pass riders on WN flights. As of this writing, E-tickets on WN cannot be purchased yet on the ID90T website. This is a temporary solution while we work toward a self-service online solution.

Eligible co-workers and retirees will call 866-FLY-EPAS (866-359-3727) when dialing within the United States, or 713-324-PASS (713-324-7277) 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 per person booking service fee (BSF), however for WN eTickets the BSF will be *temporarily waived*. Payments for WN eTickets must be pre-paid with a valid credit or debit card.

To get WN paper tickets refunded, go to the "Refunds" section on the bottom of the [Other Airline page](#), on Flying Together>Travel. To refund WN e-tickets call the UPL.

2) Pass Travel Survey notice on employeeRES news page:

Our 2014 pass travel survey concluded on Feb. 6 with approximately 51,000 participants. We know how important pass travel privileges are and appreciate our co-workers' and retirees' participation. This survey was the result of our commitment in 2011 to host a pass travel survey within a few years of the conclusion of our original pass travel harmonization. Over the next several weeks, we will be working with a third-party vendor, Hay Group, to evaluate and analyze your valuable survey opinions, including your written comments. Please send any comments or suggestions regarding the pass travel survey to PassTravelSurvey@united.com."

3) IE11 Alert on Flying Together homepage removed:

Some users of Internet Explorer 11 get weekly "auto-updates" from Microsoft. If you use IE11 and can no longer access parts of Flying Together (employeeRES, My Info), call the IT Service Desk for assistance 800-255-5801. Corporate Communications has removed the ALERT message on Flying Together that used to guide users in configuring IE to be compatible with Flying Together.

4) My info in "All About Me" = 403 Forbidden for retirees:

Retirees who click on the "My Info" link in "All About Me" will be faced with a "403 Forbidden notice." The "My Info" link is for active employees only. Don't despair; retiree information is in the "Your Benefits Resources-YBR" link in All About Me, under Benefits. Once in YBR, go to "Your Profile" at the top of the page and click on "Personal Information" to see and edit your information. However, to effect a name change, you must call the Benefits Service Center: 800-651-1007.

5) More info on Primary Friends for co-workers:

Retirees do not have Primary Friends, but you can read about employees' PFs in the November 2013 section on FlyingTogether>Travel>EnrolledFriend>view Q&As: https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/Integration/links/QA_enrolledFriend.jsp

6) Tell your survivors about pass travel!

Read the Survivor Pass Travel policy! When you die, your surviving spouse/domestic partner will get passes until re-married or re-partnered (boarding at SA1P for 30 days then SA2R). Dependent children can fly until age 26, parents fly for 3 years, and Enrolled Friends for 90 days (children, parents, EFs will board @ SA4P). Survivors should call the Benefits Service Center 800-651-1007 to report a retiree's death then email etc@united.com to confirm their pass travel "privileges" and to get instructions on listing. The "Survivor Pass Travel" policy is under Travel Policies (in the left panel) of the Travel page on Flying Together.

7) Sailing thru TSA lines:

Go to FlyingTogether>Travel>TravelPrograms (left panel)>TrustedTravelerProgram

<https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/Integration/links/trustTravelerPrograms.jsp>

The following info is from “Torgi’s Travel Tips” in the RUAEA March Newsletter. Torgi is a retired CSR, thanks for sharing!

If you have flown in the past few months, you may have seen signs in the airport security lines labeled: TSA Pre ✓ -or- TSA Pre-Check.

You may have even checked in for your flight and seen these connotations printed on your boarding pass or departure management card and wondered what does that mean?

TSA Pre-Check is a program that began at 28 US airports in 2012. It allows certain travelers a no-hassle screening process when going through the TSA security checkpoints at US airports. The traveler does not have to remove their jacket, shoes or belts and laptop computers and liquids may stay in the carry-on bag. Originally, the program was limited to high-mileage frequent fliers invited by select airlines. Then the TSA moved ahead with randomly selecting travelers to enter through the Pre-Check line (that’s where you may have participated). Now, the program is expanding to include travelers willing to pay \$85 and undergo a background check. If their background check is clear, they are enrolled for 5 years as a TSA Pre-Check traveler.

There are 2 other programs that have the same benefits of TSA Pre-Check but offer a bit more:

Global Entry allows air travelers expedited entry back into the USA from any foreign country. Once inside the US all the benefits of TSA Pre-Check take over. The cost for this 5-year program is \$100.

Nexus, which costs \$50 for a 5 year membership, is a joint US-Canadian program for expedited land and sea border crossings but also includes Global Entry for US citizens only, and TSA Pre-Check. This one gives you the best savings.

To apply for any of these programs the applications are available online and take 6 to 8 weeks for conditional approval. That is followed by a short personal interview and fingerprinting. Once final approval is granted, a “known traveler number” is assigned to you that you will use each time you check -in. You can also store that number in your security profile in Flying Together (go to employeeRES>QuickLinks>EmployeeProfile>Add/Edit secure flight info) so that every listing you make will automatically reflect your new status. See the Trusted Traveler Program link above.

Here are the web addresses for more information:

TSA Pre-Check ~ www.tsa.gov/tsa-precheck

Global Entry ~ www.globalentry.gov

Nexus ~ www.cbp.gov/nexus

****Tax filing information for retirees who received a 1099-MISC from United****

Box 7 vs Box 3: Tax filing information for retirees who received a 1099-MISC from United for pass travel. If you did not receive a 1099-MISC from United, you may ignore this article.

Using box 7 instead of box 3 will cost retirees more in taxes.

Like last year, United has placed retirees’ imputed income from pass travel in Box 7 “non-employee compensation” on 1099-MISC forms. Box 7 is normally used for vendors/contractors who accrue income by performing a service for United and it usually triggers the need to fill out a Schedule C and pay self-employment and Social Security taxes in addition to regular federal/state taxes. Retirees are.....retired, we do not “perform a service” for United and should not have to pay those additional SE or SS taxes or even fill out a Schedule C, right?

Unfortunately, **United Airlines will not change how it files nor will it amend the 1099-MISC forms.** I emailed Chris Kenny, United’s VP & Controller. He replied, “Our reading of the IRS rules requires this be reported in box 7. The pass travel benefit retirees receive is in exchange for the service they provided when they were active employees and is not tied to the current year.” On the other hand, Mr. Kenny also stated: “I checked with our internal tax department and they indicated that there is no clear IRS official ruling on this

matter.”

So, I called the IRS Help Line (800-829-1040, opt 1, 2, 2, 4, 1), asked for a “1099-MISC specialist” and waited approximately 60 minutes on hold. The agent could not find any ruling in the tax code about box 7 or box 3 for retirees. The agent agreed that retirees do not “perform services” for United so they should not have to fill out a Schedule C. **The agent then suggested retirees declare pass travel imputed income as if it was listed in box 3: Put it on line #21 of form 1040 and write “retired employee benefit” on the dotted line.** The IRS Help Line agent said that “could possibly” trigger an audit, but, in that unlikely event, retirees should explain they did not “provide a service” to United during the tax period, therefore the income should be in box 3, not box 7.

I have spoken to several retirees and they tell me:

- 1) When income is reported in box 7, **some tax software programs** will ask the user questions, then move it to box 3 and place the income on line 21 of form 1040.
- 2) CPAs agree retirees’ pass travel imputed income should be in box 3.
- 3) Conservative CPAs may advise clients to leave it in box 7 and pay the extra tax to avoid the possibility of an audit. Other CPAs advise box 3 with a note saying United is using the wrong box.

Bottom line: Retirees should consult with their CPA or the IRS to determine the best method of declaring pass travel imputed income on their IRS tax returns.

More info: read the Imputed Taxes section: http://www.rafa-cwa.org/RAFA/TB_Cost_of_Travel.html

Pass Travel Report info: read #4: http://www.rafa-cwa.org/RAFA/TB_Update_January11.html

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

Results From The Pass Travel Survey Are Complete

Nearly 52,000 employees and retirees participated in our pass travel survey earlier this year, and the majority are satisfied with their travel privileges under the current pass travel program. There will be no changes to our current travel program.

The survey results, tabulated by independent survey company, Hay Group, showed that many of our employees and retirees use their travel privileges. Among the respondents, 96 percent use personal pass travel privileges at least once a year; 95 percent of respondents use vacation passes and two-thirds use buddy passes at least once a year.

Most respondents positively rated the ease of creating and changing bookings for leisure space travel as well as for creating buddy and vacation ePass bookings, while we need to work on ease of pass travel on other airlines.

This survey was the result of our commitment in 2011 to host a pass travel survey within a few years of harmonizing the pass travel programs of United and Continental. We know how important pass travel privileges are and appreciate your participation

PICKLES | Brian Crane



US travel and tourism industry shatters export record in 2013

US Secretary of Commerce Penny Pritzker announced that international visitors spent a record-breaking \$180.7 billion on US travel and tourism-related goods and services in 2013, an increase of more than 9 percent when compared to 2012. On average, international visitors spent nearly \$1.3 billion more a month in the United States than they did the previous year. Travel and tourism to and within the United States has been a significant contributor to our economic recovery.

Travel Receipts: Purchases of travel and tourism-related goods and services by international visitors traveling in the United States totaled a record-setting \$139.6 billion in 2013, an increase of nearly 11 percent when compared to last year. These goods and services include food, lodging, recreation, gifts, entertainment, local transportation in the United States, and other items incidental to foreign travel.

Passenger Fare Receipts: Fares received by US carriers (and US vessel operators) from international visitors increased by nearly 5 percent to \$41.2 billion for the year, breaking the previous record of \$39.4 billion set in 2012. Since the global economic downturn in 2009, US passenger fare receipts have risen nearly 58 percent. US travel and tourism-related exports now account for more than 26 percent of all US services exports, and nearly 8 percent of total US exports.

United's First Embraer 175 routes from ORD to DCA and BOS



United announced that it will launch service with the Embraer 175 (E175) aircraft on flights between ORD and DCA beginning May 17 and between ORD and BOS beginning May 19. The E175 allows us to provide a better product in these markets when the level of demand is best suited to regional aircraft.

As SkyWest inducts the E175 into the United Express fleet, we will remove less-efficient regional aircraft from the fleet. The E175s consume less fuel per seat and have fewer carbon dioxide emissions per seat than the aircraft they replace.

The 76-seat Embraer 175 is the newest addition to the United Express fleet. In addition to 12 United First seats, the plane offers 16 seats in United Economy Plus and 48 seats in United Economy.

The E175 aircraft offers more personal space for customers, with wider seats and aisles than other regional aircraft. Each United First seat features a power outlet. The aircraft's large overhead bins can accommodate standard carry-on bags, resulting in more convenience for customers.

China to allow tourists to graffiti on Great Wall



Tourists often leave their mark on destinations they visit. But in the case of the Great Wall of China, the problem is more literal; graffiti in the form of names scratched into the stone are damaging the ancient monument.

At the more popular sections of the wall, the problem has become so bad that authorities are trying a new approach to preventing it. On Sunday, Chinese news outlets reported that a specific graffiti area will be established at the Mutianyu section of the wall where visitors will be free to leave their mark in the hope of containing the scribbling, which, according to reports, is more likely to be in foreign languages (mostly English) than it is Chinese.

The graffiti section will be set up at one of the fighting towers that has become a common place for tourists to scrawl on the walls. Authorities have also aired the idea of setting up an electronic touch-screen graffiti wall in the future. Electronic walls have proved popular in China in the past and last year three were set up at another popular tourist attraction, Yellow Crane Tower Park in Wuhan, to tackle the same problem.

Still, it is not just ancient sites in China that struggle with graffiti. Last May, the parents of a Chinese teenager were forced to apologize after photos were posted online of their son's name scratched into the wall of a 3,500 year old temple in Egypt.

EWR lobby changes slash customer check-in times



Check-in times for our EWR economy customers are greatly reduced these days thanks to a series of lobby improvements that included moving 24 of the self-service kiosks from the check-in counter and other locations to island layouts in the lobby. That simple change allows us to check in customers 30 percent faster.

The move saves us time and money and enables customers who need the least help during check-in to walk directly to the kiosks without standing in line behind customers who have more bags and complex itineraries. The lobby improvement is part of a plan to trim our EWR costs this year and is one of our Project Quality initiatives aimed at improving the quality of our work and cutting our total costs.

Since the redesign in October, 38 percent of our economy customers now use the self-serve kiosks, compared with 10 percent prior to the change. We also see far fewer customers waiting in the wrong lines. Meanwhile, our customer service representatives have more flexibility to circulate in the lobby to help customers.

“Basically, we have reorganized the lobby to allow customers to embrace the self-service technology,” said Airport Operations Customer Service Manager Carl Hicks. “More customers are choosing the self-service kiosks because of this configuration. Employees throughout the lobby direct customers to the appropriate kiosks and provide assistance to those who need it.” It may seem like a minor change, but this is a big step for EWR, said Continuous Improvement Senior Manager David Kensick. “The kiosks in the lobby islands are identical to the ones at the counter,” he said. “But their placement has made the check-in process much more efficient for the customers.”

In addition to moving the economy check-in kiosks, we have improved the signage in the lobby and added eight kiosks that allow Premier customers to tag their own luggage. Premier customers now check in on the upper floor of the lobby. Economy customers check in on the middle level.

United cracking down on oversize carry-ons



United Airlines is getting tough on passengers with oversize carry-on bags. The airline has installed new bag sizers at most airports. It also e-mailed its frequent fliers, reminding them of its rules on carry-on size. United says there is no change in policy - just a campaign to improve passenger awareness.

Some of United's new sizers are located before security checkpoints. As of Saturday, employees contracted by the airline are sending passengers whose bag exceeds the dimensions for carry-ons back to the ticket counter, where they check the bag and pay a \$25 fee. Airlines have traditionally asked people with oversize bags to check them at the gate, but waived the \$25 fee at that point.

Some travelers are suggesting this is part of a larger attempt by United to collect more fees. The airline says it's simply trying to speed up the boarding process.

The size limits on carry-on bags have been in place for years, but airlines have been inconsistent in enforcing them. Passengers are allowed one carry-on bag to fit in the overhead bin that needs to be 9 inches by 14 inches by 22 inches or smaller. They can also bring along one personal item such as a purse or laptop bag that fits under the seat in front of them.

The process of getting on a plane dramatically changed in 2008 when U.S. airlines started charging \$25 to check a suitcase. To avoid the fee, more passengers started bringing their suitcases many of them over stuffed - into the airplane cabin. Suddenly there wasn't enough room in the overhead bins for everyone's bag. Although more United passengers may end up paying a \$25 fee, having fewer bags on board could also have its benefits.

Asiana Airlines penalized \$500,000 over deadly crash

By Justin Pritchard



In the first penalty of its kind, federal transportation officials docked Asiana Airlines \$500,000 for failing to promptly contact passengers' families and keep them informed about their loved ones after a deadly crash last year at San Francisco International airport. The U.S. Department of Transportation said it took the South Korean airline five days to contact the families of all 291 passengers. In addition, a required crash hotline was initially routed to an automated reservations line. Never before has the department concluded that an airline broke U.S. laws requiring prompt and generous assistance to the loved ones of crash victims. Three people died and dozens were injured

on July 6 when Asiana Flight 214 clipped a seawall while landing. One of the victims, a 16-year-old girl, apparently survived being ejected onto the tarmac, only to be run over by a fire truck in the post-crash confusion.

Many of the families live in South Korea or China, meaning the airline was their main source of information on the crash half a world away. "The last thing families and passengers should have to worry about at such a stressful time is how to get information from their carrier," U.S. Transportation Secretary Anthony Foxx said in a prepared statement.

Under a consent order the airline signed with the department, Asiana will pay a \$400,000 fine and get a \$100,000 credit for sponsoring industry-wide conferences and training sessions through 2015 to discuss lessons learned from the situation.

In a statement emailed to The Associated Press, Asiana spokeswoman Hyomin Lee said the airline "provided extensive support to the passengers and their families following the accident and will continue to do so." Asiana said in the consent order that its response immediately after the crash was slowed because it occurred on a holiday weekend when staffing was short. The airline also said it was not alone among foreign airlines with "few trained employees to attend to post-accident responsibilities," and it noted that it had assigned a special representative to each passenger and family within a few days of the crash; flown in family members from overseas; and provided professional crisis counseling through the Red Cross.

The consent order also laid out findings from the Department of Transportation's investigation. It said: - Asiana generally "failed to commit sufficient resources to carry out its family assistance plan," and it wasn't until five days after the crash that its employees took over all of the carrier's responsibilities under U.S. law. In addition, the airline lacked translators and personnel trained in crash response. - It took Asiana more than 18 hours to staff a reliable toll-free number for family members to call. - The law requires family notification as soon as practical, but Asiana had contacted just three-quarters of families within two days.

In the late 1990s, after airlines were roundly criticized for ignoring desperate requests for information after crashes, Congress required carriers to dedicate significant resources to families of passengers. Last fall, the AP reviewed plans filed by two dozen foreign airlines and found cases in which carriers had not updated their family assistance plans as required. Since AP's story, several airlines have updated family assistance plans with the Department of Transportation. Among them is Asiana's bigger rival, Korean Air.

Many airlines invest in crash preparedness and family assistance planning, but a minority are "using lip service and euphemisms in their plans," said Robert A. Jensen, whose company has contracts with hundreds of airlines to help after an accident. "It's time that some of the airlines that have been flying under the radar be held accountable," said Jensen, CEO of Kenyon International Emergency Services. "Somebody finally got caught."

Family members of some passengers have sued the airline, alleging coach passengers suffered more serious injuries than business class travelers because of different seatbelt configurations. Lawsuits also claim that Asiana failed to properly train its pilots and that the plane's auto-throttle was inadequate.

The National Transportation Safety Board is still investigating the cause of the crash.

United Airlines elevates inflight dining experience



United Airlines is elevating the inflight dining experience with the addition of new menu items, including gluten-free options for premium-cabin and United Economy customers.

On March 1, the company will switch from regular to gluten-free salad dressing on its premium-cabin menu on flights departing the United States to points throughout North and Central America – routes that already have flights offering gluten-free soup. With the new salad dressing, premium-cabin customers may enjoy a complete gluten-free meal on flights where both soup and salad are served.

This summer, United will add gluten-free options for premium-cabin customers on long-haul international flights departing the United States, including salad dressing for all premium-cabin customers and soup in United Global First.

Choice Menu Snack Shop Gluten-Free Options: Also, United refreshed the contents of its Choice Menu Classic, Savory and Tapas Snack Shop snackboxes with more premium offerings. At least half of the items in each snackbox are now gluten-free. Starting this spring, the Savory snackbox will be completely gluten-free. Snack Shop selections are available for purchase in United Economy on most North and Central America flights scheduled for more than two hours and flights to and from northern South America.

Additionally, United offers Two Degrees Fruit & Nut Bars as a gluten-free Snack Shop à la carte option. The fruit and nut bars are also available on the airline's Choice Menu Bistro on Board, on flights departing after 5:45 a.m. and before 9:45 a.m. Bistro on Board offers fresh food for sale in United Economy on most flights scheduled for more than three-and-a-half hours within North America and to Central and northern South America.

New Greek Yogurt Options: United has also replaced regular yogurt with Greek yogurt in premium cabins on flights departing the United States to points throughout North and Central America.

This spring, the airline will add Chobani Flip Greek yogurt to the breakfast options on its Bistro on Board menu on p.s. "Premium Service" flights between New York JFK and Los Angeles and New York JFK and San Francisco.

"Our customers are looking for menu choices that reflect their heightened focus on health and good nutrition," said Lynda Coffman, United's vice president of food services. "By introducing new choices for premium-cabin and United Economy customers, we continue to provide a more flyer-friendly inflight experience for travelers."

Premium Wine Service Expansion: In addition, this month United has expanded its premium wine service in United Economy to flights between the United States and Europe. The 375-milliliter bottles of Meiomi Pinot Noir 2012 and Murphy-Goode North Coast 2012 Sauvignon Blanc are available for \$15.99 each. Each bottle pours approximately two-and-a-half glasses of wine. The airline first introduced 375-milliliter bottles of premium wine for purchase in United Economy last May on its transcontinental p.s. flights.

NON SEQUITUR | Wiley



United Airlines to launch nonstop Los Angeles-Melbourne service



United Airlines will introduce nonstop flights between its hub at LAX and Melbourne, Australia, effective Oct. 26, 2014. The airline will fly the route six times weekly with Boeing 787-9. United is the North American launch customer for the 787-9, and this will be its first international deployment of the aircraft type. Flight 98 will depart Los Angeles at 10:30 p.m. daily except Tuesday and Thursday and arrive in Melbourne at 9:15 a.m. two days later (all times local). On Thursday, flight 98 will depart Los Angeles at 9:30 p.m. and arrive in Melbourne at 8:15 a.m. two days later (all times local). The flights to Melbourne

will not operate on Tuesdays. On the return, flight 99 will depart Melbourne at 11:15 a.m. daily except Thursday and Saturday and arrive at Los Angeles International Airport at 6:50 a.m. the same day. On Saturday, flight 99 will depart Melbourne at 3:15 p.m. and arrive in Los Angeles at 10:50 a.m. the same day. The flights to Los Angeles will not operate on Thursday. Flying times will be approximately 15 hours, 45 minutes westbound, and 14 hours, 35 minutes eastbound.

The Boeing 787-9 aircraft operating the new Los Angeles-Melbourne service will offer a total of 252 seats – 48 in United BusinessFirst and 204 in United Economy, including 63 Economy Plus seats with added legroom and increased personal space.

United BusinessFirst offers a superior business-class service. The BusinessFirst flat-bed seat reclines 180 degrees and features an on-demand entertainment system with touch-screen monitors. BusinessFirst amenities include power outlets, USB ports and multi-course meals with complimentary premium wines and spirits.

Economy Plus seats offer up to five inches of extra legroom, and both Economy Plus and United Economy seats feature adjustable headrests, power outlets and personal seat-back monitors delivering a multi-channel inflight entertainment system on demand.

With the launch of nonstop Los Angeles-Melbourne service, United will end service between Melbourne and Sydney. The airline will seek to retime its daily departures from San Francisco and Los Angeles to Sydney in order to allow a greater range of connections beyond the hubs and to provide more convenient arrival times for customers on connecting flights from Sydney to New York and other East Coast destinations.

United has expanded its fuel-saving engine wash program



We are expanding our fuel-saving and environmentally friendly engine water wash program by adding wash carts to warm-weather locations and standardizing the schedule so that we wash at least 60 engines each month, saving the airline more than \$30 million each year.

In 2013, engine washes saved more than 3.4 million gallons of fuel and reduced emissions by more than 33,000 tons of carbon dioxide. Washes remove contaminants such as dust, deicing fluids, sand, salt and hydrocarbons that build up on fan blades and other parts. That enhances the combustion process and improves exhaust gas temperature for better, more fuel-efficient performance.

Tech Ops crews perform the washes using a custom portable water cart and nozzle arrangement to safely spray heated, demineralized water at high pressure into the engine core. The system also uses engine-specific wash probes and a wash fluid-capture system to reduce the environmental impact.



United Airlines opens new widebody hangar at Newark Liberty



Just weeks after opening its new Global Services reception lobby at Newark Liberty International Airport, United Airlines today unveiled its latest investment in the New York area's largest hub airport – a new widebody aircraft maintenance hangar.

United invested \$35 million to construct the facility, which will help support the airline's widebody aircraft, including the Boeing 787 Dreamliner and the Airbus A350-XWB, which United will begin flying in 2018. The hangar also expands United's maintenance capability for widebodies by 33 percent at Newark Liberty.

"This state-of-the-art hangar underscores United's commitment to the city of Newark, the state of New Jersey and the region," said Ken Burt, United's senior vice president of technical operations. "The facility will be an asset to our operation, helping us improve the reliability of our aircraft, maintain the highest levels of safety, and provide a superior workplace for our employees."

United has more than 13,000 employees in the New York metropolitan area, 700 of whom are dedicated to technical operations and maintenance at Newark Liberty. Construction of the 90,000-square-foot hangar also had a significant economic impact on the region, as more than 600 local workers helped build the facility.

"United Airlines' investment of nearly \$35 million in its new 21st century hangar at Newark Liberty International Airport is further evidence of the carrier's longstanding commitment to New Jersey," said Port Authority Deputy Executive Director Deb Gramiccioni. "The Port Authority is especially pleased this widebody aircraft hangar is designed to serve larger aircraft like the Boeing 787 Dreamliner, one of the newer generation of planes for our passengers."

In November 2013, United also completed construction of a 125,000-square-foot maintenance hangar at Washington Dulles International Airport. Together with this new hangar at Newark, United has significantly increased its maintenance capabilities on the East Coast.

United is the first airline to fly with new Split Scimitar Winglets



A United Airlines Boeing 737-800 aircraft freshly retrofitted with new Split Scimitar Winglets took to the skies February 18, marking the first commercial flight worldwide to operate with the advanced winglet technology. United flight 1273 took off from the airline's Houston hub and flew to Los Angeles. The airline installed the innovative winglets on the Boeing 737-800 after the FAA approved the technology made by Aviation Partners Boeing (APB) earlier this month.

"We are proud to be the first airline in the world to fly with this unrivaled winglet technology that cuts our fuel consumption while simultaneously reducing carbon emissions," said Ron Baur, United's vice president of fleet. "We appreciate APB's commitment to developing fuel-saving technology and look forward to realizing savings that come from the improved fuel efficiency."

This new winglet design demonstrates significant aircraft drag reduction over the basic Blended Winglet configuration United uses on its current fleet. Using a newly patented design, the program retrofits United's Boeing Next Generation 737 Blended Winglets by replacing the aluminum winglet tip cap with a new aerodynamically shaped "Scimitar winglet tip cap and by adding a new Scimitar-tipped ventral strake. The new design will reduce fuel consumption by up to 2 percent per aircraft.

Last year, United served as the launch customer for the Split Scimitar winglet when it made a firm commitment with APB to retrofit its 737-800 and 737-900ER aircraft.

United currently has more than 350 aircraft fitted with advanced blended winglet technology. Once the Split Scimitar Winglets installation is complete, the combined winglet technology on United's 737, 757 and 767 fleet is expected to save the airline more than 65 million gallons of fuel a year, equivalent to more than 645,000 metric tons of carbon dioxide and \$200 million per year in jet fuel costs. The savings from the Split Scimitar Winglets will contribute to United's overall fuel-savings initiative to reduce its fuel costs by \$1 billion by 2017

United expands Mercedes-Benz tarmac service to San Francisco



United Airlines expanded its Mercedes-Benz tarmac transportation service to San Francisco International Airport, offering members of the airline's invitation-only Global Services program greater comfort and convenience throughout their travel experience.

United will offer the tarmac service this spring – using Mercedes-Benz GL350 BlueTEC SUVs with environmentally friendly clean diesel technology – to chauffeur some Global Services members and United Global First customers to their connections in San Francisco. United representatives will meet customers at the aircraft, escort them to the waiting Mercedes-Benz vehicle and drive them across the tarmac to their connecting flight. The expediting service gives priority to customers with close connections.

United introduced its tarmac transportation service last summer at its hubs in Chicago and Houston. Earlier this year, the airline launched tarmac transportation and unveiled an all-new Global Services check-in lobby at Newark Liberty International Airport.

“We are delighted to offer our busiest travelers, for whom time is so important, another way to make their travel easier and more convenient,” said Jimmy Samartzis, United's vice president of customer experience. “With the tarmac transfer service, our investments in the new Boarding Area E in Terminal 3 and new terminal facilities to come, we are strengthening San Francisco as the region's premier hub and the nation's best trans-Pacific gateway.”

Along with tarmac transportation, the airline and Mercedes-Benz USA also partner to provide attractive promotional packages and bonus miles to United's MileagePlus Premier members who purchase or lease certain new Mercedes vehicles. Current offers are available at united.com/Mercedes.

United is making several flyer-friendly investments in San Francisco International Airport in 2014, including the ultra-modern Boarding Area E in Terminal 3 that opened to United customers in January. Later this year in Terminal 3, the airline plans to open a Global Services check-in lobby, similar to its Global Services lobbies in Chicago and New York/Newark, as well as a new check-in area for MileagePlus Premier customers.

United to move to Terminal 2 at London Heathrow



United Airlines customers using London Heathrow Airport will enjoy improved services and amenities with the move of the airline's operations to the airport's new Terminal 2, The Queen's Terminal, on June 4, 2014.

From that date, United flights at Heathrow – currently split between Terminals 1 and 4 – will be “under one roof” for the first time since the United-Continental merger in 2010. United will be the first airline to operate from Terminal 2.

At Terminal 2, United customers will benefit from easier, faster routes through border control on arrival and through check-in and security on departure. They will have a choice of check-in methods: quick and easy self-service kiosks, fast bag-drop desks and full-service check-in desks. Customers will also be able to enjoy a wide variety of shopping, dining and seating options in a light, airy, spacious building.

Two spectacular new lounges will be available for the use of United's premium customers at Terminal 2: United Club and United Global First Lounge. Totalling around 22,000 square feet in area, the facilities will feature floor-to-ceiling windows with views of the airfield and will offer complimentary food, beverages and Wi-Fi in addition to business facilities, shower suites and other amenities and services.

Later in 2014, the operations of United's 22 fellow Star Alliance member carriers serving Heathrow will progressively move to Terminal 2, enabling faster, more convenient connections for United customers to and from flights operated by other Star Alliance airlines, as well as Aer Lingus.

United operates up to 17 flights each day to Heathrow from six of its U.S. hubs: Chicago, Houston, Los

Angeles, New York/Newark, San Francisco and Washington Dulles. United operates more daily flights to Heathrow than any other U.S. carrier.

During peak periods this spring and summer, United will operate widebody aircraft on all five of its daily flights between the airline's New York hub, Newark Liberty International Airport, and Heathrow.

Boeing 767-300 aircraft will operate flights that United previously flew with Boeing 757-200 aircraft. The 767s each feature a total of 183 seats – six in United Global First, 26 in United BusinessFirst and 151 in United Economy, including 67 Economy Plus seats with added legroom and increased personal space. Like premium cabins on all United international long-haul flights, Global First and BusinessFirst will feature flat-bed seats. Details of flight schedules are available at united.com.

London to open 'secret Tube' to tourists



LONDON, England - A network of disused underground tunnels, that were once used to transport post across London, have been given the go-ahead to open as a tourist attraction. Mail Rail first opened in 1927 and in its heyday used a series of driverless trains to transport post beneath the capital's streets from the East End's Whitechapel to Paddington in the west. Islington Council has approved plans to allow tourists to descend beneath the city and ride the trains that sit below some of the London's most iconic sights.

From 2020, visitors will be able to ride the 'secret Tube', departing from Mount Pleasant, in Islington, which was once one of the largest sorting offices in the world. The original track was 6.5 miles long and had a total of eight stations and at some stages narrowed to just 7ft wide. Tourists will ride the miniature trains for a total of 0.6 miles, while learning about the history of the Post Office.

Ray Middlesworth, an engineer who has worked in the tunnels, said: 'It's the holy grail for underground explorers - a hidden part of the rail network. Some people called it the Post Office's best-kept secret.' Adrian Steel, director of the British Postal Museum and Archive, added: 'It is a fantastic opportunity that Islington borough council has given us - the green light to open up these unique tunnels to the public and reveal the captivating story of Mail Rail.'

A new postal museum will also open on the Mount Pleasant site in 2016, displaying artifacts from British postal history, including telegrams from the Titanic, original evidence from the Great Train Robbery trial and pistols used to defend mail coaches in the 19th Century.

The British Postal Museum & Archive (BPMA) still needs to raise £0.5million and will be launching a public appeal later in the year. It is also waiting to hear the outcome of an application for £4.5million from the Heritage Lottery Fund.

The Mail Rail was finally closed in 2003, after Royal Mail built a new hub in Willesden, west London and it was decided it would be cheaper to transport mail by road instead of using the tunnels.

New Frankfurt Airport App Focuses on Individual Customer Approach



Fraport AG's new Frankfurt Airport App 2.0 features a completely redesigned look and expanded content. This advanced mobile application takes into account the growing location-independent information needs of travelers by offering many new services unique in the world. The user-friendliness of the FRA Airport App – the former version already received a four-out-of-five-stars rating – has been significantly improved. In addition to German and English versions, the new FRA Airport App is also available in a Chinese (Mandarin) version, which has been adapted to the wishes and expectations of the growing number of Chinese passengers who travel via the Frankfurt Airport global hub. The FRA

Airport App 2.0 already is available for free downloading as an Android version in the Google Play Store and will also be offered in the App Store after the release of Apple's iOS 7.1 operating system.

This latest development of the FRA Airport App is based on detailed market research carried out to determine the best way to meet specific customer requirements. Even before travelers begin their trip, the FRA Airport App optimally prepares them with useful tips such as how to get to Frankfurt Airport, parking

recommendations, and orientation at FRA. Upon arrival, passengers can use the FRA Airport App as a personal guide during their stay in the passenger terminals. For example, users can customize the start page to their individual requirements and can receive real-time information automatically via “push notification” about any changes regarding their flight or gate, as well as special offers in the shops and restaurants. Further information can be added to the start page, such as parking possibilities, personal shopping lists, or particular restaurants at FRA. A navigation feature guides every passenger to his or her desired destination at the airport.

In the Chinese version, passengers can evaluate all services, shops and restaurants via a rating platform. This feature is expected to be activated for the German and English versions shortly. The tax refund calculator was developed especially for international passengers and calculates the refund already during the shopping experience; in this form, the tax refund calculator does not exist at any other hub airport.

“Frankfurt Airport is one of the largest and most important hubs worldwide. Therefore, it is our goal to offer an app that meets the individual needs of passengers and offers them the best service possible”, said Nicole Ebner, senior executive manager business development, retail and properties at Fraport AG. For German passengers who are taking a long-distance journey to warmer climates, the FRA Airport App provides information about the winter coat service. For American passengers, there are details about fine German wines. For Chinese travelers, the FRA Airport App offers an overview of popular luxury brands that they like to buy here.

The new FRA Airport App 2.0 is an initiative of Fraport’s comprehensive “Great to Have You Here!” quality service program. The goal of this program is to enhance services to improve the travel experience of passengers who are departing and transferring at Germany’s largest airport. In 2013, Frankfurt Airport welcomed more than 58 million passengers.

Flying Tiger Museum, Guilin, China

LARRY JOBE--Groveland, CA

Dues are late again but sure don't want to miss an issue of *RUPANEWS*.

Busy with the Flying Tiger Historical Organization project in Guilin, China. Lots of progress on the museum with completion expected in mid-March 2015. The cave and entire park are scheduled for completion in time to celebrate the 70th anniversary of the ending of the war in the Pacific. August 1, 2015 (Japanese surrender) or September 2, 2015 (Signing of documents) depending on which date one feels is correct. For more information visit our web site <http://www.FlyingTigerHistoricalOrganization.com>.



We just began working on putting together a Hump flight in a DC 3 for August of 2015. Recreating what was the most dangerous flying in WWII. More Hump pilots were killed than bomber and fighter pilots combined, in China.

Still at Pine Mountain Lake airport (E45) just off the runway at the first exit if you land to the west (27 Solar panels on the hangar roof. So if you are out flying drop by.

Larry Jobe, 32 years, 26 schools, flew most everything. SFOFO

Boeing confirms inspections of cracks in B787 wings



An apparent manufacturing problem has prompted Boeing to inspect the wings of a number of B787 Dreamliner aircraft which have not yet been delivered to customers, as they search for evidence of hairline cracks.

From information received, this affects some 42 aircraft, and while no details have been given yet as to the timeframe these inspections may require, the announcement has the alarm bells ringing in the headquarters of airlines expecting added deliveries or first-time deliveries, as is the case right now with Kenya Airways which is expecting the arrival of its aircraft on April 4.

The wings of the Dreamliner are made by Mitsubishi Heavy Industries, and initially the alarm was raised by them stating that changes in the manufacturing process may have caused hairline cracks to appear, prompting an immediate reaction by Boeing with their now unfolding inspection process during which some cracks have reportedly been discovered already.

Neither Boeing nor any of the airlines expecting delivery in the very near future have made any further comments at this stage. Boeing has been attempting to crank up the assembly of the B787 to at least 10 aircraft a month, but depending on the outcome and findings of the inspections, this target may be missed should major issues emerge and for instance replacement wings or key components of the wings be needed to eliminate the problems

Former Continental pilots file class-action against their own union



Six former Continental Airlines pilots who now work for the merged United Airlines have filed a class-action lawsuit against their own union today based on claims their seniority was unfairly stripped when the two airlines merged in 2010.

The lawsuit accuses the Air Line Pilots Association, International (ALPA) of breaching its duty of fair representation to the former Continental pilots by stripping their seniority in favor of a larger group of pilots who worked for United before the merger. For pilots, seniority controls pay, rank, schedule, flight routes, types of aircraft flown, and job security in recession layoffs. The lawsuit says ALPA sacrificed member interests to pursue its controversial goal of achieving monopoly status as the only union available to every airline pilot in North America.

The former Continental pilots say ALPA favored the United pilots because there were more of them and because the United pilots had enough votes to switch to a different union if they didn't get their way. In 2005, ALPA lost many of its members when U.S. Airways and America West merged. In that merger, ALPA provided favorable seniority for America West pilots only to see the larger group of U.S. Airways pilots lead the switch to a new union.

"This union had been burned once before and, instead of seeking a fair resolution for all its members, it ignored its duty to be fair by repeatedly poisoning the process simply to favor the side with more political clout. This caused enormous loss to the former Continental pilots," says Adam Milasincic, an attorney in Houston's Ahmad, Zavitsanos, Anaipakos, Alavi & Mensing, or AZA who is representing the former Continental pilots with firm partner Joseph Ahmad and Houston attorney Howard Dulmage of The Law Offices of Howard T. Dulmage, PLLC.

After the merger of Continental and United, ALPA sponsored arbitration to combine the airlines' pilot seniority lists. The lawsuit says ALPA skewed the arbitration's result in numerous ways, such as assisting the United pilots with discovery, and even paying a witness to appear for the United pilots.

The lawsuit cites the union's adoption of a seniority formula that favored the United pilots over their peers at Continental, including using factually incorrect information to further skew the seniority results, which caused the former Continental pilots to lose years – and in some cases decades – of seniority. As a result, the former Continental pilots are asking a federal judge to scrap the arbitration results and order ALPA to restart the process of combining the airlines' pilot seniority lists with no favoritism toward pilots who worked for United before the merger.

Alaska Airlines and Horizon Air employees Receive \$105 million in 2013 bonuses



Employees at Alaska Airlines and Horizon Air received annual bonuses of more than 9 percent of their annual pay, or more than five weeks' pay for most workers. The bonus is in addition to \$1,150 in 2013 monthly bonuses that most employees earned for achieving on-time and customer satisfaction goals. The combined monthly and annual bonuses amounted to nearly \$105 million, the highest in Alaska's history, and are part of the company's incentive-based pay program.

"Our company's success wouldn't be possible without the award-winning customer service, industry-leading on-time performance and solid execution by our outstanding employees," Alaska Air Group CEO Brad Tilden said. "On behalf of the leadership teams at Alaska and Horizon Air, I want to thank and congratulate our people for their terrific efforts."

Nearly \$51.3 million in annual bonuses — 62 percent of the total — is being paid to about 6,400 Alaska and Horizon employees in the Puget Sound area. Another \$11 million is being paid to 2,026 employees in the Portland, Ore., area, while \$8.2 million is going to workers throughout the state of Alaska.

"It's really great to work for a company that recognizes all of their employees who contribute to the success of their business," said JoAnne Ryan, an Alaska Airlines customer service agent based in Seattle. "The fact that Alaska includes all workgroups in the incentive-based pay program just reinforces to me that I work for a company that values me as an employee, and the work I do makes a difference in our success." Ryan said she plans to use her bonus to pay off bills and take a two-week vacation to Australia.

Bonuses in Alaska Air Group's Performance Based Pay Plan are determined by meeting specific company-wide goals for safety, customer satisfaction, cost control and profit that are approved annually by the board of directors. Since the inception of the program in 2003, Alaska has paid employees \$538 million in combined incentive-based pay and monthly bonuses, which is about 5.75 percent on average each year.

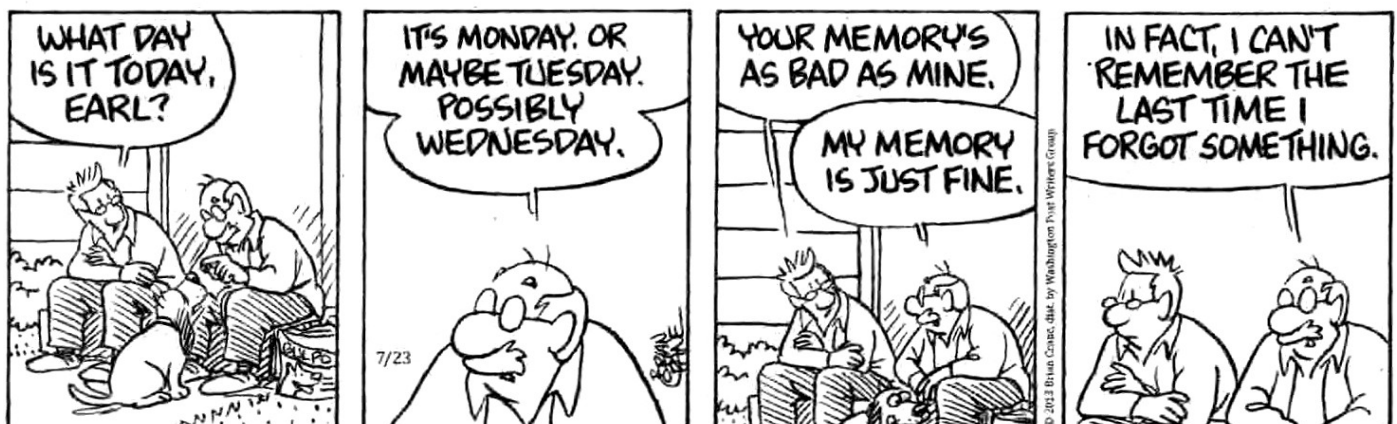
As part of its philosophy to provide employees with rewarding careers and good retirement benefits, Alaska Air Group has contributed \$620 million over the past 5 years to its defined benefit pension plans, which were fully funded in 2013.

In addition to the financial benefit the employee bonuses provide to the Puget Sound area, the 22,000 jobs at Alaska Air Group and in related industries in Washington State generate \$5.6 billion in annual economic activity.

FlightStats Inc has named Alaska Airlines the No. 1 on-time major carrier in North America for the fourth year in a row. No other North American airline has received the prestigious award more times since the Portland, OR-based company launched its on-time awards program in 2009.

Alaska's on-time average for the 172,582 flights it operated in 2013 was 87.08 percent. Average on-time performance among North American carriers was 79.16 percent.

PICKLES | Brian Crane



Its Final Passenger Flight and a Historical Look at the DC-10

by Kris Hull



On 20th February 2014, Biman Bangladesh Airlines operated the last ever scheduled passenger flight of a DC-10 in the world. It flew to Birmingham, UK, by way of Kuwait. Due to an overwhelming response from aviation enthusiasts from around the world, it operated scenic flights on the weekend of February 22, 23 and 24 from Birmingham Airport. The aircraft was finally ferried to a final “resting” location in the US.

Here is a historical look at the DC-10. The birth of the wide-body airliner as we know it today can be traced back to

one event in the early 1960's: The United States Air Force's request for proposals for the CX-HLS, the program that would ultimately become the C-5 Galaxy. Lockheed won the CX-HLS competition, and as legend would have it, Boeing would strike gold when they converted their design into what we know today as the 747. However, that is not quite 100% true, and Boeing was not the only company to transfer design philosophies from the CX-HLS to the commercial market.

Upon losing the USAF contract, the powers that be at Douglas aircraft immediately started altering their ideas to fit the commercial market, and a race was starting to see who would bring the first wide-body aircraft to market. Like Boeing, Douglas also studied the possibility of a double deck design, capable of seating upwards of 500 passengers, and also like the Boeing airliner concept, Douglas moved from a high, shoulder-mounted wing to a low-wing design.

Douglas studied several different designs, including the D-950 and D-952 concepts, which would have carried 525 and 454 passengers, respectively. However, as further studies at the time decided, there was really no market for a large number of large-sized aircraft, and after Douglas shopped around their proposal for a large, four-engine aircraft to various airlines, including Pan Am (who at the time had just signed an order with Boeing for 25 747s), Douglas management wisely decided to take a step back and consider a detailed look at what the market predicted.

Around this same time, Douglas Aircraft merged with McDonnell Aircraft to form the McDonnell Douglas Company, and the new management team decided to make the DC-10 airliner program a priority. The project team aired for criteria spelled out by American Airlines; a twin-engine airliner that could carry at least 250 passengers and 5,000 lbs of cargo 1,850 miles, cruise at Mach 0.80, and could meet this criteria from the short runways at New York's LaGuardia Airport. After deciding to tackle this request, Douglas engineers, on their own merit, decided to pitch the idea of a three-engine aircraft, arguing that it would be no more costly than a twin, and would offer better performance in hot weather.

Douglas convinced American of the three-engine layout after seeking the advice of other airlines, and the revelation that Lockheed was developing a similar aircraft: the Lockheed L1011. As a result, in July 1967, American issued a refined set of requirements: A tri-jet capable of transcontinental flight, with full payload and a trip time within minutes of the 747, comparable economics to the 747 between New York and San Francisco, and a Mach 0.85 cruise speed at 35,000 feet.

With this revised criteria from an airline, the McDonnell Douglas board gave its permission to launch the DC-10 in November, 1967. This was officially realized in February 1968, when American Airlines placed an order for 25 aircraft, with 25 options. Two months later, the program was launched when United Airlines placed an order for 30 aircraft, and 30 options. With orders in the books, the process of fine-tuning the design and moving towards production could begin.

Douglas chose the GE CF-6 high bypass turbofan, since Pratt & Whitney was heavily involved in producing engines for the war effort in Vietnam, and the JT9D was the sole engine choice at the time on the 747. Rolls Royce was in an awkward position, since they had a sole source contract with Lockheed for the power plant

on the L1011. Douglas engineers studied various options for locating the third engine. Looking at everything from an S-duct in the tail (Lockheed chose this for the L1011), to having the engine buried in the tail cone with a bifurcated duct that wrapped around the base of the vertical fin. The design that the engineers finally chose was to have a straight pass through duct mounted on top of the tail cone, creating a so-called “banjo”. Wind tunnel tests proved that this arrangement would yield better performance results, and would also ease maintenance and spares issues. By placing the engine on top of the tail cone, and having all engine attach fittings in the top of the banjo, one engine could be used in any of the three engine locations, with only 45 minutes worth of work needed to reconfigure an engine off a wing for mounting in the tail.

Douglas had originally planned on having three models of the DC-10; the DC-10-10, 10-20, and the 10-30. The base model (the 10-10) was a transcontinental aircraft, and was not optimized for intercontinental routes. The 10-20 was to be the first of the intercontinental DC-10s, powered by the Pratt & Whitney JT9D. Lastly, the DC-10-30 was to be the same as the -20, however it was to be powered by up-rated versions of the CF-6. The main distinguishing features of the -20 and the -30 were the addition of a third main landing gear leg, mounted directly on the centerline of the aircraft.

Northwest Orient was the first airline to order the intercontinental model in October 1968, and they chose the JT9D engines for fleet commonality with their 747s already on order. Only one other carrier would order the -20, and that was Japan Airlines. Now, I am sure that many aviation fans here are thinking that no DC-10-20 ever saw service, and you would be technically correct. Prior to delivery of the first -20 to Northwest, according to popular legend, Northwest and Japan Airlines both approached Douglas saying that they did not want their aircraft to seem inferior to the -30 model, and wanted their aircraft to appear to be the best and latest model of the DC-10. Douglas gave in and designated the DC-10-20 as the DC-10-40.

The first DC-10, a -10 model, made the type’s first flight on August 29th, 1970 from Long Beach, California, just one month after the official rollout on July 23rd. A year later, after a flight test program that spanned 1,500 flight hours over 929 flights, using 5 aircraft, the DC-10 received its FAA Type Certificate on July 29th, 1971. That same day, the first two aircraft were officially delivered to two inaugural customers: American Airlines and United Airlines. The first passenger flight of the type occurred just a week after the first delivery, when American flew a round trip flight from Los Angeles to Chicago on August 5th, using N103AA, the 5th DC-10 built. United followed suit on August 16th, with a round trip from San Francisco to Los Angeles using N1802U. Deliveries quickly followed to other airlines, and soon the DC-10 could be seen on routes all over the United States and, for that matter, the world. Entry into service was smooth; however, the aircraft soon gained a reputation that no one wants for any aircraft.

Douglas had originally planned on having three models of the DC-10; the DC-10-10, 10-20, and the 10-30. The base model (the 10-10) was a transcontinental aircraft, and was not optimized for intercontinental routes. The 10-20 was to be the first of the intercontinental DC-10s, powered by the Pratt & Whitney JT9D. Lastly, the DC-10-30 was to be the same as the -20, however it was to be powered by up-rated versions of the CF-6. The main distinguishing features of the -20 and the -30 were the addition of a third main landing gear leg, mounted directly on the centerline of the aircraft.

Northwest Orient was the first airline to order the intercontinental model in October 1968, and they chose the JT9D engines for fleet commonality with their 747s already on order. Only one other carrier would order the -20, and that was Japan Airlines. Now, I am sure that many aviation fans here are thinking that no DC-10-20 ever saw service, and you would be technically correct. Prior to delivery of the first -20 to Northwest, according to popular legend, Northwest and Japan Airlines both approached Douglas saying that they did not want their aircraft to seem inferior to the -30 model, and wanted their aircraft to appear to be the best and latest model of the DC-10. Douglas gave in and designated the DC-10-20 as the DC-10-40.

The first DC-10, a -10 model, made the type’s first flight on August 29th, 1970 from Long Beach, California, just one month after the official rollout on July 23rd. A year later, after a flight test program that spanned 1,500 flight hours over 929 flights, using 5 aircraft, the DC-10 received its FAA Type Certificate on July 29th, 1971. That same day, the first two aircraft were officially delivered to two inaugural customers: American Airlines and United Airlines. The first passenger flight of the type occurred just a week after the

first delivery, when American flew a round trip flight from Los Angeles to Chicago on August 5th, using N103AA, the 5th DC-10 built. United followed suit on August 16th, with a round trip from San Francisco to Los Angeles using N1802U. Deliveries quickly followed to other airlines, and soon the DC-10 could be seen on routes all over the United States and, for that matter, the world. Entry into service was smooth; however, the aircraft soon gained a reputation that no one wants for any aircraft.

On June 12th, 1972, the DC-10 experienced its first major incident, and a serious design flaw was uncovered. N103AA, the same aircraft that just less than a year before completed the type's first passenger flight, was operating American Airlines Flight 96 between Detroit and Buffalo. Just after departure, as the aircraft was passing through 11,750 ft., the aft cargo door explosively departed the aircraft. The resulting decompression caused the floor over the cargo compartment to cave in, damaging the flight control cables that passed through the area. Parts of the door also impacted the horizontal stabilizer of the aircraft.

Upon a safe landing back in Detroit, investigators found that the door on this particular aircraft had been difficult to latch prior to departure. The ground crew member stated that he had to use more force than normal to latch the door. He also noted that the pressure relief vent door, a smaller door to relieve any aircraft pressurization prior to normal opening of the door, was not fully seated closed. Upon investigation of the door, which was recovered intact from Windsor, Ontario, it was discovered that the door latch never engaged, and moved just enough to cause the "Door Open" warning light to extinguish in the flight deck – the door appeared to be closed. Following this incident, McDonnell Douglas immediately issued a service bulletin to modify the doors, but airlines were not mandated to make the repair. The FAA also failed to issue an Airworthiness Directive, which would have made the Douglas modifications required before the airplane could fly again.

The type soldiered on for two more years before the cargo door issue came back to haunt McDonnell Douglas, this time with disastrous results. On March 3rd, 1974, Turkish Airlines Flight 981, operated by TC-JAV, departed Paris Orly Airport bound for London with a full load of 346 passengers and crew. As the aircraft was climbing out of Paris, muffled, panic-filled calls came over the ATC frequency. Turkish Flight 981 had been lost with no survivors over the Ermenonville Forest outside of Paris. Investigators soon discovered that the cause of the crash was the rear cargo door opening in flight. Pieces of wreckage were found that included the intact door, still attached to parts of the aircraft skin and cabin floor structure. The investigation soon revealed that a similar scenario to the American Airlines incident nearly two years prior had occurred, and this time, the FAA acted. McDonnell Douglas immediately redesigned the door, and added small windows that would allow the ground crew to visually verify that the latch pins were engaged. The DC-10's reputation was already tarnished and the aircraft was in the public eye for the wrong reasons.

The next major incident would come on May 25th, when American Airlines Flight 191, operated by N110AA, departed Chicago bound for Los Angeles. Moments after takeoff, the aircraft's #1 engine separated from the left wing and flipped up over the top of the aircraft. The ensuing crash killed all 271 passengers and crew onboard, and two on the ground. In the investigation into what remains the deadliest single plane crash on US soil, it was discovered that American Airlines was using a method to change engines on the aircraft that was not approved by McDonnell Douglas, and it was soon discovered that two other US carriers, United and Continental, used similar methods.

This method was to remove the engine and support pylon at the same time, instead of removing the engine first, and then the pylon like Douglas called for. In the case of United, they used a series of hoists to accomplish this task. However, American and Continental used a large forklift to support the engine/pylon assembly during the removal process. It was discovered that eight weeks prior to the crash, the #1 engine on N110AA was changed using this method, and that undue stress was placed on the pylon to wing attach fittings during the process. At a critical time in flight, when full thrust of the engine was applied to these fittings, they finally failed, causing the results witnessed.

Upon investigation, it was revealed that many other American and Continental DC-10s had damage to their mounts, while aircraft from United did not. Since this crash was caught on film, and the footage was shown on TV news broadcasts across the nation, many refused to fly on the DC-10, labeling it an unsafe aircraft and a death trap. It was so bad that American, who had labeled all of the DC-10s with "DC-10 Luxury Liner" monikers on the nose, removed the DC-10 markings, and just called them "Luxury Liners".

Throughout the next ten years, there would be many more accidents involving the DC-10, however most of them would be the result of crew error, such as the November 28, 1979 sightseeing flight over Antarctica by an Air New Zealand DC-10, ZK-NZP. This crash was the result of controlled flight into terrain when the aircraft flew into the side of Mount Erebus, killing all 257 passengers and crew. The next major technical malfunction would bring the DC-10 into the spotlight again, but this time in a positive light.

On July 19th, 1989, United Airlines Flight 232, operated by N1819U, was en route from Denver to Chicago when the #2 engine, located in the tail, suffered a catastrophic uncontained failure over Iowa farmland. I will not go into too much detail about this crash, since it is one of the best known and documented aviation incidents, but a brief synopsis follows: As a result of engine fragments severing all three hydraulic systems, the pilots lost all control of the aircraft, and it was only through the application of differential thrust that they were able to rudimentally control the aircraft and attempt a landing in Sioux City Iowa.

It was the efforts of Captain Al Haynes, First Officer William Records, Second Officer Dudley Dvorak, and Captain Dennis Finch, that there were any survivors. When one looks at the footage of the crash, it is hard to believe that anyone could have survived, but 185 of the passengers and crew lived.

After the Sioux City crash, the DC-10 has led a relatively quiet life, serving many airlines and cargo haulers safely for decades. After Northwest Airlines retired their last DC-10 in 2007, the type left mainstream commercial service in North America and Europe. However, the type continued to soldier on in southern Asia with Biman Bangladesh. In the following days, over 42 years after the type's entry into full passenger service, its days will be nearly over, as Biman retires their last DC-10, the second to last airframe built. The type will live on for many more years, however, just not carrying passengers anymore: it will still make money as a freight hauler, mainly with FedEx.

If no one answers at 911, don't hang up

Here is advice offered by police dispatchers to motorists making 911 calls on their cellphones. Stay on the line. Don't hang up if the phone keeps ringing. Dispatchers can receive 50 to 100 calls for each crash that occurs. Your call may be bounced from one cell site to another, leaving what dispatchers call a "phantom" ring. You can hear ringing, but the call hasn't gone to a dispatcher while the signal searches for a cell site. You think no one is picking up the phone, but in reality it's not ringing on the other end. Stay on the line.



Know where you are; know the name or number of the road you're on and nearest cross street or exit number. Cellphone calls do not always pinpoint a driver's location or list a phone number. Be calm. The dispatcher may ask several questions that seem unimportant, yet are critical in helping determine what type of response is needed.

Tell the dispatcher what is happening and where. Describe vehicles involved. Are they blocking traffic? Are there injuries? Is anyone trapped inside?

If you see emergency equipment on scene, do not call 911. Someone most likely already has. However, if you have more information, such as seeing a person flee an accident, call. Provide your cellphone number before hanging up, in case police need to call you back.



Accidents not increasing as drivers' age

By Joan Lowy/AssociatedPress



Safety researchers expressed concern a decade ago that traffic accidents would increase as the nation's aging population swelled the number of older drivers on the road. Now, they say they've been proved wrong. Today's drivers age 70 and older are less likely to be involved in crashes than previous generations and are less likely to be killed or seriously injured if they do crash, according to a study released by the Insurance Institute for Highway Safety. That's because vehicles are safer and seniors are generally healthier, the institute said.

The marked shift began taking hold in the mid-1990s and indicates that growing ranks of aging drivers as baby boomers head into their retirement years aren't making U.S. roads deadlier. Traffic fatalities overall in the U.S. have declined to levels not seen since the late 1940s, and accident rates have come down for other drivers as well. But since 1997, older drivers have enjoyed bigger declines as measured by both fatal crash rates per driver and per vehicle miles driven than middle age drivers, defined in the study as ages 35 to 54. From 1997 to 2012, fatal crash rates per licensed driver fell 42 percent for older drivers and 30 percent for middle-age ones, the study found. Looking at vehicle miles traveled, fatal crash rates fell 39 percent for older drivers and 26 percent for middle-age ones from 1995 to 2008. The greatest rate of decline was among drivers age 80 and over, nearly twice that of middle-age drivers and drivers ages 70 to 74.

"This should help ease fears that aging baby boomers are a safety threat," said Anne McCartt, the institute's senior vice president for research and co-author of the study. "No matter how we looked at the fatal crash data for this age group - by licensed drivers or miles driven - the fatal crash involvement rates for drivers 70 and older declined, and did so at a faster pace than the rates for drivers ages 35 to 54," she said in a report on the study's results.

At the same time, older drivers are putting more miles on the odometer than they used to, although they're still driving fewer miles a year than middle-age drivers. This is especially true for drivers 75 and older.

"The main point is that these 70- to 80-year-olds are really different than their predecessors," said Alan Pisarski, author of the authoritative "Commuting in America" series of reports on driving trends. "They learned to drive in a very different era." They are far more comfortable driving in freeway situations. This matters immensely for the future because we are seeing dramatic increases in older workers staying in the labor force and continuing to work and commute well past 65."

LONGEVITY - Vital prescription for aging well



Exercise, mental stimulation and social connections are key to good health in later years, researchers say.

How do we stay healthy and mobile into our senior years? How do we stave off dementia?

Exercise regularly. Stay mentally active. Nurture rich social connections. Find things you enjoy doing and people you enjoy doing them with, scientists said at the annual Association for the Advancement of Science meeting in Chicago. "We don't know how to be old because old age is relatively young. It's something new to us," University of Illinois psychology Professor Elizabeth Stine-Morrow told a crowd, many of them middle-aged scientists, at a program on "The Science of Resilient Aging." "A century ago, the average life span was 45 or 50 ... and 4 to 5 percent of the population was over 65," she said. "By 2050, it's going to be over a fifth of the population." Experts say that by 2050, for the first time in history, the proportion of adults over age 60 is expected to match the number of people younger than 15, each group representing 21 percent of the population. It's called the Silver Tsunami. But, they emphasized, it's never too early or too late to work on aging well.

Exercise and aging: Kirk Erickson, associate professor of psychology at the University of Pittsburgh, studies the effects of exercise on aging. Exercise is good for your brain, he said. "We see changes in brain regions that typically show decline and deterioration later in life. The brain shrinks, unfortunately, as we get older," Erickson said. "But research has proven that the brain remains highly modifiable into late adulthood. And

exercise is one way to modify it." Erickson pointed to studies of people ages 59 to 81 who were all free of dementia. Those who exercised more frequently, who did something as simple as taking a brisk walk three times a week, had a larger hippocampus, the part of the brain associated with memory and spatial navigation, he said. After a year of this exercise, they showed an actual increase in the size of the hippocampus. Greater hippocampus volume correlates with improvement in memory. Scientists also addressed the need to stay mentally active. Symptoms of cognitive decline appear later in people with more "cognitive reserve," said Yaakov Stern, a Columbia University professor of clinical neuropsychology.

Building cognitive reserve: The cognitive reserve theory aims to explain why some people with Alzheimer's pathology maintain normal lives until they die, while others show the severe symptoms associated with the disease. Lifelong experiences, stimulating activities, education and midlife occupation, as well as leisure activities in later life, can help build this cognitive reserve to protect us, he said. And the earlier we start to build, the better. It is never too late to get going. And when you start, it's good advice to find others who enjoy starting with you, experts say. Being alone is one thing. Being lonely is something else, said John Cacioppo, a social neuroscientist at the University of Chicago who studies the biological effects of loneliness. Studies have shown, he said, that socially isolated people have increased health risks and higher mortality. Loneliness - perceived social isolation - doesn't just make you less happy, he said. It makes you depressed. "It isn't just about being with others. The frequency of contact is unimportant," Cacioppo said. "It's what that person means to you that really matters."

On the topic of social media, Cacioppo asked whether it's a way to make friends or a substitute for connection. "If you have no contact, then it's better than nothing," he said. "But it's not a substitute to-face contact."

Even if you exercise, don't sit too much as you age

By Mary MacVean/Los Angeles Times

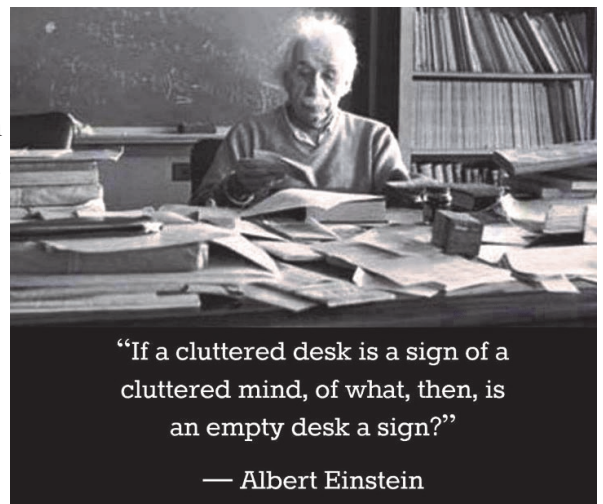
Researchers link sedentary lifestyles to health problems: - It's not enough for people (to get regular moderate exercise as they age. Researchers say it's also important not to spend the rest of your time sitting too much.

In fact, for every hour of sedentary behavior, the odds were 46 percent greater that people older than 60 would have some disability in ordinary skills such as getting around the house and feeding themselves, according to a study published in the *Journal of Physical Activity & Health*.

Being sedentary will lead to problems "independent of time spent in moderate or vigorous activity," concluded the researchers, from Northwestern's Feinberg Medical School, Rush University Medical Center, Harvard School of Public Health and the Centers for Disease Control and Prevention. People who replace even half an hour of sedentary time with 30 minutes of light activity can improve their health, researchers said. Stand-up bingo, anyone?

"A sedentary lifestyle is associated with a variety of poor health outcomes, including increased incidence for diabetes, cardiovascular disease and mortality," the researchers wrote. But many people may have thought they'd done what they needed to if they met the government suggestion of 150 minutes a week of moderate activity. Apparently not so. The question was whether people were sedentary because they were not doing any exercise, or whether being sedentary was on its own a risk factor for disability in what are called activities of daily living - getting in and out of bed, getting dressed, being able to walk in the house.

The researchers used data from the National Health and Nutrition Examination Surveys from 2003 to 2005. Those data are a nationwide collection that includes questionnaires and physical exams, and they included 2,286 people 60 and older whose physical activity had been monitored. The people in that sample spent almost nine waking hours a day sedentary, and 3.6 percent of them reported disability in their activities of daily living. The average waking time was 14 hours.



With insomnia, causes, treatments will vary

By Dr. Massoud Mahmoudi/San Francisco Chronicle

If you're up late watching reruns of "I Love Lucy" or seeing those "get better abs" commercials, you may be suffering from insomnia. You are not alone. An estimated 50 million to 70 million adults have sleep or wakefulness disorders, according to the Centers for Disease Control and Prevention. Insomnia refers to difficulty falling or staying asleep. It also includes those who complain of waking up too early or say their quality of sleep is poor.

In general, there are two types of insomnia, including one in which there is no identifiable cause. In the other, insomnia is associated with an underlying and possibly undetected medical condition. One example is insomnia associated with depression. Insomnia is a symptom of major depressive disorder and, therefore, the way to improve the sleep disturbance is to focus on treating the depression. Insomnia associated with another medical issue comprises the majority of sleep problems. A primary care physician can identify the medical condition by reviewing the patient's complete medical history and conducting a physical examination.

In my practice, the three most common causes of insomnia are chronic pain (brought on by a herniated disc, for example), obstructive sleep apnea, and psychological disorders. Obstructive sleep apnea is a condition brought on by frequent complete or partial cessation of airflow due to upper airway closure. Psychological disorders, such as major depressive disorder or general anxiety disorder, can also cause insomnia. Treating an underlying condition is one way to handle insomnia. Another way is to treat the insomnia regardless of the cause. This can be done through the use of various devices, such as a CPAP (continuous positive airway pressure machine) for sleep apnea or by adopting rules for improving one's sleep habits, also known as "sleep hygiene."

The following are tips to improve your sleep hygiene:

- * Wait several hours after exercise before going to bed.
- * Wait three to four hours, after dinner before going to bed.
- * Have a light dinner.
- * Avoid caffeine after lunch; this includes coffee, caffeinated soda, caffeine pills, energy drinks, tea, and hot chocolate.
- * Don't smoke in the evening.
- * Avoid alcohol before sleep.
- * Try a warm bath; it may help you to relax and have a better sleep.
- * Go to bed when sleepy.
- * Don't take medications during the evening that can interfere with sleep; one example is decongestants such as pseudoephedrine found in many cold and allergy medications.
- * Keep the bedroom temperature just right for your comfort; temperatures that are too cold or too warm will interfere with your sleep.
- * Do not watch television in the bedroom.
- * If awakened during the night, avoid checking the time as it may cause more wakefulness.
- * Do not eat in the bed.
- * Use the bed for sleep and sexual activity only.
- * If you are awakened and unable to return to sleep for 15 minutes or so, get out of bed and the bedroom, returning to bed when sleepy.
- * Do not make the bedroom dark. Instead, let natural sunlight filter into the bedroom in the morning.
- * Wake up at the same time every day.

H Avoid taking naps during the day.

Dr. Massoud Mahmoudi is board certified in Internal Medicine and Allergy & Immunology. He is in private practice in Los Gatos and Los Altos, CA. He is also an associate clinical professor of medicine at UCSF and author and editor of seven books on allergy and various topics in medicine.

An aspirin a night keeps heart attacks away better

Kathryn Roetbel/San Francisco Chronicle



If you're one of the millions of Americans warding off heart attacks and strokes with an aspirin a day, new research shows it might be better to make your daily routine into a nightly one.

Aspirin, a blood thinner, decreases blood platelet activity, making blood less likely to clot. Platelets are most active in the morning, and previous studies have shown that heart attacks and strokes are more common in the morning. This prompted Dutch scientists to test whether taking aspirin at night might calm platelets the next day.

Researchers from the Leiden University Medical Center in the Netherlands observed 290 patients for three months while they took 100 mg of aspirin each day when they woke up after a night's sleep, and then for three more months when they switched the aspirin regimen to bedtime. They found that night-time aspirin significantly reduced morning platelet activity, and they presented their results at an American Heart Association conference. Taking aspirin at night did not affect blood pressure, which is also highest in the morning. But a 2011 Spanish study spanning more than five years revealed that patients who took blood pressure medication at night were about a third as likely to have a heart attack or stroke as morning medication takers. The Dutch researchers said they'd like to conduct a longer study to see if the timing of aspirin actually reduces the number of heart attacks or strokes.

As previously reported, daily aspirin regimens aren't for everyone, and doctors can help you determine whether a low-dose aspirin is right for you. The increased risks of bleeding, bruising, ulcers or hemorrhages likely outweigh aspirin's benefits for young, healthy people who are already at low risk for heart disease.

Missing out on early colon cancer detection



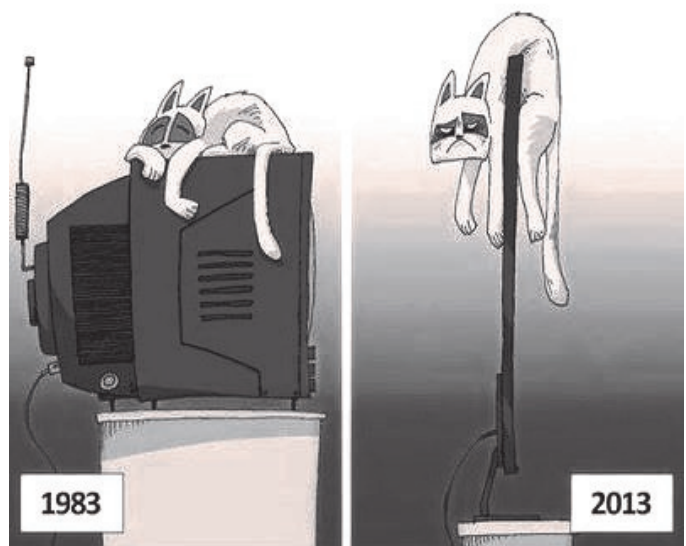
Colorectal cancer is the second-leading killer among cancers that affect both men and women. But unlike some of the other most deadly cancers, there are several early-detection screenings available. The problem is, one third of those eligible for the tests aren't getting them. Screening for colorectal cancer is recommended for Americans age 50 to 75. Some of those who aren't getting tested are the populations who often don't have regular access to health care: Latinos, American Indians or Alaska natives, those who don't live in rural areas, and people with lower education and income. But a new report from the Centers for Disease Control and Prevention

reveals that, in the case of colorectal cancer, a majority of the people who haven't been tested actually do have insurance and a regular doctor. As a result, men and people on the younger end of the age spectrum - age 50 to 64 - are often missing out on early cancer detection.

The report acknowledges that a colonoscopy - the most common and thorough test for colorectal cancer - is not exactly convenient. Patients must clear their colons to prepare, and the test itself, done every 10 years in low risk patients, usually involves sedation and at least one day off from work. But many people don't know that a colonoscopy is not the only screening option.

There are also tests that check for blood in stool, which can be done less invasive, but less common, scope screening called a flexible sigmoidoscopy, that examines a smaller portion of the colon, where most cancers arise. New screening methods - including blood tests, CT scans and tiny cameras a patient swallows - are being developed and tested for effectiveness.

"Choosing any form of screening is better than doing nothing," said Dr. Uri Ladabaum, director of the Gastrointestinal Cancer Prevention Program at the Stanford University School of Medicine. "Research shows that if you give patients some choice on which test they would prefer, there's an increase in screening rates."



GETTING OLD JUST KEEPS HAPPENING

By Jon Carroll/San Francisco Chronicle

Getting old just keeps happening. It's irritating that way. I mean, five years ago I said definitively, "OK, now I'm getting old," but that didn't stop anything. Getting old just keeps coming, a drip here, a drip there. People warned me about it, of course - old people. You get older, and then you get older, and then you get older some more. But they were old people; why should I listen to them? As a young person, was I ever impatient with or indifferent to an old person? Oh my, karma is a bitch.

Back when I was young, I was going to stay 38 forever. And so I did, for a decade or two! Then, slippage. I tried to ignore it, but getting old has a way of not wanting to be ignored. It's like an unwelcome guest at the front door, forever pushing the bell and refusing to do the polite thing. Getting old is not polite. You notice that eventually. It has teeth and it will bite.

But I'm doing OK if you don't ask for details. My mother used to say that; it was a thing that old people said. Now I say it. I hear the echoes of my mother's voice. Oh yeah, she tried to warn me. "Not for sissies," she said, repeating the Bette Davis line. I've been known to say that too. It is irritating the way that the culture wants to forget about old people. It's a little embarrassing, being old. It's a little hard to write about. I wouldn't want people to think I was, you know, old. People get surgery to keep from appearing old. Alas, they are not fooling their internal organs.

It's as if getting old were somehow a character flaw. We're treated like people who made some mistake and are paying for it with our age. How dare we get old? And we have only the faint pleasure of shaking our bony fingers and saying, "Just you wait ..."

We're right, though. How the world works is not a secret. They will wait, and they will see. We're all in the same boat; it's just that, here at the stern, the water looks a little rougher. It's that mortality thing, which sits just to the right of aging in the rough draft of life.

Also, there are people on your back all the time about remedies. Freelance healers, as it were, waving jars of brewer's yeast or bouquets of kale. Was there some kind of contest among the vegetables and kale won? Is that what happened? Because all of a sudden it's the world's healthiest vegetable. Eat enough and your body will build a whole new body. You'll be a walking mound of kale, but you'll be alive.

I am given the names of specialists, of chiropractors, of people who do wonderful things with energy fields, of herbalists, of off-the-health-plan back-pain experts, of you name it. I don't want to spend all my time in treatment for being old. I'd rather spend my time just being. That right there is challenge enough.

Sometimes people just want to complain. They don't want to be fixed; they want someone to sympathize. I have someone who is paid to fix me. I give the details to her, so I don't have to inflict them on you. So let's just talk about me.

Most of the people I know are handling it well, the getting-old stuff. They are not exactly raging against the dying of the light - they are walking aerobically against the dying of the light. This can only be good. I see them when I take walks myself.

"Hello, other old person taking a walk. My, how wrinkly you are." I don't say that, but I think it. Random raillery never loses its appeal.

Also, I have reached the age in which waitresses flirt with me again. I've become a wise, avuncular, unthreatening figure, even though I'm the same guy under here. Old people are just like human beings, only slower. But fine - anything that promotes some sort of banter; I can feel like a codger and it's OK. Take the perks.

And there is actually something to that "every day is precious" thing. That should always be true, of course. But now that we're not so busy, maybe we can concentrate on that sort of spiritual experience. Living in the moment is a very fine idea, but very hard to achieve. But hey, you could find the time.

Did I say that out loud?

FUN ROSE

The first day of school our professor introduced himself and challenged us to get to know someone we didn't already know. I stood up to look around when a gentle hand touched my shoulder.

I turned around to find a wrinkled, little old lady beaming up at me with a smile that lit up her entire being. She said, 'Hi handsome. My name is Rose. I'm eighty-seven years old. Can I give you a hug?' I laughed and enthusiastically responded, 'Of course you may!' and she gave me a giant squeeze..

'Why are you in college at such a young, innocent age?' I asked. She jokingly replied, 'I'm here to meet a rich husband, get married, and have a couple of kids...'

'No seriously,' I asked. I was curious what may have motivated her to be taking on this challenge at her age. 'I always dreamed of having a college education and now I'm getting one!' she told me. After class we walked to the student union building and shared a chocolate milkshake.

We became instant friends. Every day for the next three months we would leave class together and talk nonstop. I was always mesmerized listening to this 'time machine' as she shared her wisdom and experience with me.

Over the course of the year, Rose became a campus icon and she easily made friends wherever she went. She loved to dress up and she reveled in the attention bestowed upon her from the other students. She was living it up.

At the end of the semester we invited Rose to speak at our football banquet. I'll never forget what she taught us. She was introduced and stepped up to the podium. As she began to deliver her prepared speech, she dropped her three by five cards on the floor.

Frustrated and a little embarrassed she leaned into the microphone and simply said, 'I'm sorry I'm so jittery. I gave up beer for Lent and this whiskey is killing me! I'll never get my speech back in order so let me just tell you what I know.'

As we laughed she cleared her throat and began, ' We do not stop playing because we are old; we grow old because we stop playing.

There are only four secrets to staying young, being happy, and achieving success. You have to laugh and find humour every day. You've got to have a dream. When you lose your dreams, you die.

We have so many people walking around who are dead and don't even know it!

There is a huge difference between growing older and growing up.

If you are nineteen years old and lie in bed for one full year and don't do one productive thing, you will turn twenty years old. If I am eighty-seven years old and stay in bed for a year and never do anything I will turn eighty-eight.

Anybody! Can grow older. That doesn't take any talent or ability. The idea is to grow up by always finding opportunity in change. Have no regrets.

The elderly usually don't have regrets for what we did, but rather for things we did not do. The only people who fear death are those with regrets..'

She concluded her speech by courageously singing 'The Rose.' She challenged each of us to study the lyrics and live them out in our daily lives. At the year's end Rose finished the college degree she had begun all those months ago.

One week after graduation Rose died peacefully in her sleep.

Over two thousand college students attended her funeral in tribute to the wonderful woman who taught by example that it's never too late to be all you can possibly be.

REMEMBER, GROWING OLDER IS MANDATORY.

GROWING UP IS OPTIONAL. We make a Living by what we get. We make a Life by what we give.



Instead of the John I call my
bathroom the Jim!
That way it sounds better when I
say I go to the Jim first thing
every morning!!!

LETTERS

SAM ANDREWS—Blanchard, OK

Greetings, I joined RUPA last year and am sorry I waited so long and don't know why I wasn't aware of it. I really enjoy reading the RUPANEWS and all the information it provides. My thanks to everyone involved in publishing a very nice magazine.

I started with United in 1966 and took early retirement because of my wife's health. Still have the problem but have enjoyed a good life regardless. You do what you have to do.

Spent my career at DEN with the DC-6, B-727, DC-10 and B-737. Flew with the greatest pilots in the world and always looked forward to going to work. The only fly in the ointment was the strike and finding that not every pilot had integrity.

But the old United was the best time of my life and I miss all my old friends. Someday I hope to make the monthly get together with the "Denver Good Ol Boys" if they will let me!

On March 10th I will turn 81, that's one more than the acres I own and live on. Doing well, health is good, wife is still with me after 55 years, have a pond to fish in, my own airstrip, and I still fly the Aeronca L-16A that I had in Colorado. I was pleased to see that Leon Scarbrough has a Champ as well as several other RUPA pilots. Too bad we live so far apart!



I have started writing a book about my flying adventures and am almost to the point that I started with United. Just hope I can recall most of my experiences flying with all the guys. I remember them all, I just hope a couple of them remember me. Happy flying and God Bless! *Sam*, DEN

MRS. SUE ARMSTRONG--Castle Rock, CO
Hi! Don't do computers and my handwriting has gone down hill with age.

Since Fred has passed I saw no need for a big house to care for. I found a great rental deal to supplement income! Live in a senior apartment in Castle Rock. One of my neighbors is Curly and Opal Baker. The place is great, but the food is downright awful.

The family is well, oldest boy, Paul, is a retired disabled veteran. He lives on a ranch in Montana. No more flying helicopters. Brett is retired having lived overseas for Raytheon for 14 years. Jeff has taken over the helicopter business in Castle Rock and is doing good work. Brett is his VP mechanic. Kitty is back to construction supervisor after a long dry spell at Jefferies doing hospice RN work. Grandchildren are doing well.

A lot to be thankful for including good health!!
Keep up the good work. *Sue*

DAN BARGAR—Santa Rosa, CA

Last year I couldn't spell OCTOGENARIAN and now I are one.

Age 79 means filling your bucket list, so 2013 found Chris and I on two 30 day cruises. The first starting in RIO for Carnival and up the Amazon to Manaus and piranha fishing ending in Fort Lauderdale. In May we flew SA to Singapore with 150 empty seats from SFO to NRT and 75 down to Singapore. We had wonderful stops in Kaula Lumpur, India, Oman and indoor skiing at Dubai. It was 25 degrees inside and 93 outside. Our Cairo stop proved how miserable the country has become. Highlight of Pacific Princess dining was being seated with Capt. Les Eaton and Helen. The cruise ended in Rome.

The 2014 bucket list includes a cruise down the Mekong River to Cambodia, but it is always nice to return to Sonoma wine country.

Dan, SFO '66-'94

MIKE BARRETT—Absecon, NJ

Greetings, Another year has passed, but not much has changed. I've gotten to the point in life, like all of us, where nothing new is a good thing, unless you're talking about grandchildren!

No new aches or pains or ailments, and that's a good thing. My wife had to have a hysterectomy due to

the early discovery of uterine cancer, and is back to 100%, with no expected reoccurrence.

A real eye-opener is getting the Medicare re-cap of payments showing a hospital charge of over \$40,000 and a Medicare payment of \$0, hopefully an error, but being re-submitted.

Hopefully everyone survives this SOB of a winter, and keeps well. *Mike*, 1996-2006 JFK

DICK BELLACK—Sarasota, FL

Missed writing last year as we were in the middle of selling the apartments, that were the culmination of 30 years of 1031 exchanges, and moving from San Antonio to Sarasota. I am now on the hook off Bitter Guana Cay in the Exuma's (Bahamas) on an 80' Hatteras I shared with 3 partners. Life is good. No internet, no phone, no TV, no business and no excuse for not writing.

We still spend 4-5 months in Zihuatanejo (Mexico) where we have a couple of rentals and just finishing off a place on the beach. Gloria is president of the charitable foundation we formed in Mexico eight year ago which keeps her busy. The city came to us last year and said that we build better classrooms and cheaper than they can due to all the government regulation and they are now having us build for the city. Maybe our government could learn from them.

We go to England and Portugal every year to visit Gloria's 2 sisters and our son Avon who is in Andorra. We did do a Jazz cruise, Dave Kozz, out of Rome for a week through the Greek islands. We had a 2nd trip to France for the wedding of Gloria's sister.

Bought a condo in downtown Sarasota that was never completed and hired a General Contractor, recommend but he took on to much work and we ended up taking over and subbing out our selves, which has been interesting, and extended our 3 month project to 6+. Good news is it should be completed in the next 2 weeks.

As for traveling we do well on passes to Europe but between Mexico and IAH to TPA have missed more flights the last year then I did with my 33 years. Have been buying the PS 80% tickets and they seem to work OK. Would hate to be commuting in this environment.

Saludos until next year, *Dick & Gloria*

BILL CHERWIN—Crystal Lake, IL

I retired in April of 1999, after almost 38 years of service. After retirement I continued to fly in general aviation with the Lima Lima Flight Team, which I helped found in the mid 80s. We flew shows all over the US, as well as Mexico, Dominican Republic, and Canada. After twenty-five years of flying airshows, I retired from the Team at the end of the 2012 season. As I was no longer getting any income from my T34, I put it up for sale in November. It was just a too expensive a toy. So to save the hangar rent, I flew it out to Ennis, Montana, where my son was going to "put it to work." It didn't work all that much, but my overhead was down considerably.

I was called back into service by the Team to fly two shows in 2013, and had a ball doing it. In October 2013, I got calls from three serious buyers. You know, "feast or famine." I sold it for my asking price, and flew it out to Western New Jersey that same month for the new owner. I still maintain my class 2 medical, my CFII, and my low-level "Statement of Aerobatic Competency" card.

Another pastime is solving many of the world's problems with some retired buddies at Andy's Restaurant on Wednesday mornings. Another group of retirees meet at the Lake in the Hills Airport at 1100 to work on similar problems and then go to lunch at noon.

May through October I am in Grand Marais, MN, trying to keep the fish population in check and avoiding the summer heat and humidity in Illinois.

Bill

GARRY CLARK—Frisco, TX

Hi Everyone, Not much news from us except for our trip to Amsterdam for our 25th anniversary. With 32 years seniority the best we could do is economy plus on all 4 legs (no SA's in up front on any of the 4 legs) - DFW-IAH-AMS-IAH-DFW. CO 777 to and from AMS was very clean and the CO crews did a great job. FA's came by with water or drinks every hour on the crossings. Carol said the coach chicken is the same as it was 40 years ago - over-salted and not very appetizing. The vegetarian meal, which I had, was inedible. Amsterdam was a hoot. We walked everywhere and clocked almost 25 miles on Carol's pedometer in 6 days. Great food and lots to see and do. We took a WWII segway tour which was fantastic. It takes less than

a minute to get the hang of operating it. While taking a break in a park by the van Gogh museum the guide mentioned that 3 large stately homes bordering the park were used by the Nazis during WWII and that there were bomb shelters in the park where we were standing. One of the 3 homes had fencing with razor wire completely surrounding the building, antennas and many things I couldn't identify sprouting from the roof. The guide said that is YOUR embassy and that they are probably watching and listening to us and don't take a picture of it because they may come out and take your camera. I'm not sure I believe that so I did take a picture and no Marines came out chasing us. So there!

Our health continues to be good. I walk quite a bit weather permitting and am considering buying a road bike to break up the boredom of walking the same route day after day.

Our best to everyone, *Garry & Carol*

BEN CONKLIN—Warminster, PA

Hello all. Retirement year #32. Flew for 30 years and now have passed it in retirement.

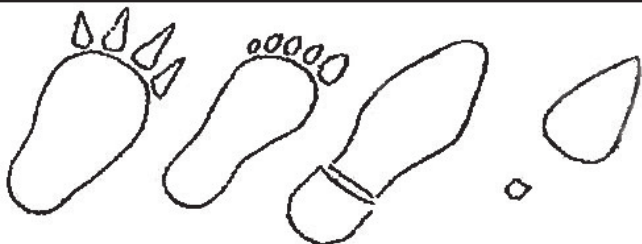
Rose and I, both 92, will celebrate 71 years of marriage next month. It has all been a smooth flight and happy landings. How much longer only the good lord knows.

Health and happiness to all. *Ben*

JAMES CRONIN—Trabuco Canyon, CA

I had been meaning to join RUPA for years, but a good dose of sickness with throat (????????) which caused, and is still causing (????????) damage, has slowed me down. When I was feeling better I was getting caught up on things that weren't done when sick. I've finally caught up, and finally joining, which I had hoped to do years ago. I went out on a medical retirement in 1995. Fortunately, I was able to fly captain for four years.

I'm enclosing my membership for both last year and this year. I just had my birthday on March 5th. Af-



The evolution of authority

ter my call to you, you very promptly sent me the application and it got lost in my paperwork that I keep for the Dana Point RUPA luncheon. I went to the luncheon today, and lo-and-behold, there was your paperwork which I have been looking for. Sorry for the delay.

You are doing a fine job keeping this organization together. Sincerely, *Jim*

RALPH DILULLO—Charlotte C. H., VA

Gentlemen, many thanks for your hard work putting out a great magazine. Here are my dues plus a little extra.

Fifteen years and counting. We are all well health wise. Farmer son is prospering with over 50+ Angus cows. Pilot son is doing fine at Chino Airport. More than 40 aircraft, 10 Gulfstreams. Marine son got promoted to Lt/Col. *Ralph*

BARRY DIXON—Las Vegas, NV

Dear Leon & Crew: 18 years of retirement and still going strong. Ignore the medical problems but don't ignore the medications. After a couple of years of deteriorating vision I was told I had cataracts. After a trip to the specialist I was set up for cataract removal and behold, I can see again even without glasses.

2013 was the 50th year for Ruth to be saddled with me. We celebrated with the family at Lake Tahoe. An enjoyable weekend for all.

Not much to report this year. The only travel we did was to visit family.

Check is in the mail, just a bit late.

Barry, 1964-1996

HERB GOODRICH—Northridge, CA

Hello RUPA organization. I appreciate the monthly magazine and read it faithfully every month.

I was hired by United after WWII in Jan. 1946 and flew out of Burbank until moving to LAX in December of that year. We flew DC-3s to Catalina with aircraft specially equipped with 28 seats, and special brakes that stayed cool in the multiple runs between Catalina, Long Beach, Burbank and LAX in one day. The LAX terminal was a Quonset hut.

I flew only Douglas aircraft through my 33 year career, finishing with the DC10 in 1979. My career was in LAX except for the years 62-65 when I flew out of Kennedy.

In 1982 Jim Day and I started the San Fernando

Valley RUPA luncheon, now the Thousand Oaks luncheon. In 1987 I chaired the National RUPA convention in Marina Del Rey.

I still live in my home of 50 years with help from caregivers. I am 95 and have 3 children, 9 grandchildren, and 7 great grandchildren. I got a pacemaker last April and it's working well.

I enjoy reminiscing via telephone. So, if anyone remembers me, good or bad, let me hear from you! 818-349-6023.

"It was a wonderful career." *Herb*

MIKE HEPPERLEN—Crystal Lake, IL
My major accomplishment this year was getting my retired Dentist's RV-7 ready to fly, which was accomplished in December. This was delayed by the Government's shutdown, his heal surgery, and wintering in the Phoenix area. His test hop should occur in May.

Our health has been good, however we both are moving more slowly than we are used too.

Our travel itinerary included HNL in January, DEN in May visiting grandkids, Pentwater, Michigan in July, INL in August for my annual physical and family reunion, and Nebraska in November for bird hunting.

As the saying goes, the check is in the mail.

Mike

FRED HOPE—Ocean Shores, WA
Hello all RUPA readers-it's time I added a letter to the monthly RUPA missal.

My dues check was a month late this year due to our yearly obligation to be ski bums for a month and that took up most of February. We skied Deer Valley, Snow Basin, Powder Mountain in Utah and Sun Valley and Tamarack in Idaho. Maybe an outing to BC is still in the planning stage.

I just passed my 17th year into retirement. fortunately, the dreams of missing flights and not being able to find my flight bag are getting less. Sarah and I are in our 53rd year since the day in September 1961 in RCAF Gimli Manitoba (of Gimli Glider fame) where we stepped out of the chapel on base to be given a T-33 fly past to greet the newly married couple. Their timing was perfect.

During my last year flying for UAL we had the opportunity to be based in Hong Kong for a total of 4^{1/2} months. At that time UAL flew an around the

world schedule-Flt 1 westbound and Flt 2 eastbound. HKG handled the HKG-DEL-HKG portion. I flew 20+ times. We called ourselves the 12 Squadron.

Now to my recollections of one of those flights. It became known as the Blanket Boy Flight. We were midpoint of the flight heading for Delhi when the chief Flight Attendant knocked on the cockpit door rather loudly. As she came in I could see she was fuming and upset. We calmed her down a bit and asked what was wrong. She said "There is a male passenger in 1st class who is exposing himself." Apparently he had a blanket over his lap and every time this pretty Chinese Flight Attendant would walk by him he would raise the blanket and show her his private parts. I said, "Go back and tell him to stop doing that or we will have to have the authorities meet him when we land in Delhi." About 10 minutes later there again was a loud knock on the door. This time it was a male Flight Attendant and he was irate. I said, "Don't tell me he has done it again." He said, "3 more times!" OK I said, "Tell him to be prepared to face the police in Delhi." As we were getting off the aircraft in Delhi there was the culprit flanked by 2 of the biggest Indian Police Officers I had ever seen. The man (an Indian National) was looking very worried and he was looking at me with pleading eyes. I walked over to him and told him his behavior was not becoming of a 1st class passenger. I immediately had the thought, maybe it was ok in coach! One of the officers took me and the male flight attendant aside and asked if we wanted to press charges. The male flight attendant said, "Yeah nail him." I said, "Hold on we don't want to be coming back here for hearings etc." Then I told the Officer, "could you just give him a good scare?" He said with a big smile "Oh yes sir, we can give him a GOOD scare." The last I saw of them they were heading down the hallway at a rapid pace. We never heard another word about this incident, which I reported when we got back to HKG. The troops there all had a good laugh. One last thought, the "seasoned" female Flight Attendant later said, "I don't know why he was showing himself! He didn't have anything worth showing!"

Fred

DAVE & JO JOHNSON—Arvada, CO
Thank you, RUPA volunteers— I really enjoy the magazine and occasional meetings.

Most people would agree with me....I'm a lucky guy --20 years since retirement; 49+ years since the (former) UAL's gift of a great job, 57+ years since USAF's gift of pilot training, 57+ years since marriage with the sweetest girl I ever met, 58 years since Mont. U's gift of an education making it all possible!

We are as active as we can manage, with church, shopping, medical concerns, card playing, etc. Jo had her thyroid gland removed in September. Thus she has spent many months frequently too tired. After several months, she is almost back to her busy volunteer schedule. Dave was diagnosed with Parkinson's several years ago and last February had a setback resulting in need for a walker. In December he fell and got a dislocated shoulder so is now physically disabled, temporarily I hope.

We are very blessed with our 3 kids as well as all of their 9 kids, all of who still live in the Denver area giving us lots of family activities -- school athletics and other performances, birthdays, grandkids' athletics. They all participate in one or more - skiing, baseball, basketball, golf, football, lacrosse, skiing, soccer, swimming, track, -- enthusiastic athletes, performances in piano, dancing, plays, singing, etc. But mainly they all are good students and like school. We are amazed at how their parents encourage them.

Not much pass travel lately 'be wary when a passenger agent says 'no problem.'

Our Best to all, *Dave*

RICHARD KA'APUNI—Honolulu, HI
Aloha Jon and Leon, and *Mahalo* to all who work diligently and without pay putting together *RUPANEWS*, which has kept our family of retired pilots connected. I've enjoyed reading about the lives of fellow pilots I know (and don't know).

**SOMETIMES
I PRETEND TO BE
NORMAL.
BUT IT GETS BORING...
SO I GO BACK TO BEING ME.**

My "board date" is now 10 years removed from my date of hire. Just another way of saying that the last time I set the brakes on a 747 was 10 years ago in March.

After 30 years in the SF Bay Area, Clarita and I returned to Hawaii and have enjoyed rediscovering our home state and living the laid-back Hawaiian lifestyle. At home in these Islands I have enjoyed the camaraderie of the pilots at our RUPA lunch gatherings over the years.

At my retirement a friend gifted me the latest edition of "1000 Places to See Before You Die." Using the book as a guide, Clarita and I have pursued our passion for travel and experienced places by plane, cruise ship, river boat, ferry, train, longboat, elephant, camel, horse and cart, bus, WW2 jeep, trishaw, motorbike sidecar, and our feet that walked miles and climbed a thousand steps.

As I begin my 70's decade, I plan to continue to enjoy snow skiing (this winter in Breckenridge), hone my sailing and SUP (stand-up paddleboard) skills, and keep using my ever-moving "board date" to take us to the next travel adventure in first-class. Yeah, I know: *Good luck!*

Rick, SFO-HNL-SFO 1974-2004

DWIGHT LUBICH—Los Altos, CA

Fourteen years before the (Tacan) mast is enough. I've retired my LSO paddles and stepped off the platform to a new volunteer job. I only return to oversee some exhibits I built. The USS Hornet Museum at Pt. Alameda, CA hasn't sunk to the bottom of San Francisco Bay *yet*, however, it is making it financially. A hoax was planted recently by (maybe Kilroy) to re-locate Hornet to Pearl to moor near Missouri - **Not True!**. Finally, as I have mentioned in most previous communications on the Hornet subject, thank you all for the support you have given Hornet, especially when I solicited donations to many UAL Navy, Marine Corp and Coast Guard aviators early on wherein those who were generous were invited to attend a complimentary social evening aboard.

New venture: I am back in transportation! Though not into golf, but driving a seven pax cart around the Palo Alto, CA Veterans Hospital campus, transporting vets, visitors and staff. It pays as well as the UAL pension with a free lunch to boot. Seriously, it is quite gratifying and sometimes tearful. Our

motto is: "Vets helping Vets."

Elaine and Margie Paulsen (Jerrry), both former UAL F/A's, volunteer to continue to serve at the Lucile Packard Children's Hospital, also in Palo Alto, CA.

Good health, some domestic travel and no offspring heros on which to report.

Sincerely, *Dwight and Elaine*

ED MEISENHEIMER—Corpus Christi, TX
Dee and I are doing well down here in South Texas for the last 18 years. Our only problem is that chronic disease, AGE, that is common among us, 84 year olds.

Thanks for the work on the RUPA magazine, we enjoy it. *Ed*

JOHN C. PEDRETTI—Madera, CA
First of all I wish to thank all of you who keep RUPA going. The magazine is read cover to cover here.

I just had the big 80th birthday last month and have been retired 20 years now. I can't believe how fast time flies even though I do not fly anymore.

No complaints about my health, but my wife of 61 plus years is still fighting the dreaded Alzheimer's. We completed a trial clinic with UC Davis in Sacramento and are now in a continuation phase for another 18 months. She is getting the actual medication now and hope springs eternal.

On another note, I was saddened to read that Gary Meermans had flown west. I first met Gary when he was a new DC-8 F/E. He was a very bright and sharp young man and I got to know him quite well. In my 33 years at LAX he was by far the best Chief Pilot I ever had.

The best to all of you out there. *John*, 1961-1994

KINGSLEY PURTON—Brandon, FL
Today I turned 84 years old with amazement and thankfulness. Amazed that I made it to 84, which is not as feeble an age as I once thought. Thankful that Madelon and I are in good health after 61 years of marriage. We are in daily contact with our three boys and three grandchildren, enjoying their activity and involvement, and education.

I am thankful for my timing in military aviation allowing me to fly F-80s, F-84s, and F-86s and be

dual qualified in T-6s, L-20 Beavers, F-51s, and B-26s. Military logic let me lead a group effort (36 F-84s) as a spot 1st Lt. on my 99th Korean mission and then told me twenty years later as a FAC Lt. Col. that I could not drive the jeep.

I am thankful that my airline career spanned the DC-3 to the DC-10. I am not so thankful that it involved nine bases and two base closings. I moved to Florida at 48 years old, which was good with no state income tax and low college tuition. If you want to be ready to retire at 60 (65) years old, commute for twelve years.

Moving to Florida did allow me to get into sailing year round which I do to this day. I have owned four different 24' sailboats, the first three weighed around 3,700 lbs. and the 4th weighed 1,750 lbs. which allowed it to plane out and be capable of 25 knots, although my best was 23 knots. Going 23k in a sailboat with your butt 6 inches off the water is a greater sensation of speed than Mach 1.1 in a fighter, 120mph on the Packard Motor Car test track, 100mph on a bike, or 50mph in a iceboat. The iceboat was close and probably not as thrilling in that the iceboat cost \$1,500 and the sailboat \$53,000 if you wrecked it.

I was able to get two of my grandchildren involved in Opti (a 12' sailboat) sailing in Florida, LI Sound and the Great Lakes plus four trips to Europe. What a Kick!! Today I have found the best sailboat to be OPs (other people). You don't have to recruit, train, or feed the crew. Just show up five minutes before they leave the dock. I am the navigator on a J-35 where I get to tell people where to go and sometimes they do and sometimes they don't.

Through sailing, I met an AF Col. who got me involved in a golf group at MacDill AFB consisting of about 40 retired AF, Army, Navy and CG officers. One of whom is an AF four-star who was President of AirTrans after retirement. It makes for great labor relation conversation. After his first eight years, he considered going with the airlines and had an offer from UAL. I told him if he was really lucky, he could have been my second officer. When I complain about my arthritis, Madelon says that it is really tough now that I can only play once a week rather than three days.

Kingsley, '56-'90, DTW, LAX, JFK, EWR, CLE, MIA, ORD, JFK, ORD

RANDY RYAN—Tucson, AZ

"13 was sort of routine. We enjoyed Tucson's weather in the early part of year then drove off to Branson, MO, for 50th reunion of USAF pilot training graduation from Webb AFB, then up to Victoria, BC, for Canada Day with good friends, then to Jackson Hole and Las Vegas, then home. Back surgery for Randy in late September. So successful that he was able to resume tennis and golf in late October.

This year we are planning two cruises, one across the pond to visit many cities in Spain before disembarking in England and then, after a few days, we will fly to Istanbul for a river cruise to Amsterdam. Kathy and Greg and their spouses will join the cruise in Vienna and cruise the rest of the way with us to Amsterdam. After a few days on a houseboat in Amsterdam we will all fly back to our various homes in Roseville, CA, Sydney, Australia, and Tucson. Confirmed seats are a comfort to us so no passes are involved with any of these travels.

Pam is still enjoying docenting at the Arizona Sonora Desert Museum and now serves on the national board of the Association of Zoo and Aquarium Docents and Volunteers with frequent trips to various meetings around the country. Randy still serves on the board of St. Luke's Home and now is involved as an "Honorary Commander" at Davis Monthan AFB.

We continue to be in relatively good health and extend an invitation to you to abandon the cold winters and visit us in Tucson.

Randy and Pam

WHIT SIMPSON—Nashville, TN

Dear fellow RUPA pilots, I had Triple By-pass surgery earlier this year with excellent results. Known as the "Silent Killer", high blood pressure, lead me to the operating room to by-pass a 90% blockage, 75% blockage, and a 50% blockage. I spent 4 days in the hospital. The blockages were caught early so there was no damage to my heart. Half a million by

-pass surgery's are done every year in the US, so it's a relatively common procedure. I hope everyone will keep track of their Blood Pressure.

Now I'm working on renewing my third class medical so I can continue to fly my Cessna 182.

I am still serving as Grand Jury Foreman for all of the Nashville Criminal courts.

My annual check is in the mail.

All the best, *Whit*, Class of 2002

JIM SHIPP—Battleground, WA

We just returned from three months of sunshine in Why, Arizona with our motorhome. Retirement really has its benefits, as while health holds up, we have the freedom to be away building memories. We spent another summer on our DeFever trawler boat in SE Alaska. We enjoy cruising and just being out in beautiful places. It is a long way from Portland to Juneau and return. We like to anchor out in remote coves and just enjoy the beauty, and normally pass up all the resorts. We can get crowds easier by staying home.

My 36 years of being a pilot for UAL is still remembered with pride. Many thanks to all that I had the honor to fly with.

Jim, Convairs to 747-400 mostly SFO

HARRY TYREE—Abingdon, VA

Just last night I was reading the letters in the Feb. issue of the *RUPANEWS* amused by how many have claimed to have forgotten their birthdays as an excuse for being late with their renewals when the thought struck me---"Idiot you had one just two weeks ago." So before the month of Feb. expires here's my renewal note and the "check is in the mail!"

Fifteen years into retirement and it still beats the best schedule I ever held! I have also had every Christmas off! I have had counseling to help me past the trauma of having to go "cold turkey" on revisions, PC's and physicals. Still play a lot of golf with an occasional foray into the 70's. Still life in the old boy yet! I enjoy the sex life of a volcano---dormant! Got to check off the prostate cancer square on my resume in 2012. Had the aggressive type, so had it removed. All is well nearly two years later.

Sure glad we got to work for a decent airline. Hate to see what's happening to what we left behind. I

**EVERY DAY, THOUSANDS
OF INNOCENT PLANTS
ARE KILLED BY VEGETARIANS.
HELP END THE VIOLENCE.**

boycott my passes--I refuse to give them the satisfaction of bumping me off a flight. It's good to see all the new members coming in. Many thanks to all who do such a good job of keeping us up to date. If you are ever in the extreme southwest corner of VA, give us a ring--would love to see some old friends!
Harry Tyree, DCA LGA CLE DEN ORD

JIM TROSKY—McHenry, IL

Cleve, Checks in the mail. Thanks for all you guys do.

Sold my house in Surprise, AZ. Sure picked a great first winter to spend in Chicago. Gonna spend March in PHX anyhow. Sold my airplane and hangar is up for sale as well. Just getting kinda disinterested in it anymore. Family is all fine. Couldn't ask for more.

Keep up the outstanding work you all do.

Cheers, *Jim*'64-'99 - ORD-LAX-ORD

Si Vis Pacem, Para Bellum - Semper FI

JOE WEST—Corvallis, OR

As my birthday #86 approaches, I find that I've cheated and avoided the efforts of the Grim Reaper to include me in his harvest, BUT I LIE! It wasn't necessary to cheat when I had special protection going for me. If anyone recalls reading my last couple of letters, they'll be aware that the special protection came with the Good Lord on my side. Someone told me "You should write a book about your life." I think it was one of my children when I reminded her that in June of about 2012 I had written my kids the following: "If anyone needs their faith in God reassured, or even established, "they should know the story of my life."

The result of that conversation is that I've devoted a lot of this year to getting that life-story on paper. My wife has volunteered to Xerox the editing job done well by a good friend, to whom I said, "instead of calling it GO IS MY CO-PILOT, I'm going to name it "GOD IS MY CAPTAIN." Hey, after 33 years on the airline and 16 years as co-pilot, who could be a better Captain? The afore-mentioned special protection showed up when I survived, and am recovering from, a massive stroke that had "Here's another fatality" written all over it.

We've had a fine year in 2013. I waited 6 to 8 months to receive my DFC, Air Medal, with 2 oak leaf clusters from the Korean War. Gosh, Len Chamberlain, Chuck Bloom, Pete Moyer, et al, you

didn't know you flew with a hero. No I didn't buy that DFC at an auction. It came from 100 missions in Korea.

If anyone recalls those last couple of letters of mine, I'd be remiss if I failed to mention that here in Corvallis, Oregon we have a home that literally displays all the praises I've given to God.

If you're ever in the Willamette Valley give us a call. We have Oregon State University and a highly respected sports program. We won the Aloha Bowl this year.

A check to Leon will soon be on the way.

Cheers, *Joe*

MIKE WILLIAMS—Broken Arrow, OK

Check is in the mail early. Been a busy year, still fighting Parkinsons. Fell and broke my hip in September, have pretty much recovered from that and now just doing the best I can.

Miss the flying and outdoor activities. Congratulations to Cort and wonder if he remembers our flight to Santa Barbara because of a crazy flight attendant?

Thanks again for all you all do to work on the *RUPANEWS*. I really enjoy it. *Captain Mike*

GERRY ZIMMERMAN—Savannah, GA

Splitting my time between SAV and DEN. All my travel time is between the two.

I just went thru #87 and still feeling good. I'm still flying my Bonanza in SAV and my Decathlon in DEN. Any day that I don't fly makes me feel like I missed something.

Keep the magazine rolling as I enjoy.

Gerry, 52-87 DEN

IN MEMORIAM

CHARLES E. (Buddy) DE COSTERD

Buddy DeCosterd (79) passed away on February 25, 2014. Buddy was born in New York on April 26, 1934.

He had a stellar career as both a Naval fighter pilot and as a Captain with United Airlines.

Buddy travelled the world with his soul mate and



loving wife of 54 years, Alice, and was adored by his 4 children and 8 grandchildren.

A memorial service was held at the Trinity Lutheran Church, in San Rafael, CA. Memorial contributions in Buddy's name may be made to Heartland Hospice or the Alzheimer's Assn.

PAUL A. GRAFFEO, SR

Paul A. Graffeo, Sr., 73, of Spruce Creek Fly In, Florida, passed away at his home, on February 15, 2014.

Paul was born and raised in Brooklyn, NY. He was a Vietnam Veteran and served proudly as a Captain in the United States Air Force.

After his discharge from the Air Force he joined United in 1966, and retired as a Captain in 2000.

Paul is survived by his wife, Linda K. Graffeo; four children, and nine grandchildren.

In lieu of flowers memorial donations may be made in Paul's name to Halifax Health Hospice of Volusia/Flagler.



BILLY S. HOWELL

Billy S. Howell, (82) was born Dec. 5, 1930 in Camden, Tenn, and passed away Nov. 27, 2013 in McHenry, IL.

Billy is survived by his wife, Ruth, five children, nine grandchildren, and three great-grandchildren.

HAROLD H. MEYER

Harold H. Meyer of Centennial, Colorado was diagnosed with cancer on December 17, 2013. He died a month later on January 19, 2014. He enjoyed eighty-eight and a half years of excellent health. He rode his bicycle seven miles every day for at least the last 36 years! His next-door neighbors, the Gangloffs, refer to him as 'iron man.'

In the spring of 1942, after the bombing of Pearl Harbor most schools across our nation shortened the school year as did Manito High School in southern Illinois's farming district, the idea being the young adults could finish school and get on with fighting a war. Harold was only sixteen at the time of his high school graduation, he was too young to be drafted, and when he read the Pan American Airlines help



wanted ad in the local newspaper, he met the under-draft-age job requirement and was hired to work as a radio operator. He drove south to Miami, and in record time, he completed the training at Pan American's Miami Dinner Key facility, and quickly he was out on the line serving as a radio operator on the airboat Clippers, Sikorsky S-42. He worked the flights up and down the east coast of South America.

When he was old enough, he enlisted in the Army Air Corps, but the war ended before he could complete cadet training in Amarillo Texas, however complements of the G.I. Bill, he earned a Bachelor's Degree in Aeronautical Engineering at the University of Illinois, and of course an Aeronautical Engineer also earns a pilot's license. He completed the course of study in only three years and took a job with Lockheed where he worked on the design of the 'Connie' aircraft.

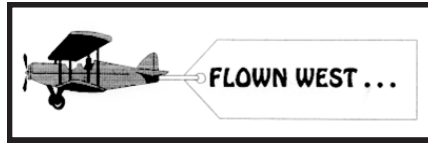
On January 2, 1952, he was hired as a pilot at United Airlines. He always referred to meeting and marrying stewardess Janet Godwin as an "Occupational Hazard," with which she always countered her interpretation, "Fringe Benefit." He insisted that his bride get her pilot's license. He retired from United in 1985 having worked more than 33 years without a single emergency!

After retirement, he and three Cherry Knolls neighborhood pilots, Bob Doubek, Bob Ainsworth, and Satch Hoagland began meeting on Wednesday mornings at the Village Inn (at Arapahoe & Holly), and over the years that group continued to grow and became a Wednesday Fly-in group that some call the Lunch Bunch and others call the Wednesday Fliers.

In 1993, Harold bought a Piper Arrow Turbo Charged Airplane and became active in the Colorado Pilots Association. He and Janet have flown to many CPA Fly-Ins, and they are proud to have made friends with pilots from all over the state.

Harold is survived by his wife, Janet, five children, and eight grandchildren. Janet is planning a Labor Day weekend graveside service in Manito on Saturday, August 30, 2014.

Memorial Donations to American Cancer Society, 2255 S. Oneida St, Denver CO 80224, or at cancer.org.



Billy S. Howell	Nov. 27, 2013
Harold H. Meyer	Dec. 17, 2013
Paul A. Graffeo, Sr.,	Feb. 15, 2014
Charles E. "Buddy" DeCosterd	Feb. 25, 2014
*John H. Biederman	Mar. 05, 2014
*Richard "Dick" Brooks	Mar. 09, 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

April, 2014 Edition

From:

RUPA
P.O. Box 400
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 (Open)—*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 East Bay (2nd Tuesday 1:00 PM)—Call 925-846-8436 or 925-735-1946
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 Tuesday) - 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*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*, 808-315-7912 or 808-334-1883

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

Oregon

The Columbia River Geezers (2nd Wednesday. 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