
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message
About the Cover
Local Reports

Page 3
Page 4
Page 3-14

Articles
Letters
In Memoriam
Calendar

Page 15-35
Page 36-45
Page 45-46
Page 48

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The Joe Carnes 31 North-IL RUPA Group E. Allan Englehardt

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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.

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PRESIDENT'S LETTER

New Members Fourteen new members have joined our ranks. Welcome to Captain Luis Garcia, Pittsgrove, NJ, Captain Pat Horne, Middletown, CA, Captain Timothy Donohue, Chico, CA, Captain William Patterson, Cross Junction, VA, Captain Francis "Paul" Gallagher, Camden, DE, Captain Robert "Bob" Olsen, Annapolis MD, Captain Daniel Delight, Rancho Palos Verdes CA, Mr. Eugene Schmidt, St Louis MO, Captain Leif Jonassen Jr, Payson, AZ, Captain John Vick, Longmont CO, Captain David Musselman, Dade City, FL, Mr. Terry Graham, Huron, OH, Captain Phillip Otanicar, Evergreen, CO and Captain Paul G Herman, Suisun, CA.

ID 90 WEBSITE There is a website for an Interline Fair Calculator you can use for your offline travel. Simply Google "ID90 farecalculator" and it will take you to the site. You sign in with United Airlines, enter your six number file number, with preceding zero if yours is less than six, and the first letter of your first name and last name (ex. jsmith). Once you gain entry you will then create a password. You then enter departure and destination and your dates and all the interline carriers serving the market will display along with the pricing. Check it out.

UNITED SENIOR MANAGEMENT Judging from the recent UAL Quarterly Report, it appears Wall Street has serious reservations regarding the senior management team in Willis Tower. While Delta and American reported serious profits UAL lost over \$600 million. On their Analyst Conference Call, they made the same excuses which a number of highly respected analysts took exception to. At some point the B. O. D. is going to have to address the issue.

SUMMER As we begin summer, I hope you get in some golf, enjoy the wonderful weather and find some empty seats to SA in! *Jon Rowbottom*

*****Greater Chicago RUPA July Luncheon*****

Nick's Pizza & Pub
856 Pyott Road
Crystal Lake IL ph# 815 356 5550

Tuesday July 8 2014
Arrival 1130 lunch 12 Noon
order from Menu
open bar.

Spouses and friends welcome
RSVP by Thursday July 3rd
buddyclaude@comcast.net or 815 459 5314



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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:

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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 Takeoff

Bob Evans RUPA Breakfast

Here are the details of the Bob Evans Breakfast, hosted by Gary Cook, on the First Friday of May, actually, May 2, 2014.

We actually have a Rose between Eight Thorns here, with the addition of Sim Stidham's daughter, Ashby Snare.



Therefore, pictured from left to right....Bill Davis, Jim Turner, Charlie Schwab (PAA), Sim Stidham, Ashby, Gene Couvillion, EK Williams, Gary Cook and your esteemed correspondent and photographer, Stokes Tomlin.

The next get-together will be on the First Friday of June...June 6. Thanks, *Stokes*

San Francisco Bay-Siders RUPA Luncheon

We had a beautiful day for our May RUPA luncheon at Harry's Hofbrau in Redwood City. The turnout was good considering that many of our regulars were on the RUPA Norwegian Cruise, including Cleve.

The conversation, as always, was lively and the topics ranged from grandchildren to various recent and planned travels.

In attendance: Bob & Roz Clinton, Gerry Delisle, Bob Ebenhahn, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Dick & Jeri Johnson, Norm Marshall, Bruce & Stephanie McLeod, George Mendonca, Walt & Mary Ramseur, Rose Spring, Gene & Carol Walter, Larry & Pat Wright.

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



The Intrepid Aviators Of Southern Oregon RUPA Luncheon

Another greeting to all in RUPA land from Southern Oregon. We gathered at our old haunt, The Pony Espresso in Jacksonville, Oregon on April 17 and enjoyed the good food and beverages of the Pony plus the friendship and fellowship of each other from our years in the Friendly Sky of the United family.

Major topic of the day was our impending journey across the hills to Dan Kurtz's ranch outside of Klamath Falls on May 15th to see the cutting horses and calves being put through their paces. A reprise of last year's trip, and what fun it was. We look forward to this one as well, and look forward to seeing these magnificent animals at work. What athletes they are as well as the riders who have to stay aboard.



This month's group is, seated from the left front, Bud and Mary Berlingeri, Banjo Bob Keasbey, George Elliott and his daughter Catherine Dimino, Bill Monfort, Marty Niccolls and Leeann and Steve Fusco.

Standing left to right in back, Harvey Saylor, Jim Jaeger, Art lumley and Bob Niccolls. Both Harvey and Bill looked fit and well tanned from their time in the sun, Kauai for Harvey and Florida for Bill.

Remember us if your travels bring you out this way. Third Thursday each month (May excluded!) at the Pony Espresso in Jacksonville. Cheers, *Bob*

S.E. Florida Gold Coast RUPA Luncheon (Pompano Beach)

HI GANG.....The snowbirds will slowly work their way northbound and those of us who spend the entire year in South Florida will be left soon. Many days, I-95 never seems to ease up and the departure of some is not noticeable!

Your summer help of Jim Morehead and Art Jackson would like to let you know that we found that there is an interest level among us to continue the successful summer lunches at Galuppi's in Pompano Beach at the golf course over the next 5 months during the warm months of the year those being May through September. Ned and Lyn and many of you return in October with the leaves changing up north!

The lunch will started at our regular time and place on Thursday May 8th at 11:30 am. The same guidelines apply this year as last year. Wives, girlfriends, significant others, family members, Other airline pilots, and friends of each of those groups are welcome. We have usually had some 10-20 each time and many of you do bring others. The restaurant likes the increased business to give us a semi private or private dining room.

We meet the second Thursday of each month. According to my calendar looking ahead, the dates are as follows if you want to place them on your calendar:

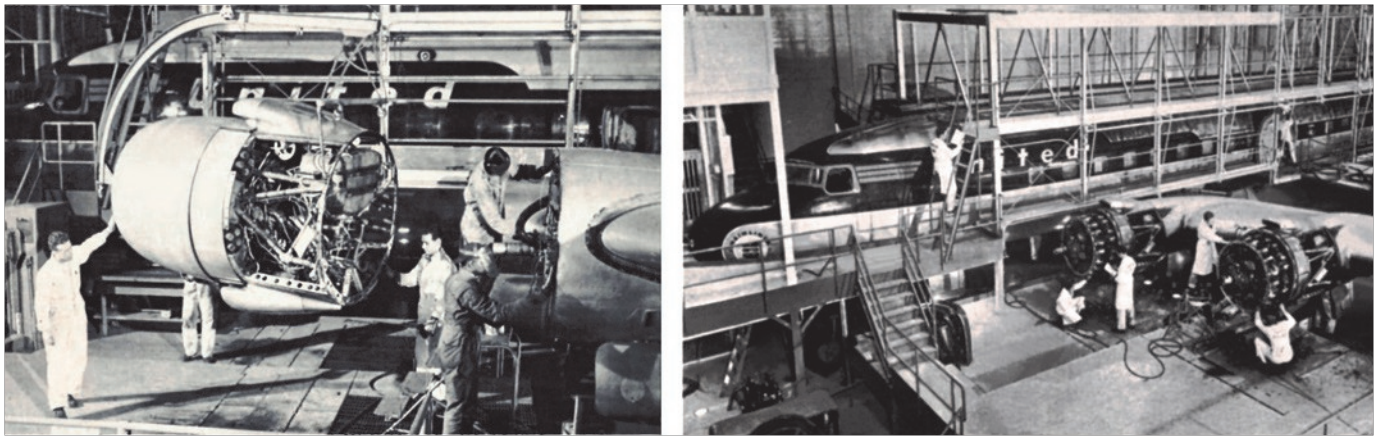
JUNE 12th, JULY 10th, AUGUST 14th, SEPTEMBER 11th (A day we all remember)

Please enjoy yourselves. *Jim Morehead and Art Jackson*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In 1955, United's 129 acre Maintenance Base in San Francisco was the most complete airline maintenance facility in the U.S. The base's over 3,000 Mechanical Conditioning employees were part of United's 18,515 "behind the scenes" Maintenance employees.

At SFOMM carefully executed overhaul procedures ensured United's planes were maintained in excellent operating condition. As many as eight four-engine planes could be overhauled simultaneously in the base's docks and shops.

In every city United served the "United Mainliner" fleet received daily-inspections and every United plane had a "preflight-check" performed before takeoff. Additionally, each plane was given a thorough "going-over" every 100 flight hours. After 1,500 flight hours the planes were flown to the SFO Maintenance Base for a complete overhaul. These actions ensured Safe and Dependable Service for United's passengers.

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

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

The Big Island Stargazers RUPA Luncheon

It was another beautiful day in paradise as we gathered for our monthly luncheon on the waterfront in Kailua-Kona.

We welcomed two new chapter members--Bill Cochran, who saw our report in the previous RUPA magazine and has joined our group, and Don Diedrick who was a first time attendee. Our newly formed chapter is growing with each meeting!



Left to right: Walt Wells, Linda Morley-Wells, Dick Slinn, Don Diedrick, Bill Cochran, Beth Raphael and guests Bev and Dan Watson.

Pass travel was a popular discussion item, and Linda Morley-Wells told us of her recent trip that involved seven flights and all went smoothly. So it can happen—at least once!

RUPA makes it possible for us to keep in touch with our UAL brothers and sisters, and recently two of our members were contacted by fellow pilots that they had worked with in the past.

Next time you are in Kailua-Kona on the third Thursday of the month, join us at The Fish Hopper—pupus are on the house! *Linda & Beth*

The Washington Area Eddie O'Donnell RUPA Luncheon

The April 17, 2014 luncheon for our members and guests was held at the Marco Polo Restaurant located in Vienna Virginia. Officially starting at 11:15 with lunch beginning at 12 noon, we had 45 minutes to talk to old friends, acquaintances and guests.

We did not have a guest speaker, but we did not need one because we had E.K. Williams man the microphone. He did a great job presenting interesting information and stories.

We had 38 attendees: Al and Suzy Barbour, Jon Beckett, Linda Cerisano, Hal Cockerill, Gary and Linda Cook, Gil Coshland, Paul Gilson, Jerry Goebel, Bob and Betty Goodman, Mike Henderson, Clyde and Claudette Luther, Jo Beth Lynch, Ed and Dolores Miller, Bill and Edna Nolan, Ward O'Brien, Bob Olsen, Ralph and Marilyn Pasley, Herb and Laura Petitt, Bud Reed, Don and Catherine Reinhard, Susie Robertson, Bud and Theresa Ruddy, Bill Salisbury, Bernie and Bonnie Schwartzman, Stokes Tomlin, E.K. and Betty Williams.

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

Our next scheduled luncheon will be for members only at the Marco Polo Restaurant on Thursday, July 17, 2014. *Jon P. Beckett*

Ohio Cleveland Crazies (April) RUPA Luncheon

We had another fun filled meeting of the Cleveland Crazies. Dick Sanders brought a great story that kept everybody laughing.

A summary of our May "road trip" to the National Air Force Museum was reviewed by Phil Jach. George Bleyle brought statistics on the Boeing 737 that was interesting for all in attendance.

For those who may not know our May Thursday meeting will not be at TJ's in Wooster. This is also a reminder that there will be another "Summer Do" at the McMaken home on June 7th. He is asking for an RSVP. As usual the lunch was excellent and our favorite all time server "Vickie" made sure everybody had everything they needed.



Those attending left to right in the picture below are: Front Row: Rich McMakin, Bob Olsen, Jo Anne Orr. Back Row: Phil Jach, Monica Burrill, Jim Burrill, Dick Sanders, Dick Orr, George Bleyle, Diana Zalesky, and our waitress Vickie. Cheers, *Phil Jachs*

Ohio Cleveland Crazies (May) RUPA Luncheon

Our meeting for May was a two day outing to Dayton, Ohio and the National Museum of the USAF. After a three hour drive on Wednesday we all met at the Huffman Prairie Interpretive Center for a tour of the museum and flying field the Wright Brothers used for much of their flying tests. The briefing and movie were excellent but the Wright Flyer Simulators were a big hit with all of us. Everyone who tried to fly the Wright Flyer eventually crashed.

After checking into our hotel we car pooled to Wright-Patterson AFB for dinner at the Officer's Club. Before dinner we enjoyed cocktails in the "Wings Bar" where we were challenged with a trivia test against three teams. The dinner was a wonderful catered affair in the Fireside Room. This was time for talking, stories, and jokes from all in attendance.

We checked in at the Museum on the morning of May 15th for a wonderful day seeing all the aircraft on display. The picture below is in front of the Presidential Aircraft used by President Kennedy and



several other Presidents.

From top to bottom and left to right are: Sue Kauer, Don Kauer, Carol McMakin, Rich McMakin, JoAnn Pinter, John Pinter, Shirley Curtiss, Rip Curtiss, Dawn Lang, Bob Lang, Don Karaiskos and Phil Jach. Not in the picture but in attendance are: Gary & Judy Sargent, Gene & Judy White and Bob Schneider.

After lunch in the museum café we had the choice of a guided tour or more time on our own to explore. Most of us departed for the long drive home mid afternoon.

All agree that this was another exciting outing and meeting for the Cleveland Crazies. Cheers, *Phil Jach*

Dana Point RUPA Luncheon

The Deck was open and then the Deck was not open as gusty wind tossed one of the big umbrellas over the roof of the restaurant just before the first of our group took seats on the Deck. The wind died somewhat and the manager decided they would try again. It still was quiet warm...some said hot but the early arrivals of our group said to go for it. The restaurant opens at 11:30 which seems to be a good time to shoot for as parking is better and the preferred seating for our group is always available.

On Deck were: Al Pregler, Bill Rollins, Bob McGowan, Denny Giese, Don Morgan, Joe Udovch, John Grant, Park Ames, Rudy Haluza, Ted Simmons, Joe Vallejo and new to our group Kent Parsons -Welcome aboard Kent. Kent lives in the Newport Beach area.

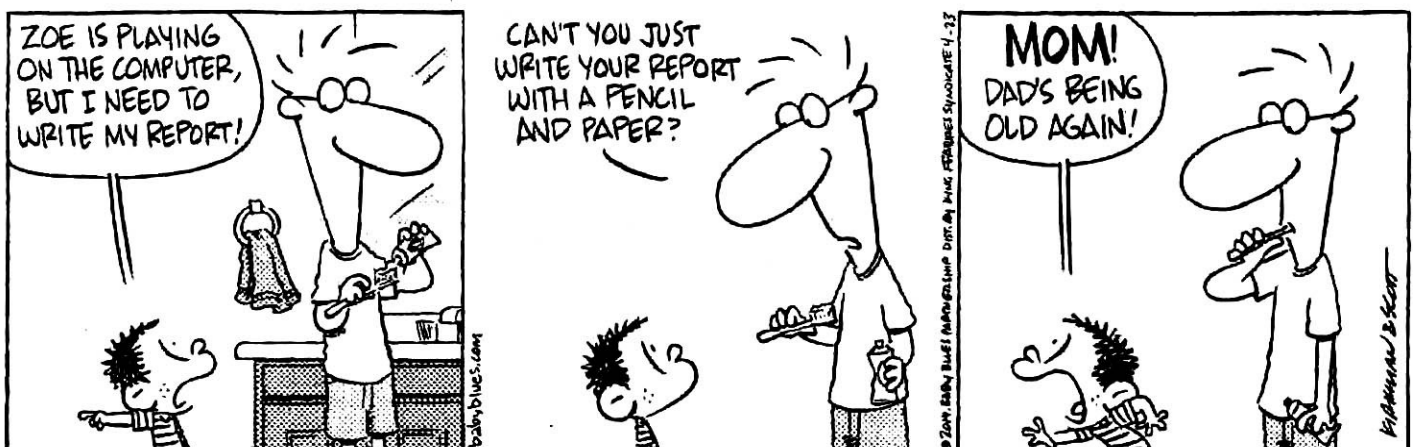
Joe is out of rehab from his accident with his bicycle (3/7/14) but his Doctor says as of now... no driving. I was able to pick him up from his home off Lake Forest Drive and bring him to our Lunch. Our official photographer, Bruce, was absent--- but sent the following E-mail.

"We're in Europe, and having a great time. We're staying in Mechelen, Belgium with our grandchildren. We made a trip to Normandy with them from the 4th to the 7th of May. It's the 70th Anniversary of D-Day this June 6, and they're planning a big observance of it, so we got in and out of there before the crowds showed up. I thought about you when we were there, because at Juno Beach there's a museum devoted to, and operated exclusively by Canadians. Not only that, but also a lady who welcomed us to the museum was from Vancouver. We'll be back in California on May 25th, and I'll be at the next lunch. Looking forward to seeing you then!"

As usual, Park Ames entertained with several good Jokes appropriate for the time and place. Food was good service was great. Nobody complained of the heat which is very usual for this time of year as we broke up. A hardy bunch.

I would like to make a personal apology to those that noted that I had put out the wrong date for our meeting...I did mention the 2nd Tuesday but I was looking at the wrong month and got day wrong. Two much travelling lately!! I do hope I didn't mislead anyone.- to miss our Lunch. I will do better...do not fire me yet! Cheers to all, *Ted*

BABY BLUES | Rick Kirkman and Jerry Scott



The Columbia River Geezer's RUPA Luncheon

6+1 attended the Columbia River Geezers group today. A beautiful afternoon for flying however, we all chose to enjoy a hearty lunch together. Outdoors, OR Wx was beautiful with continued blue skies and approaching 90 deg. F.



From left to right, a visitor from Gig Harbor, Retired LAXFO Captain Jim Brooks followed by Captains Rich Warden, Tony Passannante, Mac McCroskey, Ron Blash and seated, perhaps because he had to much Ice Tea is Doug Howden.

Jim Brooks was in our area as his spouse is attending a meeting somewhere here in Portland , so he decided to drop by and buy everybody lunch. BUT! We all, as former airline Captains, respectfully declined and decided to only pay for our own (a habit, I guess?). Hmm, Let's see, international flight crew use to get \$2.75 an hour, in expense money, for time away from home and that could buy me a bit of sushi in Narita and maybe a large cold Sapporo or Asahi extra dry. Ahhhh, those were the days. Sadly the \$2.75 per hour for time away from home -for the Geezers- is gone for sure, but the local Safeway still supplies a very cold supply of assorted Japanese beer. I mentioned earlier that today's luncheon was 6+1? The "+1" happened to be Tony Passannante's son Eric who is an active United pilot based in SFO. Eric, who is AED (Automated External Defibrillator) qualified, decided to drop into The Claim Jumpers joining us for a quick ice tea. But I believe his goal was to stand by and to observe while watching for any medical emergencies that may occur when we all got our separate checks. However, the six of us survived the separate checks so Eric moved on missing the group's.. Old Hire Photo.

Rich Warden is busy flying Corporate in several different types of jets and turbo props around this great country of ours. Tony P just returned yesterday from Amsterdam after delivering a B-737NG, NG denotes [New Generation], to somebody in Zurich. He flew it all the way from FL. Mac McCroskey is heading to Alameda tomorrow out of PDX via SFO... Space Available. Mac is 1956 seniority so he should get a seat. Oh! I did forget, passes are no longer date of hire. Good luck Mac. Mac is planning to sail his 47 foot motor yacht... "Captain's Paradise" from Alameda to Bremerton WA. Captain's Paradise cruises along at sea level at a Long Range Cruise speed of 6 to 7 knots/hour while burning about 2.5 gallons of diesel per hour. As some of you may remember Mac, about 9 months ago, slipped and fell on his "boat" and broke something in his neck. Well, as you can see he is good to go and his Doctor gave him permission to ski this past winter with the proviso that he stay off of "Double Black" runs and absolutely zero mogul skiing. Although Mac was a little disappointed that the Flight Surgeon had preempted some of his skiing talents, Mac did ski this winter and plans to do the same next winter. Ron Blash and his wife Candy have been traveling to the

Hawaiian islands a lot this past Winter and are planning, except for a quick trip to the East Coast in June, to spend our lovely OR summers at home. Doug is on the loose again prowling around the pass desk (Flying Together) while looking hard at understanding ZED fares as he plans to do some more traveling this year, hopefully abroad. Both Cliff Shabez and Sam "Gordy" Richardson checked in with me with regrets but both of them hope to be in town for the next luncheon. All of us are in good health and enjoyed our 2 and half hour luncheon today. We are looking forward to many more with the next one scheduled as early as the second Wednesday of June 2014. Hope to see you then.

Keep the Blue Side in Your Back Pockets. *Ron Blash*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Our May Luncheon was held at Shrimper's in Stuart once again and our Server was Kimberly. As usual, many various conversations took place among the 7 UAL'ers that attended. We were particularly GRACED by the presence of Sid Sigwald (who's had a tough go of it physically during the past several years) -- thanks to the extraordinary efforts of Bob Schaet who now lives in NC but does visit SE FL every now and then. Thanks to both Sid and Bob for making a SPECIAL effort in their own respective ways....hope to see you BOTH again very soon.

The 7 who attended were: George Kane, Ted Osinski, Bob Schaet, Sid Sigwald, Jack Boisseau, Dick Starita and Jim Dowd who was kind enough to 'host' for me since I was not able to make it this month due to a VERY last minute change in a previously scheduled Dr.'s appointment. Thanks Jim.

That's about all there is to say right now....but wishing you all a SAFE Summer along with SAFE TRAVELS and if you happen to be in the Stuart area on Tuesday, June 10th.....we'd love to have you join us for our next Luncheon.....we start at 11:30. Best Regards, *Bob Langevin*

Los Angeles South Bay Luncheon

It was a very intimate group of ten for our April Luncheon at the Hacienda Hotel Bar where we always experience very friendly reception and lunch at a price we "poor " retirees love.

We had a good time with Sue Tyree, Bill Horn, Loyd Kenworthy, Dick and BarbyMacKay Tom and Helena Reidt and Arvid and Sue von Nordenflycht.

One phone discussion was with Ted Simmons about trying a joint luncheon maybe in Long Beach to get both our usual guests together. Let me and Ted know how you feel about that plan.

We touched on all the ex employers plans from passes to the rough transition from BlueCross to Aetna as yours truly has been spending a lot of time on the phone trying to get my claims routed from Medicare to Aetna. Three months of doctor bills are piling up without resolution yet.

Jim Moorhead's write-ups about other airline travel have been very helpful so thanks to Jim. Personally, I have given up trying to get to Seattle on a pass on just 2 a day 50 seaters and now finally a United flight. We joined the regulars in shopping for "real tickets." Oh well, it is nice to have a positive space ticket in hand.

Arvid



ADULT TRUTHS

I totally take back all those times I didn't want to nap when I was younger.

The Joe Carnes 31N RUPA May Luncheon Meeting

Well, sonofagun, our snow melted. Now we just have those nuisance potholes big enough to swallow small vehicles and of course, our ever-popular construction season.

Managing to successfully negotiate the roadblocks and stuff, 47 RUPA members and guests gathered at 31North Banquets in McHenry and enjoyed a great Southwestern buffet prepared for us by Bernice Zubrzyckie and her 31N staff.

Those enjoying the program, camaraderie, and the fare were John Anderson, Leroy and Eva Bair, Glynn Bradley, Larry Cabeen, Bruce Carey, Norm Clemetsen, Al DeLeeuwe, Carl Eberle, Allan and Diana Englehardt, Mel Finzer, Tom Franklin, Milt Gray, Don and Katie Gregg, Dave Harris, Bob Helfferich, Tom Helms, Jim Higbea, Jim Holbrook, Fred & Wilma Hunter, Jim Kehoe, Les Kero, Dick Kuhn, Chip Little, Karol Marsh, Barb Mikulich, Steen Munter, Dick Murdock, Claude Nickell, Matt Poleski, Jim Rosater, Ole Sindberg, Jim Stuntz, Bill Thompson, Sid Tiemann, Jim & Mary Jeanne Trosky, Terry True, Gus Tuit, Lyman Walter, Wayne Walusiak, Frank Zackary, and Your Duty Scribe, Walt Fink.

Our guest speaker was Dr. E. Boone Brackett, who (in short) isn't exactly your typical orthopedic surgeon. Not many I know can boast credentials including instrument and pilot certificates including an ATP, was an AME, flies his own 182, has a law degree, served as a Navy surgeon with the Marines in Vietnam, has an avowed affinity for motorcycles and old cars, and was a guest conductor of the Chicago Symphony Orchestra. He gave us a terrific program not only on aviation and medical subjects, but also on honor and family as well. In Rick Eilert's autobiographical work *For Self And Country*, "Doc Bone" endeared himself to his patients and staff for his tireless and expert work with and for the wounded. As Eilert's book is aptly subtitled, "*For the wounded in Vietnam, the journey home took far more courage than going to war*"---we're indebted to Dr. Brackett for his own courage, his service, and his excellent presentation.

Seated, L – R: Tom Franklin, Jim Trosky, guest speaker Dr. E. Boone Brackett, Fred Hunter, Walt Fink, Frank Zackary, Karol Marsh, Matt Poleski.



Standing, L – R: Leroy Bair, Tom Helms, Norm Clemetsen, Jim Higbea, Dave Harris, Dick Kuhn, Allan Englehardt, Jim Stuntz, Gus Tuit, Larry Cabeen, Al DeLeeuwe, Claude Nickell, Jim Kehoe, Jim Rosater, Dick Murdock, Lyman Walter, Ole Sindberg, Terry True, Mel Finzer, Jim Holbrook, Bob Helfferich, Don Gregg, Bruce Carey, Glynn Bradley, Chip Little, Carl Eberle, Wayne Walusiak, Sid Tiemann, Milt Gray. Your Duty Scribe, *Walt Fink*

AVIATION 101

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane another time.

San Francisco North Bay RUPA Luncheon

As it always happens on the first Wednesday of the month the San Francisco North Bay RUPA group begin arriving at the Petaluma Sheraton's cocktail lounge to talk and perhaps enjoy some liquid refreshments until we sit down in the dining room at 12:30 for lunch.

The business meeting was short with no obituaries and only a few regrets from those who could not attend. Several handouts were passed around for those who wished to read them. George reported that studies have shown that coffee can reduce your risk of some types of diabetes. Barney informed us that we could buy a ride in a British WW2 Lancaster bomber if we wanted to spend some huge amount of money and vein debt for a long time. There is a new website which may interest some of you. It's ualpilotsforum.org which is a restricted site.

Now the important part happens, Wendy takes our lunch orders! The usual conversations regarding UAL, travel, anything aviation related began over lunch and continued until the last two people left for home.

Attending were: Bruce Milan, Leon Scarbrough, Bill McGuire, Dwight Daley, Gary Webb, Don Madson, Dan Porter, Sam & Mickie Orchard, Ken & Shirley Corbin, Jules Lepkowsky, Vic Bergevin, Deke & Merle Holman, Dick Hanna, George Hise, Tom Grey and his guest Colleen Murphy, Gardner "bones" Bride, Larry Whyman, Barney Hagen, Bob & Doris Donegan, and my guest Kim Cool. Your reporter, *Bill Greene*

San Francisco East Bay RUPA Luncheoneers

The fourth meeting of the San Francisco East Bay RUPA Luncheoneers drew a whopping 16 members and spouses. The conversation was spirited with the addition of a picture board of Don Merucci's party held at the Oakland Airport operations break room celebrating his final day as an active UAL pilot. A specific request was made by John Baum to see the photos of the B737, with Don's name painted on it. The whole event was certainly evidence of a much happier era in all our careers.

Although a good time was had by all, discussion of the high noise level in the dining area at Beeb's arose. It was decided to try another venue. Neil Dahlstrom had scoped-out a new restaurant in Pleasanton, The Black Bear Diner. It offers a more secluded eating area, good food and the entire menu is available. So our next meeting will be at THE BLACK BEAR DINER, 5100 Hopyard Rd., Pleasanton, CA 94588, 925-847-9100. Take the Hopyard Rd. exit off I-580. After the first traffic light, the Diner is on the right, past the Chevron station.

Members attending were; Bernard "BS" Smith, John Baum, Neil Dahlstrom, Dean & Julie Weihe, Bill & Jan Slocum, Grant Adams, Steve Filson, Dick & Marilyn Sperling, Bruce Milan, Phil Jenkins, Ron Harris, Steve Scott and Don Merucci.

The next meeting will be Tuesday, June 10 at 1:30 PM at the Black Bear Diner. *Don Merucci*

Phoenix Roadrunners Luncheon

We met for our regular April luncheon on Tuesday April 8th at our usual place the Bobby Q Restaurant. This restaurant takes good care of us all the time.

The names of all who came: Frenchy & Joan Bourgeois, Neil & Lee Johnson, Fred & Judy Meyer, Norm & Brenda Lund, Paul & Gwen Vining, Ken & P J Killmon, Russell Marsh, John Gordon, Mike Carlin, Dave Specht, Charlie Schwob, & Mike Clements.

Several members sent their regrets for not coming as they could not get space on the aircraft due to such heavy bookings. Some of our members have already headed out of town to spend the summer in some cooler climate areas.

We discussed the problems encountered when trying to fly as SA's. Everyone seemed to enjoy the time spent together. *Ken Killmon*

Sarasota branch of the Cleveland Crazies

As my 77th approached, we convened the Sarasota branch of the Cleveland Crazies. L to R, Merv Billings, myself, Lew Lawrence, and Don Muldoon, had a great time reminiscing about flying the Stearman, C182, Navion, C180, on floats, and the Twin Comanche that Merv still owns.



My current wing is attached vertically rather than horizontally. Catalina 34 “JADIP” - Just another day in paradise. *Lew Lawrence*

The Thousand Oaks RUPA Luncheon

Again Denny Fendelander and Doug Bialanski were unable to attend the May 8 luncheon at Sunset Terrace Restaurant so Don McDermott stepped in to be the leader and he asked Marcene and Doug Rankin to take the roll and write the report.

There was not as many there as at the March luncheon but there were a dozen of us: Gene Biscailuz; Grant Sullivan; Claude Giddings; Nate Hall; Kent O’Brien; Jim Hall; Jerry Adams; Pete Peterson; Larry Lutz; Don McDermott; Doug & Marcene Rankin. Again there was no photographer so we have no picture to include.

Don called on Claude to tell us one of his jokes before Don updated us with information he received from his son about the latest on UAL. One of the news items was about WI-FI systems being installed on UAL Aircraft. Then it was open for discussions in general on many topics such as United losing money in the first quarter and the other major carriers all made money. Another topic was about the RJ Airplanes replacing many of the larger aircraft on many of our routes.

The next luncheon will be July 10th, and we’re hoping to have a bigger turnout for that.

Marcene & Doug Rankin, substituting for Denny

Seattle Gooney Birds RUPA Luncheon

April 17, 2014, A good crowd on a bad day, weather wise. No new members but two guests, Bob Howard and Bud Gustofson of the old Seattle Crew Desk, are always welcome.

The conversations were lively and the service was good, as usual. We had some discussion of Aetna and Scripps insurance and Dick Anderson read an invitation to us from ALPA Council 27 for a retirement party at the Museum of Flight on June 7. Contact Paul Gillespie at 253 279 3124 for info and tickets by May 28th. Herb Marks and the host told some good jokes and the meeting adjourned.

In attendance: Bill Stoneman, Dave Carver, Bud Gustofson, Jim Barber, Herb Marks, Dan Jessup, Fred Sindlinger, Al Haynes, Chuck Westpfahl, Bob Wulff, Tom Smith, Jack Brown, Dick Anderson, Bill Shumway, Bob Reid, Bob Howard, Al Black, and Bill Brett.

United Takes Delivery of the 8,000th 737

On April 16th, United took delivery of its latest 737, but this one was special. A 737-900ER was delivered from Boeing Field, marking a special occasion for not only Boeing but also United. The aircraft was the 8,000th 737 to roll out of the Renton factory, and became one of over 550 of the type to be delivered to United since its inception.

“We’re thrilled to celebrate this huge achievement with Boeing,” said Ron Baur, vice president of fleet, United Airlines. “The 737 has been an integral part of our narrowbody fleet and we are pleased to continue this tradition by being the North American launch customer for the new 737 MAX 9.”

It should be noted that, for a while, it looked like United had moved past the 737; in 2009 they actually flew their “last” 737 flight, retiring their 737 “classic” fleet in lieu of the narrow-body offerings from Airbus. It wasn’t until the merger with Continental (which was a big 737 Next Gen operator) that United got back in to the game.



Even though the aircraft, in the picture above, was aircraft number 8,000 to roll out of the factory, there are still another 3,700 planes on order. With the new 737 MAX due to fly in 2016, there will be many more 737s to come in the future. With the rate the 737 is going, it is likely that the model could be flying 100 years after its first flight — now that is an accomplishment.

United Airlines was the launch customer for the Boeing 737; its first 737-200 was delivered in 1967. It is seen here nose-to-nose with a United Airlines Boeing 247 from 1933.

Since the first flight of the 737-series on April 9th, 1967, this latest aircraft marks a new milestone in a very long history. The first US airline to take delivery of the 737 was United, and it is a fitting tribute that they took delivery of the latest and most current version of the aircraft.

The 737-900ER, which can accommodate up to 179 passengers (in the two-class configuration United uses) is a far cry from the original 737-200, which could only hold 109!



United Airlines launches service with new Embraer 175 jet

United Airlines has introduced the Embraer 175 aircraft to the United Express fleet, with service on the modern and spacious regional jet operating between Chicago and top business markets Washington and Boston.

United Express carrier SkyWest Airlines began Boston service in May 19. Service between Chicago and Ronald Reagan Washington National Airport began May 17. The E175 flights complement existing United service in those markets.

The 76-seat E175 regional jet is the newest addition to the United Express fleet, enabling the airline to offer an improved regional jet experience. With 12 seats in United First, 16 seats in United Economy Plus and 48 seats in United Economy, the E175 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-sized carry-on bags, resulting in more convenience for customers.

United will offer E175 in several additional markets beginning in June, complementing existing United services:

Chicago-Minneapolis /St. Paul, beginning June 5

Chicago-Atlanta, beginning June 15

Houston-Atlanta, beginning June 15

Houston-New Orleans, beginning June 15

Chicago-New York LaGuardia, beginning June 23

San Francisco-St. Louis, beginning Sept. 20

San Francisco-Austin, beginning Oct. 26

San Francisco-Dallas/Fort Worth, beginning Oct. 26

San Francisco-Minneapolis/ St. Paul, beginning Oct. 26

SkyWest Airlines will operate the services to and from Chicago O'Hare International Airport and to and from San Francisco International Airport. Mesa Airlines will operate the flights to and from Houston George Bush Intercontinental Airport.

United expects to introduce 70 E175 aircraft into the United Express fleet by the end of 2015. As United inducts new aircraft into the fleet, the airline will remove smaller, less efficient regional aircraft from the fleet. The E175s consume less fuel per seat and have fewer CO2 emissions per seat than the aircraft they replace.

Russia To Allow Airlines To Hire Foreign Pilots



President Vladimir Putin has signed a law that allows Russian airlines to hire foreign pilots, a move the Kremlin said was needed to end a shortage of pilots on civilian flights as passenger numbers grow.

The law comes five months after 50 people were killed in the crash of a Tatarstan Airlines jet, blamed on pilot error, which highlighted concerns that Russia does not have enough pilots to meet growing demand.

"The (new) federal law is designed to liquidate the deficit of commanders to civilian aircraft," the Kremlin said in a statement.

It said the law would allow airlines to hire foreign pilots over the next five years, indicating that no new foreign pilots could be hired after April 2019 but those already employed in Russia could remain.

Russia and the other former Soviet republics combined have one of the worst air-traffic safety records, with a total accident rate almost three times the world average in 2011, according to IATA.

After the November 17 Tatarstan Airlines crash, federal investigators said the pilot may have received his license from a training facility that was later closed on suspicion of operating illegally.

Investigative Committee spokesman Vladimir Markin was quoted as saying there was reason to believe many pilots working for smaller Russian airlines had received licenses without undergoing the proper training.

United to launch new nonstop service between Denver & Panama City



United Airlines today announced that it will introduce nonstop flights between its hub at Denver International Airport and Panama City beginning December 3, subject to government approval with flights available for sale at a later date. The new service will operate daily November through August and five times weekly in September and October, offering Denver-area travelers direct access to the Panamanian capital and connections to several additional cities in Central and South America through United's strategic partnership with Copa Airlines.

"Following the success of our Denver-Tokyo flight, our new service to Panama City will link our Denver business and leisure travelers to the business and finance capital of Central America and open the door to other new, international destinations through our partner airlines," said Steve Jaquith, United's managing director of the Denver hub.

United will operate the service with Boeing 737-700 aircraft with 118 seats – 12 in United Business and 106 in United Economy, including 40 Economy Plus extra-legroom seats.

"This new United Airlines flight is yet another option that continues to position Denver International Airport as a critical hub for air travel," said Governor John Hickenlooper. "We're grateful for all of the hard work that has gone and will go into this additional service."

"Just as Tokyo opened a gateway to Asia, Panama City will open the Rocky Mountain West to all of South America," said Denver Mayor Michael B. Hancock. "United Airlines' decision to begin nonstop flights to Panama City is another major addition to DIA's premier flight service and will strengthen the region's position as a global hub and international competitor. Today nearly 350 people a day travel between Colorado and South America. We anticipate this service will stimulate additional travel, and we already look forward to the increased tourism, cultural and business connections this new service will provide."

United launches daily nonstop service between Houston and Munich



United Airlines launched daily nonstop service between its Houston hub at George Bush Intercontinental Airport and Munich, linking the fourth-largest city in the US with the capital of Bavaria and offering Houston-area travelers access to dozens of additional cities in Europe, India and the Middle East.

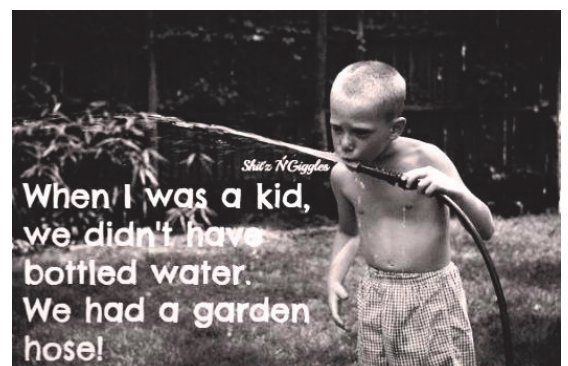
"We are pleased to give Houston business and leisure travelers direct access to Munich and convenient connections on our partner Lufthansa and its affiliate airlines to 71 cities beyond," said Stephanie Buchanan, United's vice president of the Houston hub. "United's new service to Munich – along with our second daily Houston-Tokyo flight launched in March – underscores Houston's role as a top travel destination and a premier international gateway."

United will operate the service with Boeing 767-400 aircraft with 242 seats – 39 in United BusinessFirst and 203 in United Economy, including 70 Economy Plus extra-legroom seats.

Flight 104 departs Bush Intercontinental daily at 4:10 p.m. and arrives at Munich's Franz Joseph Strauss International Airport at 9:50 a.m. the next day. On the return, flight 105 will depart Munich at 9:30 a.m. and arrive in Houston at 2:20 p.m. the same day.

The new Munich flights complement the daily nonstop service between Houston and Frankfurt that both United and its joint-venture partner Lufthansa offer today.

United is the leading U.S. carrier to Germany, operating year-round nonstop flights to five German cities from hubs in Chicago, Houston, New York, San Francisco and Washington.



Pass Travel UPDATE (April 18, 2014)

1) Some same-day multiple listings are now OK: read carefully!

Quoted from an April 11, 2014 email received from the ETC:

“Pass riders may list for more than one space-available flight on United and United Express for different destinations for the same day of travel. Listing for multiple flights includes booking a space-available ticket on the same day to two different destinations, i.e. ORD-CUN and ORD-SJU. It also includes bookings for the same day, for the same origin and destination with a different connection city, i.e. SFO-EWR and SFO-DEN-EWR.

It's not necessary to list for more than one space-available flight for the same origin and destination for the same day, for example; for all flights from ORD - SFO. Airport gate agents will continue to roll over pass riders to the next available flight of that day if pass riders are not cleared.

Pass riders are still expected to arrive at the gate within the appropriate time for their original scheduled departure and cancel any flights in advance that they will not be using.”

Abuse of pass travel policies and listing procedures will not only risk loss of pass travel it will **invoke the WRATH of your fellow pass riders!** Do NOT make unnecessary multiple listings but, if you must make them, do your fellow employees/retirees a favor and CANCEL all listings you don't need as soon as possible. Also remember, it is NOT OK to:

- 1) List for the same flight twice (using a vacation pass and a personal pass).
- 2) Make a space-available listing on the same flight when using a myUADiscount ticket.

Pass Travel Guidelines are located in the “Working Together Guidelines” pdf found under the Employee Services tab on Flying Together.

2) Be a Savvy Standby at the gate.

OK, you listed. You checked-in. You're at the gate. The flight looks tight. Don't chew nervously on your finger nails, check your smartphone or tablet! You should already have “[Flying Together](#)” bookmarked so you can verify the standby list and loads in employeeRES. But, when “push comes to shove” in the boarding process, also having the United app on your mobile device is really smart.

Go to [united.com](#)> Travel Information> [Mobile tools](#) to download the United app; it's free for everyone. Open the app, input your flight, look at the Standby and Upgrade lists (they include both revenue and non-rev pax), and watch (in real time) as the seats in the Seat Map are assigned by the agent. This is a great tool, especially at airports that do not have Gate Displays.

Recently the company launched a new United app for Android users (an updated iPhone app is coming later this year). **From the United Daily 4/8/2014:**

“We launched a new United application for customers who are Android users, including the latest generation of devices running KitKat. Our United app is now optimized across each supported operating system – Apple iOS 7, Android and Windows Phone 8. Customers can use the app to book flights, check in for flights, see flight status and view MileagePlus accounts. In addition to revenue travel, employees can also use the app to manage pass travel by adding their reservations to the app, checking in through the app and monitoring flight status information for gate locations and standby lists.

The Android version enables users to rotate the screen vertically or horizontally, view multiple flight statuses and boarding passes for multiple travelers on one screen and quickly access the app through a widget on the phone's or tablet's home screen. We will introduce many of these elements to the Apple iOS 7 version later this year as we continue to update and improve our app across Apple iOS, Android and Windows devices. Download the (Android) app from the Google Play store.”

3) Sign up for automatic trip alerts, include your pass riders!

Know about delays/disruptions. **Posted on the employeeRES landing page:**

New Save your travel contact information in employeeRES.

Like our customers, as part of building a more flyer-friendly experience, we've made some changes that will improve our ability to notify pass riders of flight updates via email and/or text messages when they happen. When you book a trip in employeeRES, you now have the ability to let us keep you updated while you're on your trip. While revenue passengers may save their contact information to Mileage-Plus through check-in, employees (and retirees) will update their preferences through employeeRES.

Go to employeeRES> QuickLinks> Employee Profile> click on the "Add/Edit Secure Flight and Travel Contact Information" link > enter e-mail for e-mail notifications and phone number for text notifications."

Note: To add travel contact information for your eligible pass riders, go to the employeeRES> QuickLinks> EmployeeProfile page. Scroll down to the list of pass riders names (below the yellow band), then click on the "Edit" link under the "Secure Flight/TCD" column (far right). Repeat for each of your pass riders.

Trip Alerts are additionally available (for employees/retirees only) in employeeRES> QuickLinks> Trip Alerts. Sign up for alerts to be emailed "before the day of travel". Receiving that alert 24 hours before departure is a good reminder to "check-in" for your flight!

4) Flying Together not working with Internet Explorer

Can't log on, some things just don't work? Microsoft's updates can cause compatibility issues with Flying Together. Try using GoogleChrome or Firefox as your browser AND read item #3 in our: **February RAFA Pass Travel UPDATE**

5) Recent news snippets from the United Daily (archive on Flying Together) Use the "United Daily" link above, then scroll down to the date of the article you want to view.

3/24: Wi-Fi available on more United flights WiFi information

3/25: New Terminal "B" opens in Boston **April 30, 2014**

3/28: More Asia flights: 777 to TPE and 787 to Chengdu!

3/31: More Caribbean and Latin America flights this summer

4/03: EWR, SFO major runway closures; also FLL, LAX, SAT

4/08: New United app for Android devices available

4/09: UAL's new 787-9 rolls out of the factory: bigger, farther, better.

4/16: All gates at ORD now have jet-bridges

Kirk Moore, Chairperson, RAFA Travel Benefits Committee

How to do ID 90's

It's a wonderful tool for getting some of tickets on different airlines that you may need at the last minute.

Just in case, this is how you do it.

google = ID90 farecalculator

choose = United Airlines

Sign in = user is you file number. If you need to add 0 in front of your file number to create 6 digits

example: 012345 First time sign in. Your first initial and your last name. example: sjones = meaning Sam Jones then follow the prompts to make your own passwords.

For standbys who have ever missed the last flight of the night. These numbers will get you a good hotel room near the airport in most large cities, generally at way more than 50% off. Put them in your cell phone. They are only good for rooms the same day, not advance bookings.

1-866-611-9867 -- 1-800-705-2189 -- 1-800-556-2359 -- 1-800-308-1337

APHORISMS

Money can't buy happiness -- but somehow it's more comfortable to cry in a Porsche than in a Yaris.

United unveils new 10-gate concourse at Boston Logan



United Airlines and Massport unveiled a new 10-gate concourse in Boston Logan International Airport's Terminal B that lets customers travel more quickly and efficiently while enjoying state-of-the-art amenities. The Terminal B concourse brings United's Boston operations together under one roof, offering greater convenience and consistency to the airline's customers.

The new space features several of the latest self-service technologies that will streamline the airport experience for seasoned travelers and enable United employees to spend more time with customers who need extra assistance. These modern features include self-tagging baggage kiosks, automated self-boarding gates and a new customer service center that allows passengers to resolve routine travel issues more easily.

United and Massport invested more than \$170 million to build the 97,000-square-foot Terminal B concourse, which includes a new ticketing lobby, improved security screening checkpoints and a spacious United Club lounge for the airline's premium customers. Travelers will also enjoy the concourse's contemporary design and conveniences, highlighted by accessible in-seat power and a variety of comfortable seating choices.

"From our intuitive self-tagging kiosks to our efficient self-boarding gates, the new Terminal B concourse offers more of the products and services our customers' value," said Jeff Foland, executive vice president of marketing, technology and strategy at United. "We're grateful to Massport for their partnership in constructing this impressive facility, and for helping deliver a more flyer-friendly experience to our customers."

"The opening of United Airlines' new concourse at Terminal B is an investment in the future of Logan Airport," said Massachusetts Governor Deval Patrick. "With increased customer service and convenience, United's presence in Terminal B will continue to make Boston a top destination for domestic and international travel. I thank United Airlines and Massport for their leadership and partnership."

"This magnificent building is an investment in customer service and convenience," said Massport CEO Thomas P. Glynn. "It brings United into one terminal, instead of two, it connects both sides of Terminal B, it has interactive technology to improve the airport experience, and it has new, locally based concessions such as Berkshire Farms."

The new United Club at Logan Airport – the fourth lounge to feature the airline's new design concept – provides a getaway where customers can relax or maximize productivity. Located atop the Terminal B concourse, the 8,000-square-foot lounge features spectacular views of the airfield and Boston Harbor. The club has an aviation theme with contemporary furnishings, complimentary Wi-Fi, abundant power outlets and a wide range of beverage and snack choices.

Flyer-friendly improvements: Automated Passport Control kiosks at IAH



IAH rolled out 20 Automated Passport Control (APC) kiosks at Terminal E in January and we have already seen a decrease in wait times to clear Customs and Border Protection (CBP) as a result.

ORD was the first U.S. airport to implement this process last summer, and EWR plans to roll out APC kiosks at the hub's Terminal C this summer. APC kiosks expedite the CBP process – a key project on our 2014 Route Map.

The kiosks are available for U.S. and Canadian citizens – with or without checked bags. Using the self-service APC kiosks, which have screens in English, Spanish and French, U.S. and Canadian citizens scan their passports, complete their customs declarations and have their photos taken. The APC kiosk then prints a receipt that indicates to the CBP officer whether the traveler is approved for entry or requires additional screening.

Compared to wait times of 25 minutes on average, U.S. and Canadian citizens are clearing through passport control in 10-15 minutes. Customers are not required to pay fees or to pre-register to use the kiosks.

United Airlines Newark-Based Pilot Leaders Call for CEO's Ouster

By Ted Reed/Transportation Reporter 4/30/2014



NEWARK, N.J. -- Leaders of the largest local chapter of the United pilots union are calling for the ouster of the airline's CEO Jeff Smisek.

"It's time to find a new CEO who understands how to run an airline, not just make excuses for his failures," said the top three officers of Local Executive Council 5, the Air Line Pilots Association chapter that represents New York and Newark-based United pilots, in a strongly worded letter to the local's 2,300 members.

The letter was sent April 25, the day after United reported that it lost \$489 million excluding items in the first quarter, which produced record profits for both American and Delta, its two key rivals. A copy of the letter was provided to *TheStreet*. "No one else has a greater financial stake in United Airlines than the collective stake of our pilots," the letter said. "Our careers should not be jeopardized by the worst senior management in the airline industry.

"We have absolutely zero confidence in the ability of present management to lead a turnaround," wrote LEC Chairman Glenn Johnson, Vice Chairman Mark Lenesi and Secretary-Treasurer Tim Boyens.

—The three listed United's faults, including these: It has "a disengaged and incompetent CEO is leading a terrible management team." Also, "a merger that should have been completed in three years or less remains incomplete after nearly four years (and) interdepartmental communication and cooperation are nearly nonexistent."

Also, "terrible employee morale and excessive outsourcing have combined with chronic operational and IT issues to drive away our elite frequent fliers in droves, driving our revenue and (passenger revenue per available seat mile) downward," the letter said.

While PRASM has declined at United, it has increased at Delta and American. "Delta and American get the suits, we get the flip-flops and backpacks," the letter said.

"It is time to demand leadership that is actively engaged in employee morale, operational excellence, and service quality, which will always drive revenue far higher," the letter said "United should be the industry leading airline That will never happen under present management.

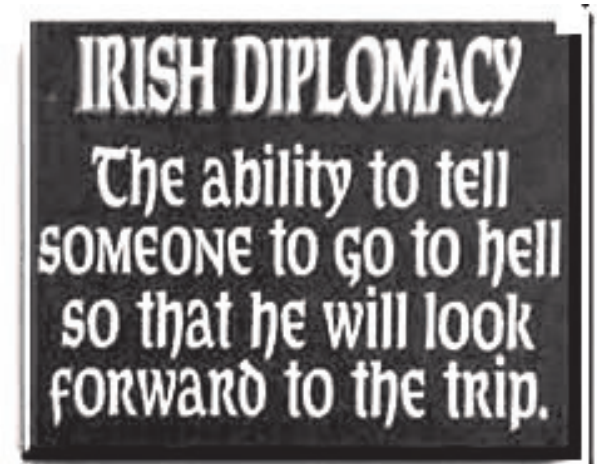
The three local leaders said they are "developing sound strategies that use all available resources to combat the feckless and ineffective managers" who lead the company.

Commenting on the first-quarter performance, the three noted that "by now, those of us paying attention have grown accustomed to UAL underperforming the rest of the industry.

"United should be the industry leader, with the largest population and origin/destination traffic demand in our hubs and as the largest airline across both the Atlantic and the Pacific," they wrote. "Instead, we are always the laggard. As in past quarterly updates, we once again hear excuses as to why United is unable to perform while we watch all of our competitors earn high and record profits."

United shares fell 10% on the day the carrier reported earnings, the letter said, reducing market cap to about \$15 billion, about half of Delta's market cap. The letter also quoted four Wall Street airline analysts who expressed disappointment in United's results.

Ted Reed covers the transportation industry. He previously covered the airline industry for 20 years for publications including The Charlotte Observer, Miami Herald and Sacramento Bee. He also worked for US Airways, writing internal publications and speeches for the company's executives. He is a graduate of Wesleyan University and holds a master's in journalism from Columbia University. He is the author of Carl Furillo: Brooklyn Dodgers All-Star, the first Furillo biography.



United Airlines Needs to Clean House

By Adam Levine-Weinberg



United Airlines is falling further and further behind the airline industry in terms of profitability. It's time for a new leadership team.

At United Continental Holdings, it's clear that the buck stops nowhere. In late April the struggling U.S. legacy carrier reported a huge adjusted loss of \$489 million for Q1. Meanwhile, its top competitors -- including Delta Air Lines and American Airlines -- each earned hundreds of millions of dollars.

United executives rolled out a new wave of excuses to explain away both the poor Q1 performance and weak guidance for Q2. To some extent, I'm sure they are right that overlapping systems from United and Continental, high growth by other carriers in Asia, and the pilot shortage at regional airlines are causing big headaches.

However, at some point, the management team has to be held accountable for performance. United Continental is already two years past the biggest integration milestones, yet it continues to lose ground vis-a-vis every other major airline. It's time for the Board of Directors to step up and replace all of United's top executives and see if a new management team can do better.

Falling behind -- way behind: In early 2012, just over a year after the United-Continental merger closed, the integration process seemed to be in fairly good shape. United reported a solid \$1.3 billion pre-tax profit for 2011, driven primarily by a 9.2% unit revenue increase: the best among the legacy carriers.

Since then, United's relative performance within the airline industry has declined rapidly. Last year, United's pre-tax adjusted profit totaled \$1.1 billion: down about \$200 million from 2011. In the same span of time, Delta Air Lines improved its pre-tax adjusted profit from \$1.2 billion to a stunning \$2.7 billion. Analysts now expect Delta to earn nearly \$4 billion this year before taxes.

American Airlines has also reported steady margin growth recently, and it improved its Q1 pre-tax margin by 3.6 percentage points. The company appears to be well-positioned for strong margin growth through the rest of 2014, too. American is projecting a 4%-6% increase in unit revenue for Q2.

Meanwhile, United is still floundering. The company's Q2 guidance calls for a meager 1%-3% unit revenue increase, with a large chunk of that gain attributable to the calendar shift of Easter from Q1 to Q2 this year. That would produce very modest profit improvement for United this quarter.

It's not getting better: As I have written previously, most airline analysts have been far too kind to United Continental in the past year or so. With the airline industry showing rapid profit growth, many analysts have assumed that United is bound to follow the rising tide. However, based on the combative tone of United's recent conference call, it appears that even formerly strident bulls are having second thoughts about United.

Most of the initiatives that United executives have raised as "fixes" for its unit revenue problems are very minor in nature. For example, United is optimizing its revenue management system, working to boost ancillary revenue, changing flight schedules in Houston and Denver, more actively matching aircraft size to demand, and cutting some flights in Tokyo.

However, United faces significant structural problems that will get worse -- not better -- as time goes on. First, United's hub in Newark is one of the company's crown jewels, but the recent Delta-Virgin Atlantic joint venture has left United as a distant third in the New York-London market: the most important international business travel market.

Second, competitors like American and Delta are working to close the gap with United for Asia service. Both airlines are starting two new U.S.-Asia flights in June. Combined with the long-term growth trajectory of several Chinese airlines, this will keep up the pressure on United's transpacific routes.

Third, United's highly profitable transcontinental routes from JFK Airport in New York to Los Angeles and San Francisco are about to get a whole lot more competitive. All things considered, Q2 could very well be the easiest quarter of the year for United -- yet it will still post subpar results.

Time for some pink slips: The airline industry is a cyclical business, and it's pretty clear that we are approaching the high point of the cycle. Industry conditions are about as favorable today as they ever have been, yet United is still barely profitable, with a pre-tax margin of less than 3% for the last 12 months. In a year or two, the industry "tide" will probably start flowing the other way, dramatically ratcheting up the pressure on United's earnings.

Airline integrations are tough, and the United management team may have been dealt a bad hand in terms of other headwinds like route-specific competitive capacity increases.

However, the fact remains that United's management team isn't getting the job done. By now, United should be gaining ground on the rest of the industry in terms of margin performance. Instead, it is falling even further behind.

With several airlines having merged in the last few years, there are plenty of experienced airline executives who are out of the industry right now. It's time to give another group of leaders a chance to run United Airlines. It would be hard for them to do any worse than the current management team.

Adam Levine-Weinberg is a senior Industrials/Consumer Goods specialist with The Motley Fool. He is an avid stock-market watcher and a value investor at heart. He primarily covers airline, auto, retail, and tech stocks.

United Airline services: Wherefore art thou?

By Juergen T. Steinmetz



As a 2-million miler with 1K status with United Airlines, I have been a fan of the airline and a good customer for almost 3 decades. United Airlines has always been fair with their benefits and rewards, and specifically here in Honolulu, they have a very dedicated staff. Over the years I have met many flight attendants that truly went out of their way to help me and other passengers. One flight attendant found my computer with security in LAX and brought it here to Hawaii for me. And then there are those

unsung heroes - the last Thai crew that worked a flight to Bangkok before they were replaced by an American crew and kept all us passengers calm as we made an emergency landing in Osaka.

With a sad eye, however, I have experienced the service going down one step at a time, with the exception of the flight crew that has constantly remained motivated, attentive, and pleasant.

As for the niceties of flying, things have been changing a little at a time, perhaps hoping to go by unnoticed, but I noticed. First they decreased the size of the salad to 1/3 the size, and in first class, they took steak off the menu and replaced it with a choice of either lasagna or dry chicken. In the lavatories, the lotion and spray are gone, and pillows and blankets are a thing of the past – even on 10-hour flights from say Honolulu to Chicago, where you might expect passengers to take a snooze.

At the same time, competition in other parts of the world are shining when it comes to service, where they are providing comforts at a level unheard of in the industry. These airlines are making millions while United Airlines has gone through bankruptcy and keeps flying their old planes.

Lately, though, United is slowly improving their international planes. This was the case on my recent trip from Honolulu to Tokyo – Bangkok and returning from Singapore via Tokyo to Honolulu. Being a very frequent guest on the Bangkok flight, when flying in economy I enjoy the additional space United gives on what they call United Plus. But was I in for a surprise on a flight I took in April when Tokyo Star Alliance partner ANA took over to continue United flights to Bangkok. The old 747 service to the Thai capital is gone, and what is even more surprising is that all the flights I went on via this route were full.

ANA seats are smaller, but I do have to say that the service made up for the smaller seats. I enjoyed the food and drink variety and the attention of the ANA flight attendants. They call themselves a 5-star airline according to SKYTRAX.

The United Lounge in Tokyo is large, but the food is terrible, and take my word for it – you do not want to try their coffee. Simply put, it is awful.

Free and fast Internet makes up for lot of what they do not have, but as far as food goes, you would be better off walking over to the ANA lounge. ANA is also a Star Alliance airline, so United Gold members have access to this very well-managed lounge where a cook prepares Japanese soup dishes for you.

On my return from Singapore I cashed in my System Wide Upgrade and flew business class. A word to the wise: do not use the United Airlines Star Alliance lounge. No one tells you, but you do have access to the award-winning Singapore Airlines Kris lounge, and here you can enjoy a large buffet of various freshly-cooked food items, good coffee, champagne, fast Internet, and more.

In defense of United, their new Business Class, flatbed seats are comfortable, and the 17-inch video screen with a wide variety of on-demand movies - many of them just recently released - makes the flight go by fast.

But the food, even in Business Class, is nothing compared to Emirates, Etihad, Qatar, Thai, or Singapore Airlines, so I chose instead to just sleep. The 180-degree flatbed seat is fine, except with 8 passengers in one row compared to other airlines that have only 6, you only have half the space to stretch – well try to stretch – your legs. If you are tall like me, this means you can only sleep on your side in a bent position, but even so I did get 5 good hours of sleep on my flight from Singapore to Tokyo.

On the Honolulu flight, I enjoyed the same seat and happily a nicer dinner, although it was still just a choice of a pasta dish or chicken, but at least they were better pasta and chicken dishes. And the thing I loved the most about crossing the Pacific Ocean while flying was the Wi-Fi capability so I could connect to the Internet.

Being the faithful and loyal United customer that I have been, I sincerely hope that the airline keeps moving towards improving their services. United has always been one of the “big boys” in the world of commercial aviation, and it is definitely going to have to keep stepping up at a higher pace to keep up with the other legacy carriers who were once the new kids on the block but have grown up quite well.

U.S. airline passenger satisfaction falls to unsustainable level



Just when we thought it was a safe bet that the economy was improving and consumer demand getting stronger, customer satisfaction with the travel sector takes a hit. Not a single hotel chain improves in guest satisfaction and Best Western tumbles 6%. Among airlines, JetBlue, Southwest, and United fall, but Delta, American, and US Air improve.

The Internet travel agency business is up a fraction and continues to get good ACSI scores, but travelers find booking flights and hotel rooms through airline and hotel websites preferable to booking via travel agent sites.

Airlines Passenger satisfaction is unchanged this year at an ACSI score of 69. Even though air travel has improved some over the years, only subscription TV, Internet service and social media sites have lower levels of customer satisfaction in ACSI. Uncomfortable seating and poor in-flight service contribute most to the low scores.

Airlines Passenger satisfaction is unchanged this year at an ACSI score of 69. Even though air travel has improved some over the years, only subscription TV, Internet service and social media sites have lower levels of customer satisfaction in ACSI.

Uncomfortable seating and poor in-flight service contribute most to the low scores. The number of passengers who pay extra fees for checking bags continues to decline, from 35% a year ago to 31%. This is a result of passengers adapting to avoid checking luggage in addition to incentives from airlines that allow free checking of one bag. For those who are charged for luggage, however, the fees have a negative impact—these passengers are much less satisfied (ACSI score of 66) than those who don't pay fees (71).

Despite a 5% drop to an ACSI score of 79, JetBlue leads in passenger satisfaction for a third straight year. The discount carrier edges out Southwest, which has a similar ACSI decline. Southwest has bounced up and down in ACSI over the past three years as the integration of AirTran continues to move rather slowly. Higher fuel costs leading to higher fares have sapped a bit of the historically high levels of satisfaction with

discount airlines. For example, Southwest's average fare price has gone up by 25% over the past 6 years as wages and general inflation have not changed much. Still, both JetBlue and Southwest continue to have a sizeable lead over other airlines.

Among the legacy airlines, Delta emerges as the best in the group, with a gain of 4% to an ACSI score of 71, inching ahead of the aggregate of smaller airlines (including Alaska Air, Frontier, and Spirit). This is a 27% improvement in customer satisfaction since 2011, when Delta plunged to an all-time low of 56 in the wake of its Northwest acquisition. Not coincidental perhaps, Delta's stock price is up 250% over the same period.

Behind Delta there is a drop to the remaining legacy carriers, with American and US Airways tied at 66 following small gains, and United at the bottom at 60 with a 3% decline. Since United is so far behind other airlines in passenger satisfaction, it will not be easy to gain market share or to keep customers, especially when considering that 30% of their passengers have an ACSI score below 50. The acquisition of Continental appears to play a role here—frequent and continual problems with reservations and refunds three years after the merger are problematic.

A long history of customer service problems and deteriorating passenger satisfaction following airline mergers suggest that the recent combination of American and US Airways could result in a similar downturn for the next year or two. Most elements of airline travel experience are statistically unchanged from a year ago. Airlines continue to do well with reservations and check-in (82) and web sites (80), but that's not enough to make up for in-flight shortcomings.

Timeliness of arrival across the industry, as judged by passengers, dips to 79 but remains one of the higher scoring aspects. Travelers don't find airline loyalty programs to be that valuable (74) and the range of available flights to desired destinations are also somewhat lacking (72).

While airlines do a good job with respect to pre-boarding (booking and check-in), the flight itself is a different matter. The quality of in-flight services is mediocre (67) and seat comfort is poor (63). Regrettably for both airlines and their passengers, the flight is not only the most protracted part of the airline product, it is also the most important in terms of customer satisfaction.

From a retired Pilot friend:

Submitted by Duke Knief

From a retired Pilot friend: A Few years ago, my wife and I moved into a retirement development on Florida's southeast coast. We are living in the "Delray/Boca/Boynton Golf, Spa, Bath and Tennis Club on Lake Fake-a-Hachee". There are 3,000 lakes in Florida; only three are real.

Our biggest retirement concern was time management. What were we going to do all day? Let me assure you, passing the time is not a problem. Our days are eaten up by simple, daily activities. Just getting out of our car takes 15 minutes. Trying to find where we parked takes 20 minutes. It takes a half-hour in the check-out line in Wal-Mart, and 1 hour to return the item the next day.

Let me take you through a typical day: We get up at 5:00 am, have a quick breakfast and join the early morning Walk-and-Fart Club. There are about 30 of us, and rain or shine, we walk around the streets, all talking at once. Every development has some late risers who stay in bed until 6:00 am. After a nimble walk, avoiding irate drivers out to make us road kill, we go back home, shower and change for the next activity.

My wife goes directly to the pool for her underwater Pilates class, followed by gasping for breath and CPR. I put on my 'Ask me about my Grandchildren' T-shirt, my plaid mid-calf shorts, my black socks and sandals and go to the clubhouse lobby for a nice nap.

Before we know it, it's time for lunch. We go to Costco to partake of the many tasty samples dispensed by ladies in white hair nets. All free! After a filling lunch, if we don't have any doctor appointments, we might go to the flea market to see if any new white belts have come in or to buy a Rolex watch for \$2.00.

We're usually back home by 2:00 pm to get ready for dinner. People start lining up for the early bird about 3:00 pm, but we get there by 3:45 because we're late eaters. The dinners are very popular because of the

large portions they serve. We can take home enough food for the next day's lunch and dinner, including extra bread, crackers, packets of mustard, relish, ketchup and Splenda, along with mints.

At 5:30 pm we're home, ready to watch the 6 o'clock news. By 6:30 pm we're fast asleep. Then we get up and make five or six trips to the bathroom during the night, and it's time to get up and start a new day all over again.

Doctor-related activities eat up most of our retirement time. I enjoy reading old magazines in sub-zero temperatures in the waiting room, so I don't mind. Calling for test results also helps the days fly by. It takes at least a half-hour just getting through the doctor's phone menu. Then there's the hold time until we're connected to the right party. Sometimes they forget we're holding, and the whole office goes off to lunch.

Should we find we still have time on our hands, volunteering provides a rewarding opportunity to help the less fortunate. Florida has the largest concentration of seniors under five feet and they need our help. I myself am a volunteer for 'The Vertically Challenged Over 80.' I coach their basketball team, The Arthritic Avengers. The hoop is only 4-1/2 feet from the floor. You should see the look of confidence on their faces when they make a slam dunk.

Food shopping is a problem for short seniors, or 'bottom feeders' as we call them, because they can't reach the items on the upper shelves. There are many foods they've never tasted. After shopping, most seniors can't remember where they parked their cars and wander the parking lot for hours while their food defrosts.

Lastly, it's important to choose a development with an impressive name. Italian names are very popular in Florida. They convey world travelers, uppity sophistication and wealth. Where would you rather live: Murray's Condos or the Lakes of Venice? There's no difference -- they're both owned by Murray, who happens to be a cheap bastard.

I hope this material has been of help to you future retirees. If I can be of any further assistance, please look me up when you're in Florida. I live in the Leaning Condos of Pisa in Boynton Beach.

Two of world's busiest airports deploy biometric Automated Passport Control kiosks



Atlanta Hartsfield-Jackson and Chicago O'Hare - two of the world's busiest airports - announced the introduction of biometric Automated Passport Control (APC) kiosks.

According to Maxine Most, Principal at Acuity Market Intelligence, "APC kiosks offer a cost effective and rapidly deployable means of reducing congestion at international arrivals. These announcements reflect a decisive global trend towards expediting international airport passengers through rapid adoption of automated border control technology."

Acuity Market Intelligence's latest research "The Global Automated Border Control Industry Report: Airport eGates and Kiosks" projects North American and European airports will drive a global APC Kiosk market of nearly 8,000 units and more than \$550 million in revenues by 2018, reflecting a 22% CAGR over five years.

"Currently, less than 400 APC kiosks have been deployed in 13 airports in the US and Canada," says Most, a biometric identity and security technology expert. "APC kiosk numbers will grow rapidly as they migrate globally to Europe, Asia, and the Middle East. Though North America currently represents 100% of the APC Kiosk market, by 2018 Europe will dominate with 42% market share, while Asia at 24.4% will exceed North America at 16.6%."

APC kiosks enable international travellers to rapidly clear passport control by entering their own immigration information. Automating this process via self-service kiosks decreases international arrival wait times by as much as 80% for kiosks users and 50% for all passengers.

The first generation of APC kiosks did not include biometrics and were available only to US and Canadian passport holders. Biometric APC kiosks extend this service to international travelers from 38 visa-waiver countries including Australia, Japan, Germany and the United Kingdom.

9 New Airlines You Haven't Heard of Yet

By Ed Perkins

The airline business—like show business—somehow keeps attracting would-be operators into what has largely been, over the years, an investor's black hole. Since deregulation, about 200 new airlines were started in the U.S. and Canada, but only a handful survive: Allegiant, (the new) Frontier, JetBlue, Porter, Spirit, Sun Country, WestJet, and Virgin America. (Some folks also include Southwest, but it actually started several years before deregulation.)

Surviving start-ups focus on some combination of very low costs and low fares, per Frontier, Spirit, and WestJet; superior coach/economy products at competitive fares, per JetBlue, Porter, and Virgin America; a substantial number of seats sold to tour operators, per Sun Country; and unique nowhere-to-somewhere routes, per Allegiant. Only one airline, Midwest Express, survived more than a year with a "first class at coach prices" strategy; a dozen or more others flopped very quickly.

The start-up scene was very quiet following the great recession, but it seems to be heating up again. Here are nine start-up airlines (based in or flying to North America) that have mainline aspirations. Will they survive? You decide.

California Pacific: This one is a surprise: California Pacific has been hanging around in "almost" status for at least three years. Its ambitions are modest, its business plan seems rational, and it appears to have at least one airplane. I'm surprised that it isn't already flying. The carrier plans to base at small, user-friendly Palomar Airport in northern San Diego County and to serve nearby upscale residential areas, light industry, and beach communities. From there, it will fly Embraer 170s to popular nearby destinations: Cabo San Lucas, Las Vegas, Oakland, Phoenix, Sacramento, and San Jose. The product will be a bit upscale: The Embraers have standard four-across seating, with no middle seats, and the airline proposes one no-fee checked bag and no ticket-exchange fees. What's not to like?

Prognosis: California Pacific should have a decent shot at achieving its modest goals; in fact, it should have started by now. But there has to be some reason for those endless delays.

PeoplExpress: The "new" PeoplExpress poses a bit of a conundrum. Yes, the original PeoplExpress had a decent business plan and it might have survived absent its disastrous acquisition of the first-generation Frontier. But the original very-low-fare line mainly did point-to-point flying to/from its Newark base, where it could tap the huge New York-metro market.

By contrast, the new PeoplExpress plans to base at Patrick Henry Field in Newport News—certainly not a huge origin or destination market—and to do a lot of hubbing connections there. Initial flights, says the website, will be to Newark—a route that probably has enough traffic to support two or three daily round-trip flights—but the airline will be hard-pressed to find many more nonstop routes with that potential. The plan is to operate regional flights to/from "underserved" cities, but most underserved cities are underserved for a good reason: They don't generate enough traffic.

Prognosis: By acquiring Xtra Airways, PeoplExpress bypassed the usual start-up red tape. But it apparently still needs more investment, and its business plan is suspect.

Avatar Airlines: This proposed airline has been around, off and on, as either Avatar Airlines or Family Airlines, since 1992. Throughout, the airline's base plan has always been to fly high-density 747s on high-volume domestic routes at fares well below the competition. The airline promises ultra-low fares, coupled with no-fee checked baggage, for-sale meals from upscale restaurants, and onboard Wi-Fi. Avatar promises these low fares "without sacrificing the creature comforts of luxury flight." But you can't do the "creature comforts of luxury flight" when you stuff 539 economy seats on the lower deck.

The website shows an ambitious route system linking Chicago, Dallas, Honolulu, Las Vegas, Los Angeles, Miami, Orlando, Philadelphia, San Diego, San Francisco, and San Jose. Initial flights will probably target either Las Vegas-to-New York or Los Angeles-to-New York routes.

Prognosis: Industry mavens seem to think Avatar's financial projections are extremely optimistic.

Meanwhile, Avatar's website says, "Aircraft wanted: up to 30 Boeing 747-400s," of which plenty are available.

Eastern Air Lines: Eastern's website overflows with praise for the history and personalities of the original Eastern, but the two airlines really share nothing beyond the name and logo. Old Eastern was one of the pre-deregulation "big four." Conversely, the new Eastern will probably start out by flying charters to nearby beach destinations for big tour operators in the East and Midwest.

What's with this recycling the names of failed giants, anyhow? During a previous such attempt, one industry pundit quipped, "Naming a new airline 'Pan American' makes as much sense as naming a new nuclear power plant 'Chernobyl.'" Accordingly, "Eastern" is a strange choice. In terms of customer appeal, the original airline was the Spirit or Ryanair of its generation: At one point, an organization called the WHEAL (We Hate Eastern Air Lines) Club had thousands of members.

Prognosis: The new Eastern can probably carve out a modest niche providing regional lifts for tour operators. But growing to legacy status or even approaching the reach of the original? Meh.

Baltia Air Lines: Baltia, "America's newest airline," plans to fly 747s from the U.S. to Russia and other nearby countries. First flights are planned between New York JFK and St. Petersburg, starting late this year. No specific schedules or fares are available, but Baltia promises some consumer-friendly policies: discounts for seniors, youths, students of any age, and groups; reduced bereavement fares; full cash refunds for unused tickets and therefore no charges for ticket exchange; and a frequent-flyer program. The website mentions three classes—Voyager (economy), business, and first class—but so far, it shows no information on seating arrangements or features. According to the company, its first 747 is now undergoing maintenance requisite to initial flights.

Prognosis: It's hard to say. Preparations seem to be ahead of several other start-ups, but, in the counterpart to the classic Yogi-ism, "It ain't started 'til it's started."

Las Vegas Air: Another Vegas-based wannabe, this one, as either Las Vegas Air or LV Air, has been around awhile. Although industry reports use both names, the cast of characters seems identical. But the purported business plans have been pretty elastic. And there isn't even an official website. All reports seem to agree on a "luxury" airline aimed at flying "high rollers" to Las Vegas. And most agree that part of the plan is to sell some or all seats to the major casinos to dole out to customers as they decide. But routes and equipment are wildly different: Some say the airline will concentrate on New York; others say it will funnel Vegas visitors from all around the globe. Some say it will fly brand-new 777s, others say older 767s or 747s; some imply conventional seating, others claim the line would start with 747s holding only 40 first-class and 200 premium coach seats.

Prognosis: Given that lots of airlines operate lots of flights from lots of places to Las Vegas, the success of this venture would seem to hang on its ability to sell zillions of seats to casinos—not exactly a sure-thing bet. In any event, at this point, Las Vegas Air seems largely like vaporware. Don't plan on using it for your next Vegas visit.

American West Jets: Still more Vegas: The idea with American West Jets seems to be to start by flying from Las Vegas to Fiji, Pago Pago, and Sydney. Some reports say the airline also plans to fly from Orlando-Sanford to several countries in West Africa and the Caribbean. Fares, schedules, and such are not even close to settled. One plane pictured on the website is a 747-400 and the other is a Lockheed L1011—an Eastern Air Lines L1011, which is a model that has been retired from commercial service worldwide. And nothing in the industry media seems to indicate what the airline's specific business plan might be. It did buy out the operating certificate from Ryan International, however, so it doesn't face huge paperwork requirements.

Prognosis: It seems like vaporware for now—and maybe also for later.

Pan American Airways: American West Jets isn't the only airline to claim Ryan International's operating certificate. Pan American Global Holdings, a privately held corporation that owns a bunch of Pan Am-related trademarks, just announced that it too had acquired Ryan's paperwork and would restart Pan American Airways. There seems to be some connection between this proposal and America West Jet's, but the trail is murky.

If it proceeds, this would be Pan Am resurrection number four (at last count). The new company even has its

office in New York's former Pan Am building, and its website claims to be arranging leases on 737s to start service in "southern tier markets." So far, we have no more details. Thankfully, however, there's a lot less hype than for Airline 4.0 (see next slide). The old Pan Am was "the world's most experienced airline." The current one is content with simply having "the world's most experienced name."

Prognosis: It's anybody's guess.

Airline 4.0: The latest entrant, Airline 4.0, just announced its birth in mid-April. It, too, is based in Las Vegas, but the website doesn't provide enough information to determine whether it's totally new or a rebranding of one of the three current Vegas wannabes. The base claim is full of catchphrases and buzzwords and devoid of specifics: "next generation," "foster a global community," "revolutionize the passenger experience," "proactive in deploying new technology," "premier global-lifestyle airline." And the punch line isn't at all bashful: "Airline 4.0 is not meant to be the next low-cost carrier. It's meant to be *the* number-one American-flag carrier."

Prognosis: It's easy to poke fun at over-the-top hype and jargon. But something real may be behind the smoke screen. We'll see.

Airlines love to pay high prices for oil



Airline executives frequently complain about fuel costs. But the truth is higher prices actually have been good for business.

In the past six years, airlines have overhauled the way they operate to adjust to this new reality. They've shown more discipline by offering fewer seats, which ensures airfares are high enough to cover costs. Unprofitable routes have been eliminated. And every expense has been scrutinized.

These changes, along with high oil prices, have created an insurmountable roadblock to startup airlines that hope to undercut established carriers.

"Traditionally, it was too easy to start an airline and too difficult to kill one off," says Jamie Baker, an airline analyst with JPMorgan Chase.

Holland America and Seabourn named 2014 World's Most Ethical Companies



For the third consecutive year, Holland America Line, together with sister line Seabourn, was named among the World's Most Ethical Companies by Ethisphere Institute, a leading business ethics think-tank. The company secured its spot on the list by implementing and maintaining business practices and initiatives that are instrumental to company success and benefit the community.

Named in the Leisure and Hospitality category, Holland America Line/Seabourn is one of 144 total honorees representing 41 industries from around the world.

"It is an honor to be named to the World's Most Ethical Companies for the third consecutive year," said Stein Kruse, president and CEO of Holland America Line. "We take pride in promoting ethical business standards and practices both internally and in the community, and to be recognized on such a prestigious list validates our efforts."

In selecting World's Most Ethical Company winners, Ethisphere Institute reviews a candidate's code of ethics, litigation and regulatory infraction history; evaluates the investment in innovation and sustainable business practices; looks at activities designed to improve corporate citizenship; and studies nominations from senior executives, industry peers, suppliers and customers.

This is the eighth year Ethisphere has published the World's Most Ethical Company rankings. Ethisphere reviewed hundreds of companies and evaluated a record number of applications utilizing its proprietary methodology through in-depth research and multistep analysis, naming the companies that surpassed their industry peers to this year's World's Most Ethical Companies list. The 2014 list features companies in more than three dozen industries, including several headquartered outside of the United States.

Greed and The Wright Brothers

By Joe Nocera/New York Times



Lawrence Goldstone's new book, "Birdmen," is about the origins of the airplane, from the early experiments with gliders in the 1890s, to the famous first powered flight by the Wright brothers in December 1903, to the wild next decade - a decade of daring by the early pilots eager to show off both their airplanes and their skill. A good part of the story Goldstone tells is about the rise of airshow exhibitions that swept America - exhibitions in which flamboyant pilots performed death-

defying stunts before tens of thousands of spectators. Although, as the author points out, many of those pilots did not, in the end, defy death. On the contrary, death is a constant theme of the early years of flight.

"Birdmen" has a second narrative as well. It tells the story of three entrepreneurs: Wilbur and Orville Wright, on the one hand, and Glenn Curtiss, who quickly became their fiercest business rival, on the other. The Wright brothers had every advantage. Not only were they first, but their renown allowed them to form a well capitalized company, with a distinguished board of directors, that aimed to take full advantage of their early patents, while selling airplanes to people we would now call early adopters. Yet as an innovator - indeed, as a businessman - Curtiss ran rings around the Wrights. Well before Orville Wright exited the business in 1915 his brother had died of typhoid fever three years earlier - Curtiss was producing clearly superior airplanes.

The Wright brothers' critical insight was the importance of "lateral stability" that is, wingtip-to-wingtip stability to flight. And their great innovation was something they called "wing warping," in which they used a series of pulleys that caused the wingtips on one side of the airplane to go up when the wingtips on the other side were pulled down. That allowed the Wrights' airplane to make banked turns and to correct itself when it flew into a gust of wind.

But when the Wrights applied for a patent, they didn't seek one that just covered wing warping; their patent covered any means to achieve lateral stability. There is no question what the Wrights sought: nothing less than a monopoly on the airplane business - every airplane ever manufactured, they believed, owed them a royalty. As Wilbur Wright, who was both the more domineering and the more inventive of the two brothers, put it in a letter: "It is our view that morally the world owes its almost universal system of lateral control entirely to us. It is also our opinion that legally it owes it to us."

What was Curtiss doing in the meantime? In addition to coming up with the idea of adding wheels for easier takeoffs and landings, he invented an entirely different system for dealing with lateral stability, a system of flaps that went up and down and controlled the wings. (Airplane manufacturers today still use that basic insight.) The Wrights responded by filing a lawsuit, claiming that Curtiss was violating their patents. The litigation would consume them literally until the day Wilbur Wright died.

Indeed, so caught up in the litigation did Wilbur Wright become that he simply stopped innovating. The board of his company made it clear that it wanted him to get back to the business of making better airplanes. But he just couldn't. Meanwhile, the Wright Company had trouble holding onto professional managers because the Wrights - Wilbur especially - treated them so poorly. They woefully underpaid the pilots who flew for them in exhibitions, hoarding most of the money for themselves. Quite simply, the Wright brothers were greedy. And it ultimately hurt both them and America's new airplane industry.

As it turns out, the Wright brothers won their lawsuit against Curtiss. But instead of accepting that judgment, Curtiss kept innovating, forcing Orville Wright back into court to stop him. What finally ended the patent wars was World War I; the government insisted that airplane manufacturer's cross-license their patents so that the industry could move forward without the impediment of litigation. Yet, Goldstone adds, "the battle between the Wrights and Curtiss had taken a toll": no American airplane was viewed as good enough to go into combat. "By attempting to neuter Curtiss," Goldstone writes, "the Wrights stifled the development of American aviation."

He adds: "That is, of course, the irony of the patent system. Without patent protection, a competitor can simply replicate an invention and undercut the inventor's price - which necessarily includes all the time and expense of research and development - so the incentive to experiment and create is severely inhibited. But if innovators such as Glenn Curtiss cannot build on the progress of others without paying exorbitantly for the privilege, the incentive to continue to experiment and create is similarly inhibited."

Thus, in the story of the Wright brothers and Glenn Curtiss, is a lesson for our age as well.

Historic Grand Canyon 1956 UAL TWA Crash Site Protected



A Grand Canyon site containing wreckage from a 1956 plane crash has been officially designated a National Historic Landmark, the National Park Service announced last avoidance systems and flight data recorders, the Park Service said.

Alexandra Lord, branch chief of the National Historic Landmarks Program in Washington, D.C., told govexec.com this is the first time a crash site has been designated as a landmark. Also, the designation is unusual because the exact location has not been revealed, and the site is closed to the public. "It's extremely remote, so it would take a very long

time for someone to get there backpacking and it would be very difficult to reach," Lord said. "But we know where it is and we're going to work to preserve it."

Self-driving cars could keep seniors in the driver's seat

By Brett Berk



My Grandma Bobbie is 93 and lives on her own, in a spotless condo decorated with enviable mid-century furnishings. The daughter of a General Motors millwright, she grew up in Detroit riding the streetcar, but one of her goals was to get to the Promised Land - the suburbs - and preferably by car.

For my grandmother, like many older people in her cohort, a car is not only a convenience or a luxury - though it is that; Grandma loved Lincolns and Cadillacs and now drives a Lexus - it is a lifeline, the only way to make regular trips to the store, to visit with family or to attend medical appointments.

Her best friend, Evelyn, who is 97 and still in excellent health, gave up her car last year after a few traffic incidents, and immediately had to move into an apartment in an assisted-living facility. Evelyn is cheery and social and has enjoyed the change - she loves not having to cook for herself.

But my grandmother is far more reserved and fiercely independent. When I asked her about the assisted-living site, she told me, "Evelyn says I'd hate it." I'm certain Evelyn is right.

But there will soon be another option. Science-fiction fears of a robot takeover aside, the self-driving car is now within reach. And while a fully autonomous vehicle may not be ideal for all - for example, auto journalists/enthusiasts like me, for whom exploring a car's capabilities is both enjoyable and a professional mandate - access to one may allow seniors like my grandma to maintain their sense of self, their pride and their elaborate hairdos. (Not a joke: Forgoing personal hygiene, even in the form of weekly trips to what Bobbie calls her "beauty operator," can be a symptom of or catalyst to mental and physical decline.)

The self-driving car may also allow us to reduce the risk that older drivers pose to themselves and others, Mr. Magoo-ing about our roadways. As physical and mental degeneration occurs and reaction times slow, aging drivers can lose faith in their abilities or find their capacities fail them. As you may have surmised from exasperating personal experience, metered freeway onramps, the porte-cochere at the Beverly Hills Hotel, intersections and yield lanes pose a particular challenge.

And then there's the risk factor. According to the Insurance Institute for Highway Safety, the collision rate for older drivers is among the highest of any age group. Seniors are surpassed only by teenagers and entitled

millennials when it comes to per capita insurance damage claims. And older drivers have one of the highest rates of traffic fatalities per mile driven, in part because they lack resilience to recover from injuries sustained.

Lest you think this is a niche problem concentrated among cravat-wearing Buick pilots in Palm Springs, think again. Between now and 2020, the California population of seniors is projected to grow at a rate twice as fast as the state's total population.

Among the oldest subset of this demographic, that increase is expected to jump more than 200 percent in several counties, nearly all of them far from the density and public transport offered in urban areas. And that's before the lurking glut of baby boomers starts to turn 85 around 2030. By then, up to a quarter of the nation's licensed drivers will be older than 85.

A fully autonomous vehicle, with a constant 360-degree range of view and instantaneous response times, will act faster and more accurately than the average human - and certainly faster and more accurately than my grandma's few remaining friends - keeping everyone on the road safer.

Insurance Institute for Highway Safety studies have indicated that emergent crash-avoidance features, such as autonomous braking, significantly reduce collisions and claims. Studies have also shown that fragile senior drivers not only benefited from existing safety technologies, such as side air bags and automatically adjusting seat belts, they are open and adaptable to new technology like backup cameras.

The arrival of the fully autonomous car is imminent After Gov. Jerry Brown signed SB 1298 into law in 2012 to allow such vehicles to operate on California roads, the Department of Motor Vehicles set to work crafting rules for their manufacture and operation. Draft regulations will be complete by early July. Written public comment will follow, with public hearings in August before finalized rules are submitted by January 1, 2015.

Major mass-market manufacturers such as Nissan and General Motors are watching California, and its nearly 25 million licensed drivers, and have indicated that there aiming to bring fully autonomous vehicles to market before the decade's end.

One of the key tenets in the California State Plan on Aging for 2013-17isto "advance the availability of transportation services that are responsive to the needs of older adults." Once autonomous cars meet safety standards they can help serve these ends.

If Grandma Bobbie ever starts to decline and she's still gorgeous and in perfect health, so that's a big if— I'll be pulling for her to buy one. Though the last time I tried to get her to buy new car, she said, "I'm in my 90s now. Maybe I'll lease?"

Brett Berk 's automotive writing appears regularly in Vanity Fair, Details, GQ Road & Track, Popular Mechanics and Yahoo! Autos. He wrote this for the Los Angeles Times.

Three-dimensional printing may help entrench the world's engineering giants



THE biggest engineering companies nowadays prefer to talk about “additive manufacturing” rather than “3D printing”. One reason is that printing is not quite the right word for some of the technologies given this label. Whereas hobbyist-scale 3D printers typically build a product by squirting out blobs of plastic, a technique called selective laser melting zaps successive layers of powder with a laser or ion beam, hardening only certain bits.

Another reason for being picky about terminology is that big companies want to stress the “manufacturing” aspect: the technology has moved beyond the development labs and is now being used on the factory floor to make complex metal parts. A pioneer in making the selective-laser melting equipment used in factories, SLM Solutions of Germany, will float on the Frankfurt stock exchange on May 9th.

In gas turbines, the blades move at the speed of sound and heat up to 1,400°C. The elaborately shaped

components are hard to design and costly to make. But Siemens, a big industrial group, is using SLM Solutions' machines to cut the cost and the time needed to replace the blades on customers' turbines when they break. It hopes eventually to cut the time from order to delivery from 44 weeks to perhaps four. For simpler mechanical parts, additive manufacturing is a long way from replacing traditional mass-production techniques such as casting and welding. But 3D printing allows designers to imagine shapes that would be impossible to create through older techniques, besides greatly speeding up prototyping—for turbine blades and similar parts, from 16-20 weeks to just 48 hours, Siemens says.

Additive manufacturing cuts the cost of tooling and materials: a piece can have all of its holes incorporated into it, with great precision, as it is built up from powder, instead of needing to have them expensively drilled afterwards. Siemens hopes to cut the cost of some parts by perhaps 30%.

Last but not least, says Andreas Fischer-Ludwig, an executive at the company, is the power it gives Siemens with its suppliers. As it gets easier to make low-volume, specialised parts in-house, Siemens gains bargaining-power when it comes to outsourcing such parts to other firms.

The technology is still being perfected. For example, some pieces need further finishing to make their surfaces less prone to corrosion. And the lasers used in the process do not come cheap. Such obstacles to the wider adoption of 3D printing are sometimes underestimated by its boosters, says Terry Wohlers, an industry analyst. That said, the market is growing rapidly. The revenues of makers of 3D-printing equipment and supplies worldwide grew by almost 40% last year, Mr Wohlers reckons, far faster than he had expected. If patience and deep pockets are what are needed, this again will give the biggest firms an advantage—another reason why relatively small turbine-makers like Alstom are vulnerable to being swallowed up by bigger rivals like GE and Siemens.

Aircraft engines, subject to even higher standards of reliability than turbines, are another area in which the engineering giants have implemented additive manufacturing. GE is using it to make fuel nozzles for its next-generation Leap engines (made in collaboration with Safran of France), which will power the new versions of the Boeing 737 and Airbus A320 jets. GE says the nozzles will be 25% lighter and five times more durable than their predecessors—and since there are 20 or so in each engine, the weight savings are significant.

Airbus is already making bits of its planes, such as mounting brackets, by additive techniques; and it dreams of one day “printing” entire fuselages. There is still space in the market for smaller firms like SLM Solutions that make the 3D printers themselves, and for innovative startups. But many may end up in the arms of the giants, just as in 2012 GE bought Morris Technologies, a 3D-printing specialist, thereby denying its rivals Morris's technologies. So far 3D printing has conjured up images of hobbyists turning out novelty items in their kitchens; increasingly it is about giant engineering firms turning out sophisticated parts in factories.

Blood From the Young May Hold a Key to Reversing Aging

By Carl Zimmer



Two teams of scientists published studies showing that blood from young mice reverses aging in old mice, rejuvenating their muscles and brains. As ghoulish as the research may sound, experts said that it could lead to treatments for disorders like Alzheimer's disease and heart disease. "I am extremely excited," said Rudolph Tanzi, a professor of neurology at Harvard Medical School, who was not involved in the research. "These findings could be a game changer." The research builds on centuries of speculation that the blood of young people contains substances that might rejuvenate older adults.

In the 1950s, Clive M. McCay of Cornell University and his colleagues tested the notion by delivering the blood of young rats into old ones. To do so, they joined rats in pairs by stitching together the skin on their flanks. After this procedure, called parabiosis, blood vessels grew and joined the rats' circulatory systems. The blood from the young rat flowed into the old one, and vice versa. Later, Dr. McCay and his colleagues performed necropsies and found that the cartilage of the old rats looked more youthful than it would have otherwise. But the scientists could not say how the transformations happened. There was not enough known at the time about how the body rejuvenates itself. It later became clear that stem cells are essential for keeping tissues vital. When tissues are damaged, stem cells move in and produce new cells to replace the

dying ones. As people get older, their stem cells gradually falter.

In the early 2000s, scientists realized that stem cells were not dying off in aging tissues. "There were plenty of stem cells there," recalled Thomas A. Rando, a professor of neurology at Stanford University School of Medicine. "They just don't get the right signals." Dr. Rando and his colleagues wondered what signals the old stem cells would receive if they were bathed in young blood. To find out, they revived Dr. McCay's experiments. The scientists joined old and young mice for five weeks and then examined them. The muscles of the old mice had healed about as quickly as those of the young mice, the scientists reported in 2005. In addition, the old mice had grown new liver cells at a youthful rate. The young mice, on the other hand, had effectively grown prematurely old. Their muscles had healed more slowly, and their stem cells had not turned into new cells as quickly as they had before the procedure. The experiment indicated that there were compounds in the blood of the young mice that could awaken old stem cells and rejuvenate aging tissue. Likewise, the blood of the old mice had compounds that dampened the resilience of the young mice.

Amy J. Wagers, a member of Dr. Rando's team, continued to study the blood of young mice after she moved in 2004 to Harvard, where she is an associate professor. Last year, she and her colleagues demonstrated that it could rejuvenate the hearts of old mice. To pinpoint the molecules responsible for the change, Dr. Wagers and her colleagues screened the animals' blood and found that a protein called GDF11 was abundant in young mice and scarce in old ones. To see if GDF11 was crucial to the parabiosis effect, the scientists produced a supply of the protein and injected it into old mice. Even on its own, GDF11 rejuvenated their hearts. Dr. Wagers and her colleagues wondered whether GDF11 was responsible for the rejuvenation of other tissues. In the current issue of the journal *Science*, they report an experiment on skeletal muscle in mice. They found that GDF11 revived stem cells in old muscles, making old mice stronger and increasing their endurance.

At Stanford, researchers were investigating whether the blood of young mice altered the brains of old mice. In 2011, Saul Villeda, then a graduate student, and his colleagues reported that it did. When old mice received young blood, they had a burst of new neurons in the hippocampus, a region of the brain that is crucial for forming memories. In a study published in the journal *Nature Medicine*, Dr. Villeda, now a faculty fellow at the University of California, San Francisco, and his colleagues unveiled more details of what young blood does to the brains of old mice. After parabiosis, Dr. Villeda and his colleagues found that the neurons in the hippocampus of the old mice sprouted new connections. They then moved beyond parabiosis by removing the cells and platelets from the blood of young mice and injecting the plasma that remained into old mice. That injection caused the old mice to perform far better on memory tests.

Dr. Wagers's team has been investigating a specific region of the brain involved in perceiving smells. In a second study in *Science*, the team reported that parabiosis spurred the growth of blood vessels in the brain. The new blood supply led to the growth of neurons and gave older mice a sharper sense of smell.

After linking the GDF11 protein to the rejuvenation of skeletal muscle and the heart, Dr. Wagers and her colleagues studied whether the protein was also responsible for the changes in the brain. They injected GDF11 alone into the mice and found that it spurred the growth of blood vessels and neurons in the brain, although the change was not as large as that from parabiosis. "There's no conflict between the two groups, which is heartening," said Dr. Richard M. Ransohoff, director of the Neuroinflammation Research Center at the Cleveland Clinic.

Dr. Ransohoff and others hope the experiments on mice will lead to studies on people to see if the human version of GDF11, or other molecules in the blood of young people, has a similar effect on older adults. "We can turn back the clock instead of slowing the clock down," said Dr. Toren Finkel, director of the Center for Molecular Medicine at the National Heart, Lung and Blood Institute. "That's a nice thought if it pans out." This reversal could occur throughout the body, the new research suggests. "Instead of taking a drug for your heart and a drug for your muscles and a drug for your brain, maybe you could come up with something that affected them all," Dr. Wagers said.

But scientists would need to take care in rejuvenating old body parts. Waking up stem cells might lead to their multiplying uncontrollably. "It is quite possible that it will dramatically increase the incidence of cancer," said Irma M. Conboy, a professor of bioengineering at the University of California, Berkeley. "You have to be careful about overselling it."

1st guidelines issued to prevent strokes in women



Just as heart attack symptoms may differ between men and women, so do stroke risks. Now, the American Heart Association has issued its first guidelines for preventing strokes in women. They focus on birth control, pregnancy, depression and other risk factors that women face uniquely or more frequently than men do.

The advice applies to patients like Denise Miller, who suffered a stroke last year that fooled doctors at two northeast Ohio hospitals before it was finally diagnosed at the Cleveland Clinic.

She was 36 and had no traditional risk factors. "There was nothing to indicate I was going to have a stroke," other than frequent migraines with aura - dizziness or altered senses such as tingling, ringing ears or sensitivity to light, Miller said. These headaches are more common in women, and the new guidelines issued flag them as a concern. Miller recovered but has some lingering numbness and vision problems.

Recognizing symptoms Each year, nearly 800,000 Americans have a new or recurrent stroke, which occurs when a blood vessel to the brain is blocked by a clot or bursts. Stroke is the third-leading cause of death for women and the fifth-leading cause for men. The key to surviving one and limiting disability is getting help fast, and recognizing symptoms such as trouble speaking, weakness or numbness in one arm, or drooping on one side of the face.

Stroke risk rises with age, and women tend to live longer than men. Women are more likely to be living alone when they have a stroke, to have poorer recovery, and to need institutional care after one. Certain stroke risks are more common in women - migraine with aura, obesity, an irregular heartbeat called atrial fibrillation, and metabolic syndrome - a combination of problems including blood pressure, cholesterol and blood sugar.

General guidelines for stroke prevention currently focus on controlling blood pressure and diabetes, quitting smoking, more exercise and healthy diets.

Gender-specific advice The new ones add gender-specific advice, said Dr. Cheryl Bushnell, stroke chief at Wake Forest Baptist Medical Center in Winston-Salem, N.C. She led the panel that wrote the guidelines, published in *Stroke*, a Heart Association journal.

Some highlights:

- * Women should be checked for high blood pressure before starting on oral contraceptives because the combination raises stroke risks. More than 10 million American women use birth control pills.
- * Strokes are uncommon during pregnancy but the risk is still higher, especially during the last three months and soon after delivery. The big worry is preeclampsia, dangerously high blood pressure that can cause a seizure and other problems.
- * Aspirin is usually recommended for anyone who has already had a stroke unless the stroke was caused by bleeding rather than a clot, or if bleeding risk is a concern.
- * Women are four times more likely to have migraines than men, and they often coincide with hormone swings. Migraines alone don't raise the risk of stroke, but ones with aura do. Using oral contraceptives and smoking raise this risk even more.
- * Women over age 75 should be checked for atrial fibrillation. Doctors do this by taking a pulse or listening to the heartbeat.
- * Hormone therapy for menopause should not be used to try to prevent strokes.



LETTERS

CHARLES BLOOM—Missoula, MT

Can't believe I'm getting this in on time for once. First a large thumbs up to the overpaid chaps who put this together. It really is fun to see how active everyone seems to be. I doubt if any other group of folks of our average age are as active or varied in lifestyle as ours.

We retired to Missoula, Montana in 1995, enjoying all but January and February when we go down to Ft. Lauderdale to escape Montana's winters. The rest of the year I enjoy taking my little Kitfox homebuilt aircraft into the many back-country strips that abound here. Still riding my BMW 1200 GS and playing with restoring Model A Fords.

Wife Peggy is deeply into primitive rug hooking as it was done in the late 18th and early 19th century.

Both of us are enjoying good health and life is good. I wish the same good fortune for the rest of you. *Chuck*

JERRY BRADLEY—Boca Raton, FL

I want to commend Cleve for printing the article about colon cancer in the last magazine. It was well said, but I wanted to add my two cents, for what it's worth. If you interpret my letter as a "gosh, this could have been my situation," that was my intent.

Cartoonist's view



I got my physicals yearly for 34 years from UAL and was more than happy to get a good, free examination. When I retired, I continued to get a good physical every year and was happy to pay for it. I retired in December of 1997, my birth month, and got my next physical the following December. When I left the doctor's office, they gave me the card to mail back in with six stool samples on it. The doctor called in January and told me that one sample had a trace of blood in it. I wanted to write it off, as it was only one, but he insisted I get a colonoscopy. This was to be my first one. I got one within a week or so. When I left the operating room the doctor showed me a picture inside my colon of a malignant tumor the size of a half dollar. The day after my ALPA retirement party, in under a week, I had a section taken from my colon with the tumor in it. Because they caught the tumor so early they found no cancer cells in the lymph nodes around the colon and I didn't require any after care. Had they found cells in the lymph nodes I would have had chemo and/or radiation and my survival would have been questionable because the cancer would likely have spread to other lymph areas of my body. That was 17 years ago and I have had no medical problems since then. Pat and I have had the best years of our lives and continue having them. I would very likely have missed them all if I hadn't religiously continued the annual physical that UAL started me on. My only regret is that I didn't start my regular colonoscopies earlier than I did but I got lucky on that one anyway. My advice to everyone is, don't hope to get lucky, start a colonoscopy program early and maintain a regiment on them. From what I have read, colon cancer is a horrendous way to leave this world. To your good health and great retirement.

Jerry

(Just to add to Jerry's letter, we lost our number to daughter at age 55, last September, to colon cancer because it wasn't found in time. Cleve)

MRS. MIRIAM BROWN—San Diego, CA

Great and interesting magazine! Wonderful service you do for retirees, spouses, and widows.

Getting old isn't for everyone but it is interesting to read how each handles it. Should entitle letters from some, "organ recital."

Thank you again for your fine work.

Miriam, Widow of Malcolm C Brown

FRANK CALDERARO—Martinsville, NJ
Been awhile but I still remember "positive rate, gear up, no smoking sign off, and I'll have coffee "one and one" (cream and sugar). I can remember that, but I can't remember what I had for breakfast or if I had breakfast. Can't complain, my wife remembers everything (that's not good)!

Get to see some of the "aviators" (old farts) and lie about our hairy, scary flying experiences. Had an opportunity to see the picture of our modern cockpits. I recognized the fuel levers and the gear handle and that's it. I guess it's different but also a lot of the same. (Can you still get a good 18 day off schedule-I wonder)

Health still good - enjoy visiting kids and grand kids (all fourteen of them). Enjoy reading this publication -- keep up the good work.

Frank, EWR/JFK

RON DENK—Summit, NJ

Eighty-Two years have passed since I first saw the light of day only ten miles from our present abode and we have no plans for any move despite probably the worst winter, weather wise, in all that time. The snow blower kept working and the portable generator was not needed so what's there to complain about.

Betty and I are enjoying reasonable health and able to do pretty much what we want, although at a slower pace. We have daughter Maria and her family only thirty minutes away, and daughter Kathleen and family in Kaneohe, HI, winding down a hardship tour in paradise. Son-In-Law Jake is flying his helicopter off a destroyer in the western Pacific between port calls in Korea, Japan, The Philippines and Singapore. It amazes me, that across all those miles, we can e-mail on a daily basis.

A news item that may have passed unnoticed, is that the last passenger flight by a DC-10 (-30) flown by Biman Bangladesh Airlines from Dhaka to Birmingham, England via Kuwait. It had 35 passengers (all aviation enthusiasts) and arrived on Feb. 20. The plane was initially scheduled to fly to Seattle for display at the museum but they had no room for it. The Bruntingthorpe Aviation Museum in Leicestershire, England offered to take it, but at the last minute Biman found a buyer for the engines, so it was ferried back to Dhaka to be sold for parts. I spent my last 21 years on the "10" so this was of

more than passing interest.

My thanks to Cleve and the entire RUPA crew for keeping the always interesting *RUPANEWS* coming.

Check to Leon. Regards to all, *Ron*

BILL EADS—Mesquite, NV

Another year has slipped away - faster than a blink of the eye! Must be 'global warming' that has warped the earth's chronometer!

We are keeping busy in beautiful Mesquite with tennis, hiking, occasional golf and travel. Flying SA is certainly not fun anymore, so we usually just buy our tickets like regular people.

I finished my latest book, *LIGHTNING FLIGHT!*, and it's scheduled to be published this summer. A novel of the techno-thriller genre, it starts with a covert mission by two F-35 aircraft launched from a carrier in the Persian Gulf.

Stop by for a cold beer if in the neighborhood.

We're only 85 miles north of LAS.

Bill (1968-1999)

KEN ECKLEY—Kapa'a, HI

Short note for *RUPANEWS* in case someone wonders about Ken Eckley.

We live in Kauai, bought our house in 1986 but moved around 9 years ago. Ken has survived cancer twice, two heart stents, is deaf and has Macular Degeneration (blind) but not totally, gets around the house and yard.

I am his wife and caregiver. He has Parkinson's and has had it for a long time but does well. He is 92 now and marvels at his length of life in comparison to his brothers, four of them who died young. He does well, considering.

Thanks for being patient with our late payment. My brain is in overdrive most of the time. :)

We have a Great Dane pup who will be 2 years old in May and he is a good companion for us both.

Thanks again, *Lois Eckley*

ROGER EHM—Walnut Creek, CA

The month of June marks the 23rd year since I set the brakes for the last time at ORD. Speaking of memorable days, Emily and I will have completed 60 years of marriage on 26 December of this year. Another landmark-- I will hit 83 on 24 June.

June is also the completion of our 9th year in Walnut Creek, CA. I have never seen better weather than here in northern California. I don't miss the snow blower at all.

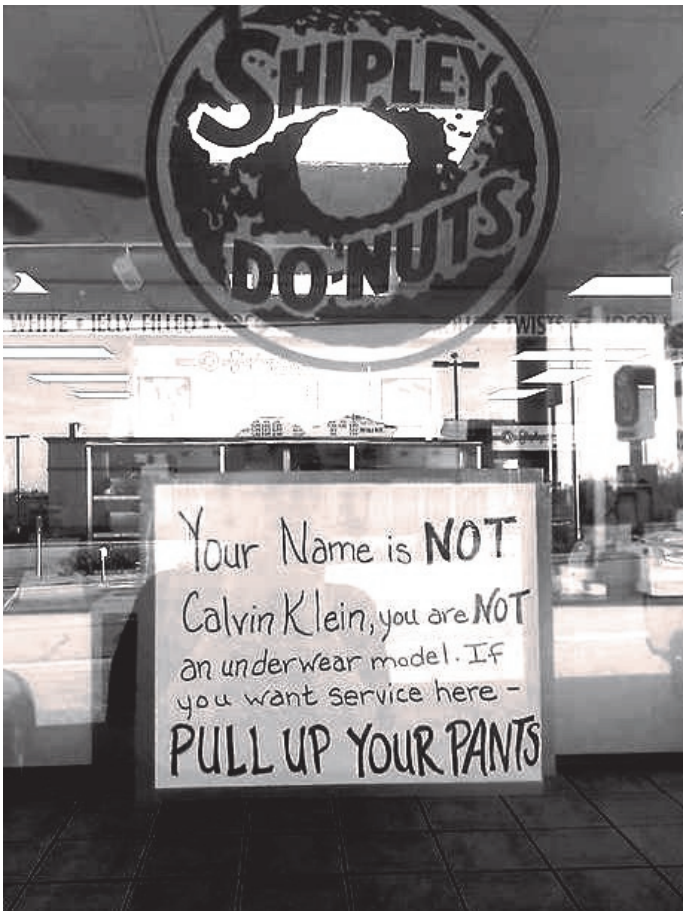
Last month we flew to the east coast to see our grandson who is completing his final year at NYU. We also drove out to New Jersey to see my sister who will be 87 in May. We had the good fortune to go with our daughter and son-in-law who live 20 minutes away from us in Alamo. Tom is a consultant with Ernst & Young, has clients all over the world, and has more mileage plus points than can be counted. Because of this, we went and returned first class which is not too bad a method of transport when flying coast to coast.

As ever, I am glad to read what is going on with the rest of our group, and I am appreciative of the good efforts of our officers, directors, and committee chairs. *Roger*

DAVID "SKIP" FAIRMAN—azareth, PA

We are still down on the farm doing our bit to feed the hungry with good, naturally grown vegetables.

Spring of 2014 farming has been a challenge with all the cold, dry, and then wet weather. We are now



about a month behind with our planting so if you live in the northeast and are wondering why the neighborhood farm markets are opening so late, blame it on the weather.

We still try to do our best to feed the hungry. Last year we were able to donate sweet corn and vegetables to our local food banks, New Bethany Ministry and Safe Harbor (organizations that feed the homeless).

This past year was a good one with the exception of another bout of pulmonary blood clots. A short hospital stay and some IV Heparin solved that and now I am as good as any 82 years old.

Travel has been limited to trips south to Hilton Head for the International Piano Competition and visits to family and friends. Many of our trips were to attend funerals of family members and that really serves to remind us of our own mortality.

Life is short. Live well!

Skip, 1956 – 1988 (JFK, EWR, CLE, EWR)

SHELL GORDON—Richville, MN

Leon; please change to my lake cabin mailing address. Thanks and I hope all is well with you and yours.

I will be catching my winter supply of Lutefisk. All my wife, Bebe, (UAL F/ A '62-'95) has to do is make the Lefse and boil the potatoes.

We are both well, happy and enjoying life as best as we emotionally can under the current political situation. As a 25 year USAF/ANG retiree, each day's news seems to scare me even more. ADC did not prepare me for this threat - and, as they say, 'I am fearless'. God help us, please!

My very best regards, *Shell*

PHILIP HARMAN—Port Orange, FL

Cleve, I almost let it slip by but (to coin a phrase) the check is in the mail (2 yrs).

All well here at the Fly-In with the exception of last week when a visiting pilot put his Citation into the retention pond at the end of RW23. Our 4,000ft runway requires all visiting firemen (especially jet firemen) to place their machine close to the approach end of the runway and not the far end. Must repeat Landing 101. Thankfully no one hurt and a/c retrieved from shallow water with a crane.

Marilyn and I doing OK but we don't jump as high

as we used to. I had a bout with the Shingles beginning in November which took me out of commission for more than three months. I certainly paid the price forgoing the shot. It has been a very miserable experience. If you haven't had the inoculation, get it. By the time you reach 70 the infection curve is up to 1:3.

Our daughters are fine but not close by; Pam is in Plano, Betsy in Chicago and Amy in Seattle. The *RUPANEWS* continues great thanks to the good work of all your Elves. *Philip*

FRED KEISTER—Maui, HI

Not too much good news to report for 2013. My wife, Patricia, passed away December 7th from complications from diabetes and Parkinson's. Being diabetic the Parkinson's crippled her to point that the last year she was almost helpless. Patricia had several diabetic seizures the past three years and the one October 9th she fell out of bed and broke a bone in her shoulder. The doctor operated and replaced her shoulder socket. She never recovered enough to leave the hospital and spent the last two months in the hospital.

One week after Patricia died I was in Harrisburg hospital for my second open heart surgery. The one in 2006 was for four bypasses, this one was to change the aorta valve. I am not getting much better than I did in 2006.

A very cold winter in PA and I had to burn \$4.00 a gallon oil for all of January and February before I could leave for MAUI.

I never see any United pilots on my flights to Maui anymore. All of the wide bodies must have gone to the Continental routes.

A nice letter from Roy Holmes in last RUPA magazine, and he wondered if anyone remembered him. I remember Roy very well, a real nice guy. After 24 years retired I don't know many of the names anymore.

Fred, SFO BOS ORD CLE DCA LAX

MRS. GINGER KREIS—Surprise, AZ

Dear Cleve: My deepest apology for not sending in the dues on Rocky's birthday. I do wish to continue receiving the *RUPANEWS*. It brought Rocky such pleasure to be able to keep up with his buddies for those 25 years of retirement. He was so grateful to all of you for all the time and effort you all put in to

make it possible.

We went with United in December 1952, back when President "Pat" Patterson sent blankets for the births of your children. Once when I had eye surgery, they sent chocolates as they said I might not be able to enjoy flowers. That kind of concern seems impossible to believe now, but it put United only second to God and Country in order of living our lives. Sixty-two years later I'm filled with pride when I see a United uniform at the airport.

As sad as I am, I still feel total gratitude to God and United for the magnificent life we were given.

God bless you all. *Ginger*

ging.kreis@gmail.com

PETE LAGERMAN—Longmont, CO

Cleve- I can't believe the QUALITY and QUANTITY of *RUPANEWS*!! Thanks to you and your helpers! It was great to go through the directory for names: "Oh, yeah! I remember him" said many times. Thankful renewal \$\$ under separate cover.

I just completed my first retirement year the 3rd week of March. A few told me: "It'll take about a year for you to settle in," and that's about right. I joined Katie, my wife, who had already retired as an RN.

I am originally from Wisconsin and had my Private Certificate before going to the Naval Air Training Command. After 7 years plus in the USN (P-3s) I was hired by Continental in 1977. I was a striker for over 2 years after the Lorenzo debacle, and did not want to go back, so I hired on with UAL in '85 and guess what? The strike of '85 and was in the 570 group. When ALPA got us to work, I served 28 years at UAL. I have one paystub from 2012 that said: 33 years (after merger). That would be right: CAL+ strike+ UAL, but "officially," 28. Flew almost all in Denver: 727 S/O, 737 F/O, DC-10 F/O, 737-300 Capt, 767 Capt. Newhire 727 S/O ORD for 6 months. Was a CIRP peer counselor at Council 33 for 10+ years.

Katie and I have two daughters in California: one in SF, and the other San Luis Obispo area. We get there often to visit the family including 2 grandsons.

I have been volunteering at our local police services and have learned a lot and had some gratifying experiences in assignments like crime scene and accident scene security, searching for evidence and assisting in many other ways.

Have returned to golf and fly fishing. We have several retired couples in the neighborhood with whom we socialize, and our retired-lives are complete. We are planning a cruise and other travel for later this year and '15.

Thanks again for RUPA! *Pete*

ROBERT T. LAWSON—Huntington, NY
What a superb publication. May's cover photo [LGA] brought back many fond memories, two old UAL paint jobs, 3 year Braniff Captains getting weather from our FOSRs, the orchards on the east end of Riker's Island [prison] and not a spec of FOD on the ramp. Question? Who's unmarked tail is that on the north tip of finger or is that not a tail at all? (*Looks like a tail to me. No idea! Ed.*)

Eighteen years out of the best seat I ever sat in. It's long enough ago to think that sweating in the simulator was fun also.

Everything is OK, getting old gracefully. See Jim Haeni all the time [neighbors]. He tries to keep me straight. Had a very short but great visit with John Miles in Virginia. Looking

forward to "the Pete Sofman Skyscraper luncheon.

Till next time. Regards, *Low Level Lawson*
1965-1996, EWR, LGA, CLE, JFK.



ROD LION—North Las Vegas, NV
Hi All, Thanks to the whole RUPA gang.

15 years since I retired, all going well. Been almost 2 years since I relocated to Las Vegas and find the move very positive.

I keep very busy with Trap shooting, Golf, friends etc. The days just seem to fly by. Get to see my kids, and grand kids a lot more living here. Really great.

Once again, thanks for our great magazine each month.

Sincerely, *Rod*

DICK MONROE—Woodinville, WA
It has been very busy up here. Retirement does not mean a life of leisure if you are associated with Boy Scouts!

I became "re-activated in the early 80's and enjoyed the "ride" from Cub Scouts to Eagle Scout with my Son. Fortunately, "Seniority" allows one to bid the best trips with the most days off! This I did, and continue to receive "Kitchen Passes" from my dear Wife Toni. We run and maintain a 40 acre campsite for Scout Training & Camping in Duvall, WA.

We just stocked our Pond with a nice bunch of Rainbow Trout! The fishing is good and the weather has been wet! Pictures posted on Facebook for "friends."

Love reading the RUPA magazine. Great job!
Check is in the mail. Cheers; *Dick*

DICK NEWMAN—Palm Harbor, FL
I retired in 1989. With 33 years of service, I expected to be first on a flight from Zurich to Washington DC. I flew in to Zurich in the am and then checked in for the flight. I ended up below a retired Continental pilot and his family even though he had fewer years of service. Of course there were active employees who all go above any retiree. But the point I want to make is in reference between the continental retiree and me, from UAL.

I am informed that he and I were in the same category (a new thing for UAL, but not new to CAL retirees). Continental has had this situation for years. So he "checked in" by computer within 24 hours of departure. This placed him ahead of my check in when I arrived in Zurich.

To check in this way you must go to UAL.com.

Under one of the categories there is a place for you to check in. This was news to me so I am passing it on for UAL retirees to aid you in your travels.

My partner and I had gone on a cruise from Florida to Barcelona. It was very nice. Prices there have gone down a little. We had very good food and service on Holland America. *Dick*

ORV PRATT—Vero Beach, FL

Barbara and I have been living in Vero Beach since retirement. Since retiring we've discovered cruising. We just got back from Holland America's Grand World Cruise. 113 days Ft. Lauderdale to Ft. Lauderdale. It was GRAND! No airports, no TSA, no problems. We went to 31 exotic ports including Easter Island, Pitcairn Island, Tahiti, Moorea, Bora Bora, Samoa, Yap, Fiji, 3 ports in Australia, Manila, Hong Kong, Phuket, Seychilles, Durban, Cape Town, St. Helena, Ascension, Dominica, St. Lucia, etc. etc. We snorkeled in 12 different countries, some places with giant Manta Rays and even black tip reef sharks. It was all fantastic from beginning to end and beyond our expectations. Life is good. Thanks for all your great work at *RUPANEWS*.

Orv

GEORGE PRESS—Newnan, GA

Hi Ya All. We have been in Georgia eight years now and it has turned out to be a great place to spend our eight months away from Newfoundland. The summers here "I am told" are a bit oppressive but we head north to Newfoundland for four months on June 1st each Year.

All my family, Wife Glad, Three Daughters, and Four Grandchildren are in good health and as long as we stay this way we will keep going north for the summer.

I had numerous Dental appointments this year, implants to repair old hockey injuries, so we weren't able to schedule our normal cruises, but with any luck we will be back cruising again next year.

It has been 15 years since I last parked the 400 and it has gone by in a flash.

I sure like reading the *RUPANEWS* and I would like to thank everyone involved in making it possible. Please do all you can to keep it coming every month. Thanks ever so much. *George*

EDGAR RIEHL—Louisville, CO

My last years "Annual Letter" which I sent to you in October in hopes it would make the *RUPANEWS* prior to the Holidays seems to have disappeared in thin air. There had been a major change in our lifestyle during 2013 that I had hoped to call to our RUPA friends attention prior to their mailing of Christmas Greetings.

That change had been brought about by the fact that Ruth had made three ambulance trips to the ER in the past five months and upon her release from the hospital following the third event, we brought her directly to this Assisted Living facility where we have now resided for eleven months. Ruth was intent on living her final days in our home of 53 years, but my health had been failing and I was no longer able to give her proper care in our rural setting. We greatly miss our fantastic view of the Front Range of the Rockies centering on 14,259 foot Long's Peak. Here, on the third floor, our view is mainly of the flatlands to the east. Our view to the south is of a big box grocery store, however, if it were not for the cupola atop that solid wall, we would be able to see 14,110 foot Pike's Peak which is about 125 miles distant.

This facility is just over two miles (as the crow flies) from our long time home, so we are still part of the neighborhood, and we are now very happy that we made this change. It took some getting used to to understand these dour old people (some of whom were even older than we), some of whom didn't appear to have smiled in ages, and who seemingly couldn't speak beyond a grunt, if that. It didn't take Ruth long to overcome that, and those same folks now seem to have a perpetual smile and a desire to communicate--at least, in our presence. As is her nature, Ruth has become very active with the group, whereas I haven't had the strength to do anything but sit here and age.

Now, for what brought this mid-year "annual" letter about--I recently experienced a heart attack, and upon consulting my cardiologist he ordered an Echogram, then made it very clear that it was time that "you wind up your affairs and enter Hospice care." My out of state daughters flew in, and a few days later I was hit by a TIA and hauled to the nearest hospital. Within an hour our family had gathered and the decision was made to put me in Hospice care immediately. I am able to stay in our apartment with Ruth, and am in no pain. Hospice

people are scheduled to make visits twice a week--or, every time I might need them, and Hospice doctors and personnel are available in a wing of this building 24/7. The pampering is hard to get used to. I am extremely grateful that we moved here when we did and that I can rely on Ruth being well cared for if I should make the forecast early departure. The down side being that for the first time since I first drove on a public road at eight years of age, I know that I no longer belong behind the steering wheel, and Ruth has not driven since suffering a stroke 13 months ago, so we are totally dependent on others for transportation. That is just an inconvenience, as everything we really need is available right here--including transportation.

Wayne S., you can check off another two if you are keeping score. How many more do I have before reaching the nine limit? Joe West, I fully understand from where thou cometh. My entire life has been led by an unseen spirit. And, Joe, I think of you every time I look to the west, and see that cone of sugarloaf out there--at last view, it was completely white. I still wonder how your family survived up there on that miniscule amount of water your well produced, and imagine lack of water is the least of your concerns in Oregon. Herb G., I think the first time we actually met was at that Marina Del Rey convention, however, I well remember



your RUPA News reports of your monthly gatherings when you were shuffling between the valley and the southern area on alternating months. Congratulations on making it beyond 95.

Edgar Ruth

JACK RODERICK—Batavia, IL

We are doing fine. Have another grandchild-8 now. Had cataract surgery in May and it makes a big difference in my vision. I can now identify a distant flying airplane instead of just seeing it.

I am a member of the Air Classics Museum at the Aurora, IL airport and give tours and talks. We are open on weekends only, so if you are in the Chicago area, please stop in. We have 12 aircraft on display and 3 buildings of exhibits.

As usual I miss my CLE Crazies.

The best to all and many thanks to all the *RUPANEWS* team for the great job you do.

Sincerely, *Jack*, EWR, CLE, ORD

RICHARD SANDERS—Westlake, OH

RUPANEWS has it all. The thanks for the great publication (almost universally expressed), humor from the writers and the editors, updates from colleagues with their life and changes and the poignancy of those changes so beautifully expressed. Every month I “catch up” with someone with whom I have shared the cockpit and May’s edition was surely no different. Reading of The New York Sky-scrapers upcoming June luncheon I spotted the name of Ted Garrity and later in the issue in *FLOWN WEST*, the name of Fred Terhaar, two great aviators who welcomed me to the airline back in Boston in 1961. We do not have to look far in each issue to read a name or spot a picture of someone who helped make the passage so very satisfying.

Here in Westlake the status remains very much the same. Mary Lou and I continue to enjoy good health and that affords us the opportunity to avail ourselves of a host of activities. We just gathered the family two weeks ago for the occasion of granddaughter Elizabeth’s baptism with son Rick and his family coming from San Francisco and daughter Ellen and her husband flying in from Denver. Always a grand time pulling everyone together and we are fortunate if we can make it happen a couple times a year. Flew the 182 last week and look for-

ward to resuming Angel Flights after a kind of a rough winter here in the Cleveland area. The golf season is just now getting underway. And so forth. Our Cleveland RUPA group, 22 strong, will be in Dayton at the Air Force Museum this coming Wednesday and Thursday. Our third field trip this year, this one should be every bit as much fun as the previous two. I might imagine there will be an update for "the news". Our social director, Phil Jach, does a wonderful job with all the arrangements.

And that is "three-O for now" as Bill Stern used to say as he signed off his 30 minute sports radio program so many years ago. Surely many of you remember.

Thanks for the memories, *Dick*

WALLACE SITTON—Lowell, AR

2013 has been a good year for Leilani and me. We raised our four children and now have 18 grandchildren and two great grandchildren.

We moved to the beautiful Ozarks in 1990 and built a nice log home on the bank of Beaver Lake and a turf airport (AR-91). We built a nice hangar to house our Piper J-3 Cub and enjoy the retired life. We also enjoy our motorhome and seldom ride the airlines.

Thanks to all those who keep the *RUPANEWS* going so good. *Wallace*

NEALE SMITH—Borrego Springs, CA

Hello again. I will try 4 more years. Should last longer than that, but may not remember.

Health is good but no longer fly the RV4. It was sold and Sherly said please don't fly anymore.

I can remember every detail from 1934 to 2010 and little from yesterday until today (according to wife)!

Thanks for your effort to keep us together. I will await each month's issue.

Neale "Snuffy" Smith 1954-1988

SKIP STRICKLER—Warrenton, VA

Dear Ruparians, Been awhile since I have written. Lots to report this year.

I flew to Kauai to visit long time friends who winter there six weeks every year. Great trip with no problems pass riding either way. Flew a C-182 with a good friend to Sun-n-Fun for 5 days. Another great time! I was invited to fish in the flats off Key West

in the 'Cuda Bowl over Super Bowl weekend. Wow! Was that fun! Played golf 5 days in Myrtle Beach with 19 good friends last November. I flew to Dothan, Ala. for a reunion of my Viet Nam combat outfit last summer. Again, no pass riding problems, and great seeing some guys I have not seen since 1967. I enjoyed an annual bird hunt in March (Pheasant and Chukar) with my brother and 10 friends at a preserve in West Virginia. I go ATVing several times a year with the same group in central Pennsylvania several times a year.

Health wise I am doing well. My only medication is a daily 81 mg. aspirin. I am being evaluated for some mild upper chest discomfort. I did a nuclear stress EKG, which was inconclusive. Next step is a heart catheter and possible stent if blockage is present. Then go to work getting my medical back.

After 10 years of single life, following my divorce in 2004, I have met a wonderful woman I will marry in September. This will be number 3. I think I have it figured out now. Just love her and she will love you back. If that doesn't work I'll get a dog!

I still miss flying the line every day, although I still manage a trip once a month or so in my dreams.

My very best wishes to you all and thanks to all who keep this organization going and putting out this great publication!

Skip Strickler, DCA 1989-2005

ROBERT LEE SWOFFORD—Coppell, TX

I will be Ninety-two in a couple weeks. I may be the last of my new hire class of Nov. 1, 1945.

Life has been a little rugged the last couple years. A group here in Dallas has offered me a free trip to Normandy, but I have turned them down for health reasons. I would like to go for I led a twelve plane formation on a bridge across the river Orne at the town of Caen. I went about mid morning so I got to see the whole invasion. It was an awesome sight.

The WW2 people are getting in short supply. I am often asked to be interviewed by someone who is writing a book, I usually turn them down. I recently did one that will go to the library of Congress though. At the request of a Grandson, I wrote my personal history. I have since tried to get all veterans to write theirs. I am sorry that I could not get my two brothers to let me write theirs. One brother was on the Carrier Enterprise. It was in

twenty of the twenty-two major engagements in the Pacific. The other brother was in the Infantry with Patton's Third Army. He was wounded five times. What a story that was, but it is gone forever.

I usually do not mind Texas weather but this winter seemed so long.

I enjoyed the article about Cheyenne, Wyoming. It reminded me of a story that the fellow pilots might like.

A number of pilots from Minneapolis knew a rancher Southwest of Newcastle. It was a great place to hunt Muledeer and Antelope. This year the rancher told us that he had few deer but a neighbor had lots of them and he had arranged for us to hunt with him.

The next morning we drove down there to hunt. We met the rancher and was invited to have some coffee before hunting deer.

He started talking about flying light airplanes. He said that he had gone to buy a plane from Gus Sherman (our friend.) He bought one and Gus took him around the pattern and made several landing. Gus then told him that he did not have a license to teach him and he should go down to Cheyenne and they would fix him up.

After a few days he got in the plane and flew to Cheyenne, about sixty miles. He went into the school and told them he wanted them to teach him to fly. The instructor explained that the wind was too strong and that he should come out the next day at sunup and they could start. That was ok with him, so the next day at sunup he was there. Still the wind was too strong. After three more days of the same he told the instructor that he had lived in Wyoming for over fifty years and the wind blew like that every day!!!!, and he was go-



ing home. So he got into his plane and went home. With that he offered to take one of us with him to locate some deer. Neither one of us wanted to go with him but was too shy to say so. My friend suggested that there was a ravine next to the airport and we would walk that and look for deer.

The rancher was gone for a few minutes and we walked to the plane and he told us that there were six does just ahead of us but just up the hill there were two nice bucks. We chose the bucks and that was the end of an interesting hunt. The interesting part is those old ranchers are all alike. No one shows them how to drive a new tractor or fly a plane they just saddle up and go.

Greetings to all. *Lee* 1945-1982 DC3 -747

RON TAYLOR—Issaquah, WA

Seems like time passes more quickly as the birthdays pass. Just celebrated with family my 91st birthday in new surroundings here in Issaquah called the University House, a retirement center.

Most of my family are nearby, and all are doing fine, and looking forward to retirement themselves.

Sure appreciate the constant work all of you put in for our benefit.

Thank you all. *Ron* SEA '48 to '83

GUS TUIT—Crystal Lake, IL

The check was in the mail a couple of months ago, but couldn't get in the mood to send my annual "blurb."

My good wife of 53 years, Laura, passed away in June from multiple problems. I found it best to move to IL to be closer to son here and one in St. Paul. Besides, cooking and me are not very familiar with each other so found a retirement place with three meals per day, but get together with a group of UAL pilots for breakfast here in town every week.

May 24th marks a memorable day in my life. Flunked several formation rides as T28 wingman at Laredo AFB, TX and that got me in front of an elimination board of two "bird" Colonels and a Major. I about knocked the Col. from ATC off his chair with probably the sharpest NO! ever heard when he asked if I would care to go to navigator training if eliminated from pilot training. When he asked why not I told him that if I was eliminated I'd prefer to finish my enlisted tour. I didn't spend my teenage earnings because I wanted to be a navigator.

I was sent out in the hall to await their decision and the Major came out to tell me the two "other guys" wanted to wash me out but he talked them into a "deal" - 5 more dual formation rides or 10 hours to get signed off for solo formation. It had to be a fair deal. They couldn't give me 2 one hour rides and wash me out. If I didn't hack it in 10 hours, the next board would be a formality. I couldn't get 10 hours and keep up with my current class so was washed back 2 weeks. After 2 weeks of no flying I reported to the following class and was cleared for solo formation after 1^{1/2} hours dual with our flight commander Capt. Sowers, who was referred to in our classbook as the Captain with the sour stomach. Yes or no, you make your choices & live with it. That's the longest yearly rundown I ever sent and promise not to do it again!!!

Best to all, *Gus*

JOHN VOISHAN—Sierra Vista, AZ
Diana (727/747 Fleet Ops Coordinator) and I are in Sierra Vista, Arizona and Catalina Island, California. Flying an 182R chasing a Hunter UAV and a Diamond Motor Glider (FL230 Huachuca Wave) are my flight duties these days.

Some tennis officiating and operating boats in the summer fill out the calendar. Lady Di coordinates grand children visits (VT, MD, AZ) and occasionally sings with a local choir. Life is good.

Check is in the mail. *John*

WAYNE WALCZAK—Leander, TX
Another year gone by after parking that 74 in '06 and I'm starting to get used to late wake ups and early naps.

Had some surgery done in January to correct some drooping eyelids along with lifting the brow. Fought with BCBS for eleven months to have the surgery covered with three appeals denying the medical necessity, but once Aetna came along, it was approved within a week of submitting and surgery promptly scheduled. Great results which now allow me to see things more clearly without looking thru my eye lashes, with the additional benefit of having my baby blues visible, which undoubtedly improves my charm!

Got to be a uhaul truck driver for Nani's daughter moving her household from Columbia SC to Wellington FL in December, and felt right at home driving the 26' heavy. Got to do the reverse trip in April

when her daughter was hired back in Columbia, and didn't even have to change my call sign! Not expecting to make this a new career, but sure was fun. Still on hold for the B777 Sim Instructor in Abu Dhabi, but not sure I am as willing to accept this position as I was a year ago. Getting used to this retirement gig.

Hoping to make some of the RUPA luncheons to join in the story telling and rumors, but traveling around the system as a non-rev has become arduous. Until next year. Cheers, *Wayne*

IN MEMORIAM

RICHARD E. "POSS" HORTON

Richard E. "Poss", Horton died April 19, 2014 in Terrell, N.C. Poss was born August 16, 1938 in Bluefield, West Virginia. He attended Beaver High School where he played football, wrestled and was a church group leader. He worked summers as a laborer on the Norfolk and Western railroad. Poss attended Va. Tech on a football scholarship and graduated in 1960 with a degree in Business Administration. While at Virginia Tech, Poss played football, wrestled and was a member of the German club. His senior year he was First Group Commander of the Corp with four squadrons under his leadership. After college Poss entered the United States Air Force and was a fighter pilot from 1960 until 1967. He continued as a fighter pilot in the Air National Guard from 1967 until 1972. He flew the F-102 and then the F-84.



Poss worked for United Airlines for 32 years. He was a Pilot, a Captain, a Flight Manager and retired as Chief Pilot. In 1987 he was awarded "Captain of the Year" for the Washington domicile. He was an expert on aviation safety and accident investigations. Poss retired from United in 2003, and after retiring was one of the founders and Senior Director of Aviation Operations Solutions.

Poss and Sandra chose to raise their family in Orange County, Virginia. As a leader in the community, Poss served as Chairman of the Cancer Crusade, President of the P.T.A. and was a member of the Orange County Airport Commission.

An avid outdoorsman, Poss loved to hunt and fish. He shared this love with his family and friends. Poss was a devoted husband and father, a patriotic warrior, a courageous leader, a loyal friend, a born storyteller, a wise sage and a great shot.

Poss is survived by his wife, Sandra Fiveash Horton; a daughter, a son, and six grandchildren.

A memorial service was held at Escatawba Farms overlooking the trout stream he loved. Memorial donations may be made to NSWKIDS, the non-profit organization founded by his grandchildren and on whose Advisory Council Poss so proudly served. NSWKids 516D River Highway Mooresville, NC 28117(www.nswkids.org)

JOHN T. HOUSTON

John Houston (79) died peacefully at home April 11, 2014 after a 2 ½ year battle with cancer.

He was born and grew up in Beaver Falls, Pennsylvania. After graduating from Duke University, John spent 4 years as a Federal Bank Examiner, but then decided to attend American Flyers School in Oklahoma to obtain the necessary licenses and ratings to apply to commercial airlines. A lull in hiring pilots at that time led John to Los Angeles, where he worked as an accountant for Union Oil for a year. Then hiring resumed and John was contacted by and hired by United. After completing training in Denver, John was assigned to San Francisco and remained there for his entire 32 year career. He flew numerous types of aircraft for United, finishing his final four years flying across the Pacific as a B747-400 Captain. He retired in August 1995.

John loved his job and the opportunities it gave him to travel. He also loved tennis and, after retiring, spent five days a week on the courts.

He is survived by his wife, Carol, and his son.

HAMPTON "HAMP" KNIGHT MILLER, JR.,

Hampton "Hamp" Knight Miller, Jr., passed away suddenly on April 28, 2014.

With a dream of flight reaching back to his childhood, Hamp read the Norfolk, Virginia papers in the spring of 1948 and responded to articles and an ad seeking applicants for the Air Force Cadet program. After successfully completing Airforce training, Hamp



served in Korea from June 1950 until May 1952 flying the F-86. Hamp was honorable discharge from the Air Force in 1953. Hamp was hired by Capital Airlines in 1956 where he flew the DC-3, DC-4 and Viscounts out of Norfolk, until April 1961 when Capital merged with United Airlines. Hamp retired in 1988 on the DC-10.

Upon retirement, Hamp delighted in maintaining and flying his Pacer N9001D (a conversion back to a tail-dragger from a Tri-Pacer) and he and Mary built a home in Dogwood Airpark, a close-knit residential community of aviators and their families. He made numerous annual trips to Oshkosh in the Pacer, and daughter Nancy tagged-along for the trips made between 1994-2005. He also restored cars, mowers, and many other odd-ball mechanical lost causes, defending the projects to his wife, Mary, with the explanation, "But, it needs me." In March 2013 Hamp was recognized with the FAA Wright Brothers "Master Pilot" Award, given to pilots with more than 50 consecutive years of accident/incident-free, safe aircraft flight operations.

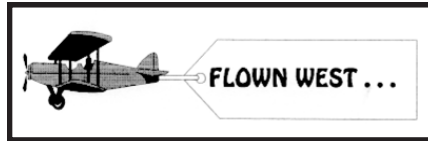
Mentally and physically active to the last moment, all who knew him will find it no surprise that although he celebrated his 86th birthday on April 21, he was still riding his dirt bike around the airpark community to visit neighbors and friends on occasion. He also flew his beloved 1958 PA-22/20 Piper Pacer regularly, "to keep current"-making flights to get aerial photos of his boyhood home on a farm in the Shenandoah Valley, or join Virginia's Flying Octogenarians for an airport lunch, or just "boring holes in the sky."

Hamp's wife of 62 years, Mary, died on August 13, 2012, and he missed her deeply. They met in Phoenix, Arizona, and married on May 13, 1950, the day after Mary graduated from nursing school and Hamp graduated from cadets. They are survived by four daughters.

Always there, with the right tool, expertise and a willing attitude, Hamp's generous love and affection is sorely missed.

A celebration of life for Hamp and Mary is planned for mid-June. For the date and details, please contact Nancy Miller at 804-725-8285 or Laurie Ann Miller-Rose at 804-837-8075.

Condolences may be sent to: The Miller Family, 60 Cessna Lane Fredericksburg, VA 22405-1418 Nancy.Miller@deq.virginia.gov



Albert W. Greenaway	?
*Bill Howell	Nov., 2013
John T. Houston	Apr. 11, 2014
Richard. E. "Poss" Horton	Apr. 19, 2014
Hampton K. "Hamp" Miller, Jr.	Apr. 28, 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

June, 2014 Edition

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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
San Francisco East Bay (2nd Tuesday 1:00 PM)—Call 925-846-8436 or 925-735-1946
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA* 805-497-4847

Colorado

Denver Good Ol' Boys (3rd Tuesday 11:30AM)—*American Legion Post 1* - 303-364-1565

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797
S.E. Florida Treasure Coast Sunbirds (2nd Tue.) - 561-756-4829
S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*
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)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

New York Skyscrapers (June)—*Rock Spring Golf Club, West Orange, NJ* - psofman@gmail.com
New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - psofman@gmail.com

Ohio

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

Oregon

The Columbia River Geezers (2nd 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