
rupanews



Journal of the Retired United Pilots Association



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Reno's Biggest Little Group Gary Dyer - Lyle U'ren

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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

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Seattle Gooney Birds William R. Brett
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PRESIDENT'S LETTER

NEW MEMBERS As of May 31st, RUPA has a total of 2,981 active members. Please welcome 13 new members! Captain Jack Hareland, Marana, AZ, Mr. Danny Lang, Sutherlin, OH, Captain Ken Bohrman, Pebble Beach, CA, Captain Daniel Hillman, Orlando, FL, Captain Ridge Harris, Flint, TX, Captain Thomas Dowd, Covington, LA, Captain James Taylor, Mantoloking, NJ, Captain Larry Rossini, Orangevale, CA, Captain Thomas Criqui, Maumee, OH, Captain Thomas Dunipace, Green Valley, AZ, Captain Alan Mackelprang, Henderson, NV, Captain Alan Bielanski, Larkspur, CO and Mr. Donald Blackard, Zephyr Cove, NV.

RUPA CRUISE We had a total of 49 people on our May cruise to the Norwegian Fjords. A special thank you goes out to Captain Rich Bouska for all his hard work organizing things and our Travel Agent Jerry Poulin. Jane and I joined the cruise for the second week. We enjoyed meeting old friends and meeting many new ones. We managed to form up in the Crow's Nest Bar each evening to socialize prior to dinner. Touring Oslo was a most enjoyable day with warm sunny skies. We wandered by the Palace just as they were "Changing The Guards", which was quite a lengthy event. The highlight for us was the Kayaking Excursion we signed up for. We were paddling along very steep walls of the fjord with snowcapped peaks over 3,000 feet high. Due to the spring melt the waterfalls were breathtaking. Rich is already researching a cruise for next spring and he will be writing an article about it soon. I encourage you to come cruise with RUPA next year.

ZED FARES Phyllis Cleveland recently launched an E-Blast regarding a recent change to ZED FARE ticketing. Eligible employees and retirees can list and purchase ZED electronic tickets on Lufthansa, Delta, JetBlue, Southwest and TAP Portugal using the new MyIDTravelPurchase tool on the OtherAirline/InterlineTravel page on Flying Together>Travel. After June 2nd only eTickets will be sold for those five carriers. Paper tickets purchased before June 2nd are valid up to 90 days from issue. For more information about the MyIDTravelPurchase tool (who can travel, \$2 ticketing fee per segment, changes, refunds, etc.) read the pdf of "questions and answers." The announcement is on the employeeRES landing page and in the June 4th United Daily news. There are now THREE methods for buying discount eTickets or paper tickets on Other Airlines. Which method you use depends on the carrier

- 1) eTickets on Lufthansa, Delta, JetBlue, Southwest & TAP are purchased using the MyIDTravel tool.
- 2) All other eTickets are purchased using the ID90T website.
- 3) Paper tickets must be requested online from United then written at a UA ticket counter.

All THREE METHODS are accessed from the OtherAirline/InterlineTravel page on Flying Together>Travel. To determine which method is used for the carrier you wish to travel on, use the drop-down box near the top of the Other Airline/Interline Travel page to "Select from the Interline Agreements below." Each agreement will detail who can travel and how to purchase tickets, list and check-in for that carrier; read it carefully! Thank you to Kirk Moore, Chairperson, RAFA Travel Benefits Committee for sharing his insight for all retirees to benefit from.

IN CLOSING Summer is a time for visiting family and friends. I intend to do just that and I hope you all have a chance to do the same. If your travels call for flying, I recommend the 20% Discounted Tickets. At our age, who wants to sit for days in the boarding area watching everyone but a retiree being boarded?

Jon Rowbottom RUPA President

How to update your personal Information!

Address changes, (Attention Snowbirds!!!!)

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

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

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

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

About the Cover

Stretch DC-8 on approach

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

OK, U already know how GR8 Shrimper's is.....so enuf about THAT! The WX was terrific but kind of warm due to very 'still/no wind' conditions.....but (in spite of our ages) we made it thru with NO ONE fainting...:-)). Our Food and Service (service in PARTICULAR) was OUTSTANDING and provided by Kailee (see Picture with Jerry Bradley) -- and this was her very FIRST Day on the job. We 'might' just have to 'request' her Again..... ;-} NO DOUBT about it.....

We had a total of 8 attending the Luncheon and the conversation(s) covered many different subjects including but not limited to: the recent 'passing' of long-time MIA Capt. Hambone Wilson; UAL's really POOR Financial performance and what needs to be done with and about Smisek (👍) Bill Northup's (Norty) Aviation activities of years gone by that if done TODAY would definitely be on U-Tube; and the fact that due to 'weakness' - Sid Sigwald was not able to make our Luncheon although he was planning to do so (thanks to the efforts of Bob Schaet).



Those who attended L to R: *Bob (the Pirate) Langevin (had an eye procedure the day B4), Jerry Bradley, Ted Osinski, Jack Boisseau, Bill Northup, Bob Schaet, Art Jackson and Del Gartner.* (Kailee and Jerry Bradley)

Wishing you a Happy and Safe Summer and if your Summer travels should bring you down to SE FL around Tuesday, July 8th, Aug. 12th, or Sept. 9th we'd love to have U join us at one of our Luncheons at Shrimper's here in Stuart at 11:30AM. Wishing everyone a Happy & SAFE 4th of July Holiday Weekend.

Best Regards, *Bob Langevin*

A short note from the RUPA Sec/Treasurer

Some of you might notice that the label on your *RUPANEWS* is different from what you previously saw there. Why you might ask? Because I am lazy, and when you have been using a nickname before, and now, you have your full name on the check, well, trying to find Bill Smith, when he is William X. Smith on the check. I might spend days (just kidding) looking for the correct Smith.

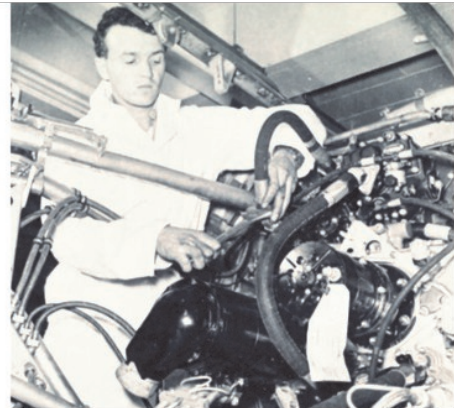
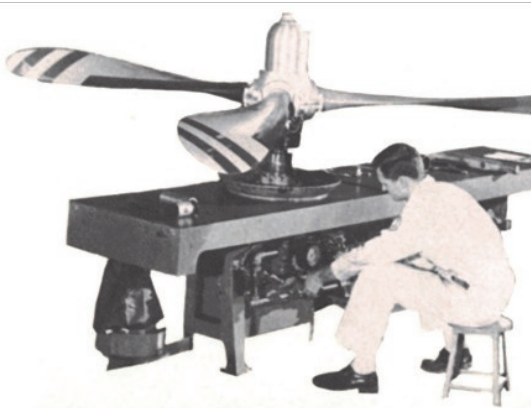
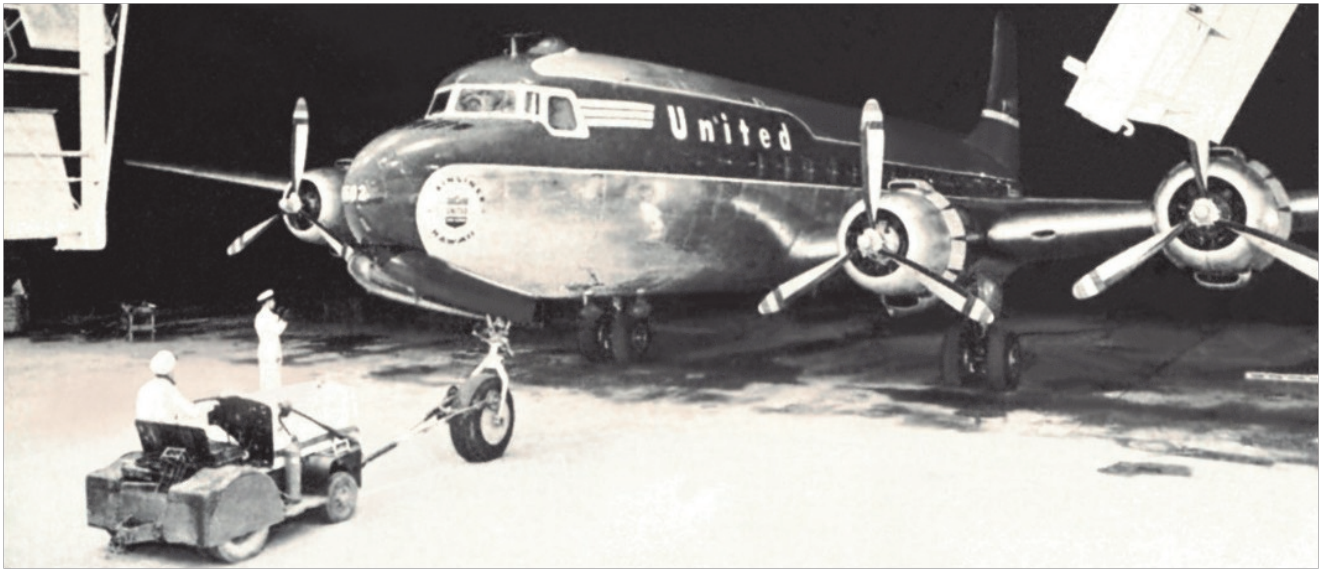
It would be very helpful to me, if you have a very common last name, to print your file number on your check as a way to make sure I credit the right person with a dues payment.

So humor me for a while, as I am still learning this job. *Leon Scarbrough* rupasectr@aol.com



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



At the SFO Maintenance Base's dock, the DC-6's flight and engine instruments were removed and transported on special racks to the instrument shop for examination. The radio and other electric equipment went to another section of the plant for inspection and testing.

The plane's engines were completely disassembled and any part failing inspection was replaced. The cylinders were given a chemical bath and a nut-shell blasting that removed carbon but did not nick the metal. The propellers also faced disassembly and were re-ground, polished and balanced to minute tolerances. Even the seats were removed and sent to the upholstery shop for cleaning - leaving the airplane fuselage stripped.

The new and renewed sub-assemblies were returned to the dock for installation. When the plane left the dock and arrived at the ramp a crew of inspectors double-and-triple checked the work. Once this inspection was complete a test-flight crew took the plane aloft where it was put through its paces - turning, climbing, stalling and gliding - every maneuver in the books.

Marvin Berryman DENTK Retired - from the 11/55 "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

2014 Guppy Gathering in Sonoma

**The 2014 Guppy Gathering will be held Wednesday, Sept. 24, from 11-2pm
at the Sonoma Town Plaza in Sonoma, CA.**

For more information, contact Jan Wheadon at 707-224-3901.

New York Skyscrapers RUPA June Luncheon

89 people showed up at our Spring Luncheon. Photos of the luncheon can be viewed online at: <https://picasaweb.google.com/NYSkyscrapers>, in the album entitled 2014 Spring Luncheon. Captions will soon be added to identify everyone.



Special thanks to volunteers, Bob Lawson and Pat Harben, for manning the check-in desk, and to Mike Severson for taking photos, and also to Al Swanson for hosting us at his Rock Spring Golf Club.

More thanks to the following retirees who donated raffle prizes which enabled us to donate \$750 to the United Airlines Retired Pilots Foundation, which helps retired pilots and their families who need support:

Donors and their donated raffle prizes: Howie Aronson: bottle of wine, Mike Dater: 2 water-color paintings that he created, Ed and Ona DeChant: 3 nites in their 1-bdrm condo at Ocean Manor Resort, FLL, Wayne Erb: commemorative silver dollar for 1st flight of the Wright Brothers, Wes Erbe: book, Ken Ernst: Pinot Noir Chateau St Jean, Sonoma 2009, Skip and Billie Fairman: 2 baskets of their wonderful jams, from their farm, Joe and Cherie Guccione: 2 books, Jim Lattimer: Bushmills 10 year old Irish Whiskey, Bob Lawson: Navy cap + Navy jacket, Don and Carol Matheson: 2 bottles of wine, Al and Susan Mitchell: bottle of wine, RUPA: 3 books: "United, The Age of Flight," history of America's Pioneering Airline, John and Linda Stewart: bottle of wine, Jack and Ann Traeger: bottle of wine, Barbara Weir: framed photo of UAL planes with different paint jobs.

First-timers at our luncheon were Walt Adams, Frank and June Ernst, Barbara Maffeo and Denise O'Flynn. Recent retirees included Walt Adams and Lou Garcia. Our oldest retiree was Chan Stoughton (accompanied by his daughter Joyce Johnson) who will be celebrating his 90th birthday on August 2nd. Close on his tail were Ted Garrity and Rip Munger.

Recent retirees who have Flown West were: Jan Conover (Feb 9th, 2014), Mike Fiore (May 21st, 2014) Paul Graffeo (Feb 14th, 2014), Fred Terhaar (Mar 28, 2014).

A retirement party for JFKFO's Barabara Maffeo, will be held at the Assembly Steak House, on July 17th. More details to follow.

Chan Stoughton's family has invited us to attend his 90th birthday celebration on August 2nd, at the First Congregational Church, 124 Scantic Rd, East Windsor, CT 06088. If you're able to attend, please contact Chan's daughter Janet Lewis (drjanet770@gmail.com).

Our next luncheon will be held on Wednesday October 1st, at the Assembly Steak House, just north of the George Washington Bridge in NJ. More details to follow.

Finally, here's a list of those who attended our luncheon on June 11th, followed by a list of those who sent their regrets. Pete Sofman, Luncheon Coordinator, psofman@gmail.com [203-322-0724](tel:203-322-0724)

Those who attended: Walt Adams, Ray and Sharon Amato, Howie Aronson, Bob Beavis, Ray and Pat Bernosky, George Bleyle and friend Diana Zaleski, Dick Bromwich, Frank Calderaro, Vince Ciriello, Jim Colligan, JJ Cunningham, Frank Decker, Ron Denk, Drew and Connie Duerwald, Wayne Erb, Wes Erbe, Frank and June Ernst, Skip and Billie Fairman, Bob Falco, Ray Furlan , Lou Garcia, Jim Gardner, Ted Garrity, Jim Good, Ori Good , Joe and Cherie Guccione, Sue Guletsky, Jim Haeni, Pat Harben, Fred Harris, Dave and Ellie Hoyt, Chuck and Nancy Hughes, Jerry Innella, Peter and Judy Kohlsaas, Matti Kosonen, Jody Kraly, Bruce Kutz, Jim Lattimer, Bob Lawson, Harry and Jane Lloyd, Barbara Maffeo, Don and Carol Matheson, Mac and Janet McFarland, John Miles, Al Mitchell and daughter Susan, Rip Munger, Denise O'Flynn, Dave Ormsher , Robin Pritschau , Mike Perry, Jim Pifer, Charlie Pocher, Tom Purrington , Ned and Rae Rankin, Mike Severson, Irv and Mary Soble, Pete Sofman, John and Linda Stewart, Chan Stoughton and daughter Joyce Johnson, Mark Strasfeld, Al Swanson, Jack and Ann Traeger, Al Venskus and son Al, Watts and Phyllis Waddell, Barbara Weir, George Williams, and Lyn and Martha Wordell.

Those who sent their regrets: Bill Bickert, Roger Bjornberg, Pat Brannigan, Jim Brundige, Bob Carey, Carl Carlsen, Ben and Ben Conklin, Mike Dater, Ed and Ona DeChant, Bob Duckworth, Bob Eccles, Ken Ernst, Bob Fiedler, Larry Gardner, Fran Groff, Dave and Paulette Heilbrun (injuries), Barney & Rie Higgins (Rie is sick), Jack and Glinda Hill, Joe Holub, Doug Horne, Bill Horrigan, Bob Hughes, Jack Jannarone, George Kane, Koop Koopmann, Ron Krilla, Ray Lemmon, Hank Lopez-Cepero (broken wrist), Chuck Melbourn, Jim Morehead, Denny Morell (knee being replaced), Neil O'Malley, Ken and Kari Perkins, Gene Peterson, Laurie Reeves (attending the International Forest of Friendship celebration in Atchison, KS (IFOF.org), Pete Saeger (knee being replaced), Lou Schueler, Bob Scott, Steve and Geri Scott, Mark Seal , Dick Strickland, Jim Taylor, Ron and Becky Tsolis, Joe Vitelli, Jim Wilson and Woodie Woodworth.



The Senior Table photo shows (L to R): Chan Stoughton and daughter Joyce Johnson, Ted Garrity, Walt Adams, Howie Aronson, Rip Munger, and Dave Ormsher.



Ohio Cleveland Crazies RUPA Luncheon

Our annual 'Summer Do' of the Cleveland Crazies was held at the beautiful home of Carol & Richard McMakin on Saturday June 7th and blessed with absolutely wonderful weather. The McMakin's hospitality is legend with the Cleveland Crazies and the attendance was the largest to date. The food was contributed by all in attendance and, as usual, excellent in all respects. The conversation was lively and important for catching up on the news from all present. It was grand to see and visit with folks who we have not seen for a number of years, and hope they will come back next year. Several regular faces were missing and they were properly abused in absentia.

Two surprise cakes were added to honor Pete Granata's 80th birthday (He thought he was the oldest, but not even close). In addition there were three 50th Wedding Anniversaries celebrated. The couples celebrating were: John & JoAnn Pinter, Don & Beverly Karaiskos, and Phil & Linda Jach.



Those attending this summer are from top to bottom and left to right in the picture bellow: Top, Left to Right – Phil Jach, Linda Jach, Dick Sanders, Mary Lou Sanders, Joe Getz, Vickie Getz, Skip Irwin, Dick Orr, George Bleyle, Jerry Lawrence, Karen Lawrence, Pete Granata, Neil Bretthauer, Steve Jakubowski, John Pinter, Bob Lang, Dawn Lang, Rip Curtiss, Harvey Morris, and Cory Listen.

Bottom Left to Right – Don Karaiskos, Beverly Karaiskos, Jim Burrill, Monica Burrill, Diana Zaleski, JoAnne Orr, Dan Seiple, Beverly Seiple, Hal Schichtel, Lori Schichtel, JoAnn Pinter, Vicki Bretthauer, Sue Deeks, Ken Wheeler, Kristi Deem, Jim Howard, Shirley Curtiss, George Sorenson, and Teri Sorenson.

Kneeling - Linda Jakubowski, Carol McMakin, and Richard McMakin. Cheers, *Phil Jach*

Reno's Biggest Little RUPA Group

Greetings from The Biggest Little Group. This will be a double header from the Biggest Little City as I include the April and May attendance lists. Suffice it to say that Religion, Politics and Political Correctness were not discussed at either of these two events, as stories of our latest travel experiences and stories (lies) from days long gone by dominated the scene.

Those in attendance April 23 included; Dean Shuff, Ken Miller, Cort de Peyster Jim Nugent, Gene Lamski, Tom Diehl, Rick Schwarze, Jim Whiteley, Harold Adair, Charlie Kettering, Ed Greer, Joe Gareffa, and Gary Dyer.

Those In attendance May 28 included; Jim Whiteley, Gary Dyer, Bill Shephard, Gordon Newman, Cort de Peyster, Sam Jacobsen, Jim Nugent, Bob Mierau, Tom Diehl, Gene Lamski and your Reluctant Scribe *Lyle U'Ren*

Hagerstown RUPA Boys Night Out

Cleve, Here is an actual photograph of the latest gathering of retired (tired?) eagles on Wednesday evening, June 11, 2014 in Hagerstown, Md. This Washington RUPA group convenes almost every third month on Boys Night Out at the Schamkerl Stube Bavarian Restaurant at 1800 hrs. We recreate the wonderful layovers in Frankfurt, Germany, by enjoying a beer or two and the Wednesday special dinner, PORK SHANK BAVARIAN STYLE, otherwise known as SCHWEINSHAXE!



Attending, clockwise, more or less, starting from the left, Pierre Ney, Bill Wellborn, Paul Davis, Gary Cook, JC Black, John Easton, Jim Turner, Chuck Rine, EK Williams, Stokes Tomlin, Al Barbour, Carl Jackson (son of Earl Jackson and an American pilot), Gill Coshland, Charlie Schwab (PAA), John King, Jr., Austin Jackson (grandson of Earl Jackson), Earl Jackson and last, but not least, Bill Nolan.

Washington Area/Leesburg RUPA met for breakfast

The Washington Area/Leesburg RUPA met for breakfast on Friday the 6th of June at Bob Evans Restaurant in Leesburg, VA. An enjoyable meal and visit was had by all.



Those attending L to R were: EK Williams, Gary Cook, Gene Couvillion, Charlie Schwab, Pete Coppolino, Dave Anderson, Herb Pe tit & Sim Stidham (not pictured).

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

We had a good turnout for our June luncheon at Edgar's Quail Lodge in Carmel Valley. Our hosts, Pete and Donna Walmsley ordered up a beautiful day and we took a picture out on the practice putting green before we sat down.



Our group included Lee and Nancy Casey, Milt and Sunee Jines, Paul and Brigitte Olson, Bob and Cindy Benzies, Carlos and Judy Quintana, Jack Cowles, Will and Fran Blomgren, Diane Emerson, Connie and Beth Ege, Dave Mackie and Jon and Jane Rowbottom.

We started with a moment of silence for Captain George Nixon, who Flew West on June 6th. George was a long time SFO pilot and from the number of stories that were shared it was obvious he was one of our favorites.

Jeff Mundle, SFO A320 Captain, joined us to start his transition to the good years. He still has 7 years to go before he no longer has to bid for his days off and vacation....all the days are off! Jeff spoke to us about how things have changed since the merger. We all agreed that our days flying the line were far more fun.

Will Blomgren spoke to the group about the U.S.S. Macon. On February 12, 1935, two Point Sur lighthouse keepers witnessed the end of an era when the rigid airship U.S.S. Macon crashed offshore and sank in 1,450 feet of water. Of the 83 crew, all but two escaped from the crash alive. The helium-filled dirigible had an aluminum frame and a painted cotton skin. The craft spanned 785 feet in length, three times that of a Boeing 747. With a top speed of 80 mph. The U.S.S. Macon used a trapeze mechanism to launch and recover inflight the four Sparrowhawk F-9C-2 airplanes she carried. Will remembers the Macon flying by his home in Fresno as a 3 year old. Phyllis Cleveland is a docent at the Pt. Sur Lighthouse and added some more details to accident.

Sunee Jines and Jane and Jon Rowbottom spoke of their recent RUPA Cruise experience to the Fiords of Norway. The outside dining added to the wonderful day and folks lingered well into the afternoon. A fun day was enjoyed by all! *Jon Rowbottom*, Scribe

Seattle Gooney Birds RUPA Luncheon

May 15, 2014 Eighteen RUPA members gathered for lunch at the SEATAC Marriott. We welcomed back Eric Skone, who we haven't seen for awhile.

Al Black gave us some pointers on SA pass travel that he learned on a recent trip to SAN and return through SFO. Herb Marks went to his smart phone for a couple of jokes and then borrowed Bud Granley's smart phone for another. Fred Hope reminded us of the Council 27 Retirement Party on June 7. We paid tribute to Ray Randal, who flew west recently; may he Rest In Peace. The host told a joke to polite chuckles and we adjourned until next month.

In Attendance: Dave Carver, Fred Hope, Jack Brown, Gerry Pryde, Chuck Westfphal, Howard Holder, Al Haynes, Eric Skone, Jim Barber, Fred Sindlinger, Mark Gilkey, Bud Granley, Herb Marks, Rob Robison, Al Black, Ken Case, Vince Evans, and *Bill Brett*.

The Intrepid Aviators Of Southern Oregon RUPA Luncheon

A BIG thank you to Dan Kurtz for his hospitality in hosting us at his ranch on the 15th of May. And, what a delightful time it was too! Dan's buddy, Jaime, couldn't make it, but his good friend and buddy Odie did to our great benefit.

This year Dan had some of his younger calves in the arena where he and Odie demonstrated the cutting and working of the animals. And what animals the cutting horses are! Incredible athletes they are and, I might add, Dan and Odie too to stay on the backs of them! Dan even worked one of his older horses, a 26 year old mare who showed the bloodlines and desire of cutting horses never dim. Interesting that when the horse is directed to go to work they become absolutely focused on cutting the calf out of the herd. On the signal to hold back they instantly become disengaged. Nice to have been able to have had that attention when our kids were small. We also got to see Dan's 2400# Angus bull. Now that is really a lot of bull. Huge! Even more, there were several colts, just a few days old and one very unhappy mare, overdue on her pregnancy due date.

We then adjourned to their home where Sidney had a wonderful Hawaiian meal for us. Too much fun! And best yet....Dan hopes to do a repeat next year as well.



Those in the photo from the back left, Marty Niccolls, Harlowe and Chuck Kittle, Steve and Leeann Fusco, Harvey and Arlene Saylor, Sidney and Dan Kurtz, Scott (Scott Lee's buddy) and in front, Scot Lee and Odie. What a group.

What a good time and thank you Dan! Oh yes, photographer and thus missing from the photo, *Bob Niccolls*

The San Francisco Bay-Siders Luncheon

The Bay-Siders had a pretty good turnout for our June luncheon with 22 in attendance. I think the great summer weather has members doing other things.

We thank Jan McNaughton for showing up with some very tasty pastries.

Those of us who had been on the Norway cruise shared some of our experiences in that beautiful country.

Rich Bouska announced that the next cruise will be from Ft. Lauderdale, through the Panama Canal, and ending in San Diego. It is a 16 day cruise departing Ft. Lauderdale on April 11, 2015. You will find the full information about the cruise in this issue.

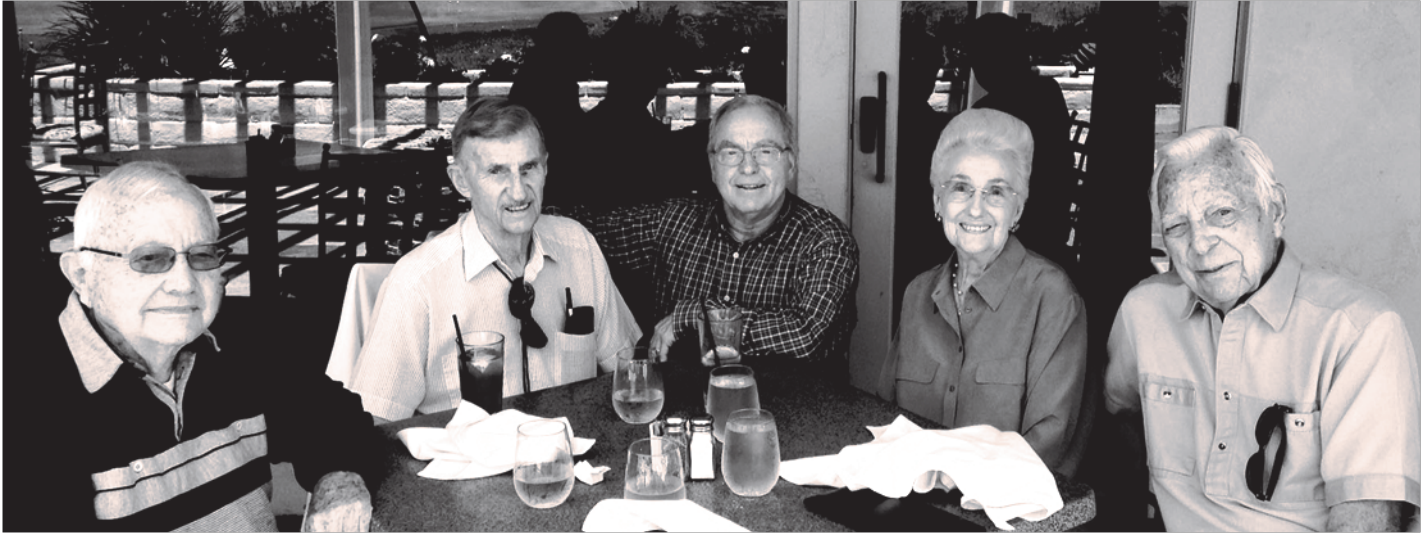
In attendance were: Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Barry Hamley, Dick & Jeri Johnson, Bob Kallestad, Kal Kalpin, Jan McNaughton, George Mendonca, Ken Miskow, Walt & Mary Ramseur, Cleve Spring, Jerry Terstiege, Gene & Carol Walter, Larry & Pat Wright.

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

San Diego North County RUPA Luncheon

Howdy, Cleve- Well, I made it to the lunch on June 10, 2 days after my 39th (again) birthday after missing the last two luncheons. B-day check to Leon, of course, and here's the news.

As usual, we had lively conversations and lots of laughs. It struck me that no matter how many times we meet with the same people, there are no "repeats". the subjects of the conversations are always different and interesting. I have a neighbor who was a Marine fighter pilot in WW2 who flew Corsairs in the Solomons campaign. He had to ditch once and was shot down once. He seems a likely candidate for a RUPA luncheon if I can convince him to come with me in July.



Present were L to R; Bob Bowman, Bob Harrell, Mark Mayer, Evelyn and Bill Pauling. Brad and Rhoda Green were expected, but didn't make it. I've called Don and Lois Trunick, but no answer, and we hope all is well with them. Mark always brings his gadget to take a picture of this motley crew, and a waiter or waitress is always glad to oblige.

Best to you, Cleve and all the volunteers who keep the *RUPANEWS* such a great publication, *Bob Harrell*

Denver Good Ol' Boys and Girls (May) RUPA Luncheon

Our scheduled meeting once again convened about 11:00 May 20th the third Tuesday at the Denver American Legion Post One. After libations and visiting, at 12:00 or so lunch got underway.

After introducing the two ladies and two other guests along with one short joke by the coordinator, the forthcoming talks mentioned in our April *RUPANEWS* followed; first, a humorous "gorilla costume act by Dick Shipman in the cargo corner of the DC-6 cockpit scaring a young lady flight attendant" on a night flight experience as told by Jack Davis, which brought on the laughs along the way. Next, a very poignant Army Air Corp World War II career experience by Mack Connelley, all very well done in respect of detail, on his twenty-third bombing mission, which ended in him ditching a very crippled B-17 in the North Sea off the coast of England just before dusk – more than two hours thereafter it ended with a near miraculous successful rescue of the crew floating in one over loaded raft at night. As his talk ended Mack received a very well deserved applause. We ended the meeting with few sundry discussions in respect of news and pass experiences. No news along the way was in respect of infirm or flown west members.

Attending were: Darrel Ankeny Rick Bebee Bob Blessin Ray Bowman Ed Cutler Jack Davis Al Dorsey Dennis Getman Bill Hanson David Horwitz Susan Hytinen Tom Johnston Dick Kobayashi Jim Krasno Rick Madsen George Maize Ed Riehl Dick Shipman Bernie Stoecker Russ Ward Stanley Boehm and Marilyn Gifford H Mack Connelley and guest Bill Robie Bill Fife and guest Mark Brown and Ted and Rose Wilkinson.

Respectfully submitted – your Co-scribe, *Stanley Boehm*

The Columbia River Geezer's RUPA Luncheon

Five members attended our monthly RUPA lunch this week, Doug Howden, Dick Ionata, Rich Warden, Fred Krieg and yours truly, Tony Passannante.

Lively conversation started even before we were seated for lunch and we were pleasantly surprised to have a new attendee, Fred Krieg, who drove up from Independence, OR (just SW of Salem), where he lives in an Airpark at the airport of the same name. Welcome Fred, hope to have you as a regular.

The usual airplane talk ensued, with stories covering everything from gliders and hot air balloons to C-124s and B-52s, with the usual airline anecdotes thrown in for good measure. Dick even related a "shaggy dog (his own) in the cockpit story." Yes, really.

Lots of lively conversation about contemporary modern electronics and "Glass" now found in so many General Aviation aircraft, from kit-builts to purpose-built business jets. This discussion spilled over into one about the various Flight Planning Apps for your main frame or laptop computer, iPad and other Tablets and even iPhones and the like.

Some of these Apps come with the ability to view, and print, enroute, SIDs STARs and approach charts, world wide, and also access to real time radar. They also provide a link to file flight plans, of course, and even file the appropriate Facilitation documents with US Customs & Immigration.

Finally, we had a discussion about some of our collective experiences with both "My UAL Discount" (20%) and other airline travel using ID90T. Those of us who have been using these options have had, generally, very positive experiences.

Our meeting spontaneously broke up at 1330. We meet every second Wednesday at 1100 hours, at the Clackamas Town Center Claim Jumper, just off I-205, Sunnyside Road exit. Drop-ins always welcome, so if circumstances permit, please join us. *Tony Passannante*

San Francisco East Bay RUPARIANS

The 5th edition of the East Bay Ruparians nicely survived a change of venue. Thirteen members managed the change from Beeb's Sports Bar & Grill to the Black Bear Diner and attested to the much quieter eating area. The shift in day selection enabled Board of Directors members Cleve Spring and Rich Bouska and wife Georgia to join us. We hope they can become regulars.

The serious business included a proper name selection for the group. Something that might contain a reference to "Diablo" or "East Bay" to denote our location. Mail in suggestions are accepted. Other openings include a photographer and maybe someone to submit a monthly report. That was just about all the serious stuff and the catching up on past experiences continued.

Attending members were: Neil Dahlstrom, Steve Filson, Roger Ehm, Dean Weihe, Jim Trierweiler, Al Wilcox, B.S. Smith, John Baum, Bruce Milan and Don Merucci.

The next meeting will be July 9 at 1230 hours at the Back Bear diner. Ciao, *Don Merucci*

NON SEQUITUR | Wiley

MISTAKES WERE MADE, AND SINCE I'M THE ONE WHO OK'D THE PLAN, I TAKE FULL RESPONSIBILITY



Dana Point RUPA Luncheon

June 10 the arrived with a beautiful day for our RUPA Lunch at the Wind and Sea. A 11:30 start was seemingly taken by the group well -as most everyone arrived at the same time. Reminders of our start time seem to be well taken. The parking was also better. This parking is an issue as the summer picks up and visitors to the Harbor increase.

Bruce Dunkle circulated some literature and flyers that he picked up on his recent visit to Normandy. Bruce and his wife Peggy had just got back from their visit to Normandy. They were able to visit the beaches of Omaha, Utah Sword Gold and Juno and brought back many pictures of the area. With some careful planning, they got to the area with minimum problems. Their group was very impressed by what was preserved from those days 70 years ago. Even the weather cooperated to make their visit complete.

On Deck at 11:30: Al Pregler, Bill Rollins, Bill Stewart, Bob Brockmeier, Bob Fuhrmann, Bob McGowan, Bruce Dunkle, Butch Trembly, Carlos Berhard, Denny Giese, Jerry Meyer, Joe Udovch, John and Cheryl Arp, Mike Brueggeman, Park Ames, Ken Corica, Ron Dye, Ted Simmons and Walt Bohl. Joe Udovch rehab is going well and is now back to limited driving. Congratulation Joe!

My wife, Gwen and I managed something different, a train trip to Vancouver BC from San Juan Capistrano CA, with a transfer at Los Angeles train depot. Only hitch was the train did not quite get to Vancouver...there was a transfer to an Amtrack Bus at Seattle. We elected to rent a car as we were going to need one in YVR. On board we got the run of the train which included a Dining car, a Parlor car, a sightseeing car with docents and even a movie car. It took 33 hours to get to Seattle. The train moves quickly with a speed restriction around 80. We passed cars on the freeways. Most of the time we moved through areas where there are no roads just lakes, trees, mountains and the Pacific ocean. Quite scenic. On the return -on the train- it seemed like we were taking a different route. It was the same route but our eating, sleeping, night or day- was different!

Next meeting July 8th. Cheers, *Ted*

Americans Hate Airline Fees



84 percent of US Airline passengers and travelers oppose airline fees, but many travelers don't want to pay higher ticket prices either for eliminating such fees.

Those are among the findings of a new national survey by the most popular legal information website.

Summer travel season is now in high gear, and Americans are filling planes taking them to vacation destinations near and far. As they fly, they are encountering dozens of fees from the airlines in addition to the basic ticket price. Some fees are for services that were previously included in the ticket price, such as checked luggage and meals. Other fees are for additional amenities, such as extra legroom and priority boarding.

An overwhelming 84 percent of Americans say they don't like airline fees and support the statement that "airlines are nickel-and-diming passengers," according to the FindLaw.com survey. Only thirteen percent said they that like airline fees, because it allows them to only pay for the services and amenities that they use.

But while people strongly dislike airline fees, when asked whether they would rather see higher ticket prices in return for eliminating some fees, people were more split. Only 53 percent say they would be willing to pay higher airfares with no fees. Nearly as many people – 47 percent – said they would prefer to pay lower airfares with basic service and then pay fees for additional services.

Airlines defend the use of fees. American Airlines president Scott Kirby recently told an industry conference that many other types of businesses charge for extra services, but airlines are unfairly singled out for the practice.

Summary of the RUPA Cruise to Norway

Forty nine hardy souls made the trip to Norway and back. Four of our RUPA members had to cancel the trip just prior to departure due to illness.

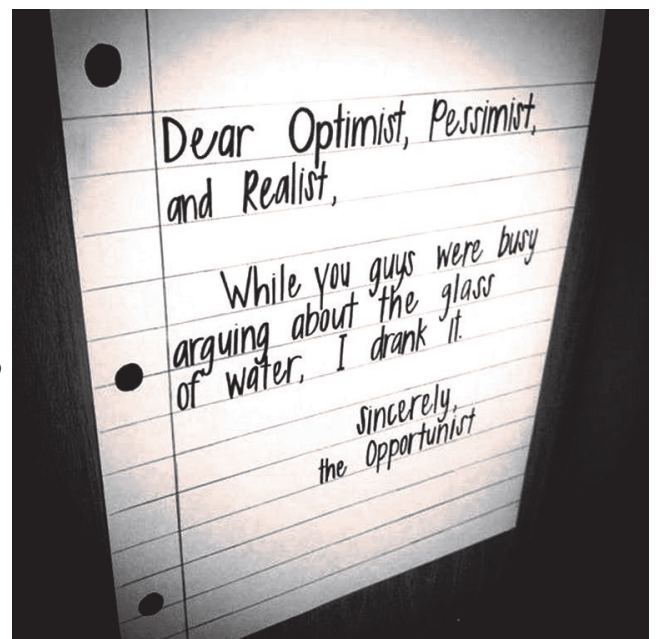


We all had a great time and after looking over the pictures I took, the weather was remarkably good. It did rain a couple of times but when you are on the ship, who cares. It did rain most of the day while we were in Bergen. The ship provided umbrellas for us and if you were on a bus tour you could stay relatively dry during your tour.

I must say cruising the Fjords of Norway was the most spectacular part of the trip. Most of the time the weather was bright and clear with stunning views of snow capped mountains, sheer cliffs straight down to the water and thundering waterfalls. The water within the Fjords was glassy smooth resulting in a mirror image of the scenery.

Prior to the discovery of North Sea Oil, Norway was a relatively poor country. Its economy is flourishing now, with 275 billion Euros in reserve, and they are making plans for the future when the oil and gas run out. They also have a pipeline that runs from Norway to the UK. Eighty percent of their population owns their home, and education is free. If you missed this cruise you missed a good one.

e had a good group of travelers who gathered almost every night in the Crows Nest for drinks and socializing, and that is what RUPA is all about.



RUPA 2015 PANAMA CANAL CRUISE



Embark next April with your fellow RUPA members on what world travelers consider the thrill of a lifetime, cruising ocean to ocean via the Panama Canal. Experience the thrill of gently traveling through the famed locks that changed the course of history through the marvel of modern engineering. Land that once divided two continents and separated two oceans now, as it has for a century, stands as a magnificent gateway, -- it is, **The Panama Canal**. This project was as heroic as the Great Wall or the Pyramids and employed 50,000 laborers a year; it stands today, just as it has when it was first completed. The only change since

the first transit in 1914 is the method of pulling the ships through the locks. A trip through the Canal is 50 miles in length and requires about eight hours. The ship will be lifted above sea level through the efforts of the power of nature and engineering and will require the redirection of 53 million gallons of water. A trip through this man made marvel is a natural wonder.

Join us on April 11, 2015 when we board the Holland America MS Westerdam in Fort Lauderdale, FL for a 16 day cruise through the Panama Canal to San Diego, CA. Ports of call are Half Moon Cay, Bahamas, Cartagena, Colombia, transit through the Canal, Puerto Caldera, Costa Rica, Corinto, Nicaragua, Puerto Quetzal, Guatemala, Puerto Chiapas, Mexico, Huatulco, Mexico, Puerto Vallarta, Mexico, and Cabo San Lucas, Mexico, before docking in San Diego. We invite all members of RUPA, their friends and family members to join us on this Voyage.

Pricing for this cruise

Suite SA.....\$7299pp	Suite SB..... \$6999pp	Suite SC....\$6699pp	Verandah SY... \$3999pp
Verandah VB...\$3299pp	Verandah VF..\$2899pp	Outside C...\$2349pp	Outside D.....\$2319pp
Outside E..... \$2259pp	Outside F..... \$2229pp		

Other categories and Single pricing available on request. Taxes are not included and are \$410.21 pp

Deposit is \$850 pp. Final payment date is January 26, 2015 and is 100% refundable until 26 January. 2 cocktail parties are included for the group.

Early booking discount: If you book before September 1st, there is a \$100 pp discount for SA, SB, and SC categories, \$75 pp for SY and \$50 pp on the Verandahs. Other categories are already discounted and VA cabins are sold out.

Check out the deck plans, stateroom and itineraries on the Internet at www.hollandamerica.com. Go to Video & Virtual tours: choose the Westerdam to see the various categories on each deck as well as the cabin layout. All categories are available for booking subject to availability. Rates are subject to change until booked.

If lower pricing or special promotions become available you will be rebooked to take advantage of the lower price or special promotion. Once final payment is made there can be no change in the cruise fare.

Airfare is not included in the pricing but is available through Holland America.

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

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



Pass Travel Update (June 2, 2014)



1) Summer Travel Tips

From the United Daily May 23, 2014

Summer is a busy travel season not only for our customers but also for our employees and retirees and their pass riders. In fact, nearly a third of the segments flown by pass riders last year were during the months of June, July and August.

To help you and your pass riders get the most out of your pass travel privileges this summer, follow these tips:

- Take advantage of our travel-related Employee discounts. We have discounts on hotels, car rentals, travel services and even cruises and attractions.
- International SOS provides employees and retirees with security and medical assistance in emergency and non-emergency situations while traveling. Carry the International SOS membership card with you at all times. You can print it from Flying Together or download the free app. You will need to know our membership number: 11BYCA000027.
- Use your myUAdiscount. Through this program, you can buy revenue-confirmed tickets with a 20 percent discount for system-wide travel in any cabin on United and United Express. These tickets must be purchased by clicking the link on the Travel tab on Flying Together; they cannot be purchased via mobile Flying Together.
- If you plan to travel to international locations, make back-up travel arrangements in advance through our Other Airline/Interline Travel program because high load factors may limit the number of pass riders who are cleared for our flights.
- When you need to access employeeRES or other Travel info on the go, use the mobile version of Flying Together available at <https://flyingtogether.ual.com> on your phone.
- **Avoid violating our Pass Travel Guidelines and review these reminders for pass travel:**

Be Friendly. As representatives of United, employees and retirees and their pass riders should always treat one another with mutual respect in every interaction, whether in person, on the phone or via email.

Leave your flip-flops in your bag. Travel attire when pass riding should allow you to feel comfortable yet should look neat and professional.

Don't double book. Pass riders may not hold a confirmed reservation and a positive-space or space-available booking for the same routing for the same trip.

Bring your documents. Make sure you and your pass riders have the Documents Required for Pass Travel for international locations to avoid detention and removal from the country along with costs and penalties for United.

Pick your cabin. List for a flight based on how you or your pass riders want to fly, since stand-by pass riders will be cleared in boarding priority order for the cabin in which they listed. If you list for a first or business class seat and your first choice is not available, our system will automatically assign you to the best-available economy seat. Remember, if you list for economy but accept a seat in a premium cabin, you will be charged for the premium seat.

Pick your priority. Once you check-in, you may not change your boarding priority within one hour prior to domestic flights and within two hours prior to international flights.

Change of plans. Cancel bookings in employeeRES or mobileRES if your plans change. Listings are counted six to 12 hours in advance of departure time to determine how many premium cabin meals we will need to prepare for a flight. If you do not show up, we will needlessly board a surplus of meals that may be wasted. Also, if plans change and the accompanied pass rider is not traveling with their eligible, cancel the booking and rebook it properly.

Not for sale. All travel passes and reduced-rate tickets are for leisure travel only and are not to be sold, bartered or used for personal gain or business purposes.

Know your costs. You can view your pass travel service charges, fees and taxes in the Pass Travel Report in My Info/All About Me. The reports include all associated costs, so you will no longer need to estimate the pass tax withholdings.

Notes from RAFA on the above article:

Depending on how you are viewing this Update, the links above may not work. Just in case, here are the “paths” to reach the information plus comments:

Employee Discounts are here: FlyingTogether>Travel>Travel Discounts (in the center panel). Not all discounts apply to retirees; read each one carefully.

International SOS is here: FlyingTogether>Travel>Travel Programs (in left panel). Retirees have limited coverage.

My UA Discount is here: FlyingTogether>Travel>Travel Programs. Use the “Book travel” link to access United reservations; discount fares have a blue star symbol in the far right box that say “promotional offer applied”.

Other Airline Travel is here: FlyingTogether>Travel>Travel Programs.

We recommend RAFA’s guide Other Airline Travel on our website (www.rafa-cwa.org).

Pass Travel Guidelines are here: FlyingTogether>Travel>Travel Policies

“Bring your documents”: see #2 below.

“Pick your cabin”: United’s computer will downgrade pass riders from FC to Y; if downgraded on a three-class aircraft, ask gate agent for available BC seating.

“Pick your Priority” means choose either a Vacation Pass or Personal Pass.

“Know your costs”: The Pass Travel Report is still not working for most retirees. If it doesn’t generate for you: Go to employeeRES>Quick Links> Feedback. The form will already have your file number and email address populated. For the Subject field, choose “Question”. In the comments box state you would like a Pass Travel Report and give a date range. Then click on the “Submit feedback” button. Your report will be emailed in pdf format.

2) Submit Documents vs Bring Documents!

Don’t get confused; these are different types of documents.

Submit: Before your pass riders can fly, copies of certain documents must be submitted to United Airlines to register them in “All About Me” (for example: proving domestic partnership status, birth certificates for new children, a marriage certificate for your new spouse). Note: No special documents are required to register Enrolled Friends. For more info, the “Document Options” pdf can found in the “View More Policies” link under Travel Policies (in the middle of the page) on FlyingTogether>Travel.

Bring: Pass riders flying to international destinations must bring the same docs required of regular passengers (a valid passport and, if needed, valid visas). Additionally, there may special situations when space available passengers must have a Transit Visa when transiting certain countries. Pass riders have been detained when they don’t have a transit visa and sometimes United gets fined. Pass riders do not have to submit copies of those special documents to United before travel, but they must bring them on their trip to not get “stuck” somewhere! Find the “Documents Required for Pass Travel” pdf under Travel Policies (left panel) on the Flying Together>Travel page.

3) Flying Together vs United app

Some retirees are confusing these; let’s review:

Flying Together is United's intranet website for employees/retirees; you must log in with your file number and password to get information about healthcare benefits, pass travel and to list for flights on employeeRES. Flying Together can be accessed on a home computer, laptop, smartphone or tablet by typing the following address into your internet browser: <https://flyingtogether.ual.com>. For quicker access next time, save it as a favorite bookmark or as an icon on your home screen.

The United app is for the general public and can be downloaded to your smartphone and tablet. Retirees can check-in, view flight status, standby lists and seat maps *without* signing in. The information is updated in real time; an invaluable tool for standbys at the gate when passengers are being boarded. Go [here](http://united.com): united.com>Travel Information>Mobile Tools. Note: There's no reason to sign into the United app *unless* you are a Mileage Plus member with a password to check your miles/rewards. Employees/retirees cannot list for standby flights using the United app.

4) Airline Friends Without Benefits?

Retirees of airlines that are out-of-business (like Pan Am, Eastern, TWA, etc.) may be able to obtain space-available discount tickets from the Airline Retiree Pass Bureau on participating airlines (like Alaska, Delta, Hawaiian, US Air, etc.). United is not a participating carrier and United retirees cannot buy Other Airline tickets thru ARPB, so RAFA has no further information or endorsement. However, your defunct-airline retiree friends-without-benefits may wish to visit ARPB's website: <http://airlineretirees.com>.

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.

- 4/21: AA removes FC from its 777s, adds more BC seats
- 4/24: UA reports first quarter 2014 loss of \$609 million. Ouch.
- 4/24: UA begins daily 767s nonstop IAH-MUC (Munich)
- 4/30: State-of-the-art United Terminal B opens in Boston
- 5/07: DEN-PTY (Panama City) flights to begin in December
- 5/09: Daily 777 to fly SFO-HND (Haneda) in late October
- 5/16: Two of four runways closed at SFO until September
- 5/22: Seasonal service launched on 757 ORD-EDI (Edinburgh)
- 5/23: No more Doha, Qatar service after Aug 30th
- 5/23: "Facilitated problem solving" with NMB and AFA on joint contract
- 5/28: Possible GUM-PVG (Shanghai) flights in October on 737s

Kirk Moore, Chairperson, RAFA Travel Benefits Committee

Pass Travel: from Captain Pat Palazzolo

The company continues to focus its efforts in the pass travel area on converting our interline agreements to electronic ticketing. That's good news and bad news. The good news is that five carriers were converted on June 4th to e-ticketing; Lufthansa (LH), Delta (DL), Southwest (WN), JetBlue (B6), and TAP(TP).

Employees and retirees can now purchase tickets on these carriers on the ID90T web site and listing on the MyIDTravel website. Paper tickets issued on these five carriers before June 4th will be honored for 90 days from the date of issuance.

The bad news is that some carriers that don't have the financial resources to undertake the e-ticketing requirements have been dropped from our interline agreements, such as Nepal Airlines (RA) and others.

Because of the constant changes to our interline agreements, the company has agreed to ALPA's request to post notice of interline agreement changes in the SkyNet travel section - both additions and deletions. This will give active and retired employees the ability to better plan their off line travel. Too often in the past employees have tried to purchase tickets and found certain carriers have suddenly vanished from our list of agreements without any explanation, or that Business Class travel is suddenly unavailable on certain carriers, or that new carriers have been added, but employees are unaware of their availability.

The posting of these changes will be quite welcome!

The company still expects to complete a new electronic ticketing agreement with SAS sometime before the end of the year.

Chip-and-PIN card

By Rick Steves



When Europeans buy something with their chip-and-PIN card, they insert the card in a machine like this one on the left, then type in their PIN.

Europe — and the rest of the world — is adopting a new system for credit and debit cards. While handy for locals, these chip-and-PIN cards are causing a few headaches for American visitors: Some machines that are designed to accept chip-and-PIN cards simply don't accept US credit cards. This news is causing some anxiety among American travelers, but really: Don't worry. While I've been inconvenienced a few

times with automated machines that wouldn't accept my card, it's never caused me any serious trouble. Here's the scoop:

Today, outside the US, the majority of all cards are chip cards. These "smartcards" come with an embedded security chip (in addition to the magnetic stripe found on American-style cards). To make a purchase with a chip-and-PIN card, the cardholder inserts the card into a slot in the payment machine, then enters a PIN (like using a debit card in the US) while the card stays in the slot. The chip inside the card authorizes the transaction; the cardholder doesn't sign a receipt.

My readers tell me their American-style cards have been rejected by some automated payment machines in Great Britain, Ireland, Scandinavia, France, Switzerland, Belgium, Austria, Germany, and the Netherlands. This is especially common with machines at train and subway stations, toll roads, parking garages, luggage lockers, bike-rental kiosks, and self-serve gas pumps. For example, after a long flight into Charles de Gaulle Airport, you find you can't use your credit card at the ticket machine for the train into Paris. Or, while driving in rural Switzerland on a Sunday afternoon, you discover that the automated gas station only accepts chip-and-PIN cards.

In most of these situations, a cashier is nearby who can process your magnetic-stripe card manually by swiping it and having you sign the receipt the old-fashioned way. Many payment machines take cash; remember you can always use an ATM to withdraw cash with your magnetic-stripe debit card. Other machines might take your US credit card if you also know the card's PIN — every card has one (request the number from your bank before you leave, and allow time to receive it by mail). In a pinch, you could ask a local if you can pay them cash to run the transaction on their card.

Most hotels, restaurants, and shops that serve Americans will gladly accept your US credit card. During the transaction, they may ask you to type in your PIN rather than sign a receipt. Some clerks in destinations off the beaten track may not be familiar with swiping a credit card; either be ready to give them a quick lesson, or better yet, pay with cash.

In a few cases, you might need to get creative; drivers in particular need to be aware of potential problems when filling up at an automated gas station, entering an unattended parking garage, or exiting a toll road...you might just have to move on to the next gas station or use the "cash only" lane at the toll plaza.

Those who are really concerned can apply for a chip card in the US, but I think this is overkill. Major US banks, such as Chase, Citi, Bank of America, US Bank, and Wells Fargo, are beginning to offer credit cards with chips — but most of these come with a hefty annual fee. Technically, these are "chip-and-signature" cards, for which your signature verifies your identity, not the "chip-and-PIN" cards being used in Europe. While the American cards have chips, they are not configured for all offline transactions (in which the card is securely validated for use without a real-time connection to the bank). The cards will work for most European transactions, such as in Paris Métro or the London Tube stations, but they might not work at an out

-of-the-way gas station in Provence, where the gas pump is probably offline. If you really want a chip card, ask your financial institution if it plans to offer one soon, and find out if the card is “chip-and-signature” or “chip-and-PIN.” With either type, be sure you memorize the PIN for your card in case a card reader requires it.

Some credit unions are beginning to roll out true chip-and-PIN cards that work for all transactions, online or offline. One attractive no-fee card is the GlobeTrek Visa, offered by Andrews Federal Credit Union in Maryland (open to all US residents).

In the future, chip cards should become standard issue in the US. Visa and MasterCard have asked US banks and merchants to use chip-based cards by late 2015; those who don't make the switch may have to assume the liability for fraud. There's been lots of resistance, as the conversion may cost up to \$8 billion. But businesses and consumers are feeling the pain as international criminals exploit our antiquated magnetic-stripe technology to hack into and compromise millions of US accounts every year. When your bank next renews your credit card, it's likely there will be a chip in it.

The Luggage Tag With GPS

By Martha C. white



David Deeble opened his suitcase and realized that his machete was missing. So was the plunger, the stuffed rabbit and the juggling pins - not to mention his clothes. A comedic juggler for a cruise line, Mr. Deeble discovered six hours before the ship's departure from Singapore that he had grabbed the wrong black wheeled bag on his way out of the airport.

As luggage has become increasingly indistinguishable, travelers have tried ever more ways to set their bags apart, like tying bright ribbons on the handle or slapping on fluorescent stickers on the side. Now, some companies and airlines are developing a digital alternative to the paper tag, not only to find lost bags, but also to make check-in quicker.

Last year, British Airways conducted tests on a digital tag. The airline hopes to have it available to customers by the end of this year, a spokeswoman said via email. "The device is designed to create a hassle-free check-in experience," she said. "It will save them time at the airport. The personalized digital bag tag changes with the swipe of a smartphone to upload the traveler's next destination."

Air France-KLM is working with Fast-Track Company, a technology firm based in London and Amsterdam, on a tracking system that works through a smart-phone app. "Our aim is to take the stress out of travel and put you in control of your bag," said David van Hoytema, a cofounder of FastTrack. The system consists of two devices. A digital luggage tag will replace a paper version. A tracking device goes inside a bag and tells the owner its location through a smartphone app, using Blue-tooth when a traveler's phone is near the bag, and GPS and G.S.M. cellular technology when Bluetooth is out of range. Mr. van Hoytema said travelers would be able to use the devices together or independently. Travelers flying any airline would be able to use the tracking device.

Air France hopes to have it available to travelers by the end of this year, said Carole Peytavin, the airline's customer experience director for medium-haul activities.

Airbus is working on a suitcase with an embedded digital luggage tag that uses a cellular connection plus GPS for tracking. While the airline said that the device, called Bag2Go, was in a trial phase, it should be available in the near future, though it would not be specific.

The airline industry hopes it could help ease what is one of the biggest headaches of air travel - the lost bag. Airbus estimates that some 26 million bags are lost every year. While most are misdirected, airlines and customers say that a portion, even if small, are taken by mistake.

"We absolutely receive reports that that occurs," said Brian Parrish, a Southwest Airlines spokesman, characterizing the rate of mix-ups as "a very small percentage of our customer-reported incidents" of bags

that fail to appear at a traveler's destination. A JetBlue spokeswoman echoed Mr. Parrish's comment. "While we are not able to release figures, we did some research and found this does happen from time to time," the spokeswoman, Tamara Young, said in an email. Since it does occur, the airlines are looking for a way to reduce the incidence of such mix-ups.

"Because many bags look alike, we encourage customers to check their claim check number when they pick up their bag," a United Airlines spokesman, Charles Hobart, said via email. But the advice is not always heeded.

Another passenger took a bag owned by Ric Fleisher, an entrepreneur, when he flew to London to speak at a conference. Mr. Fleisher had a luggage tag on his tan bag, but that wasn't enough to keep another traveler from walking off with it. "I just came with the clothes on my back so I had to go to Marks and Spencer; I got a cheap shirt and a change of underwear:" he said. "I was a little perturbed." Now Mr. Fleisher takes no chances. Shortly after the incident, he tied two colored ribbons - one red, one with racing-stripe checks - to his bag handle, and when he eventually went shopping for a new bag, he chose one in bright blue. The eye-catching color also helps speed up his stop at the baggage carousel. "If I can see my bag when it comes out I can grab it quick, and I don't want it to be mistaken by anybody else," he said.

Sometimes, even a distinctive piece of luggage can suffer from a case of mistaken identity. Steve Ward, chief executive of a matchmaking service who travels frequently, said he once inadvertently swapped bags while on a skiing trip, even though the bag in question was oddly shaped for carrying snowboarding gear. "It was such a specialized bag it was amazing somebody had an identical bag:" he said.

Doug Howard, the chief executive of an information technology security company, who travels a couple of times each week for work, could have used the new technology when he checked into his hotel around 10 p.m. with what he described as a "standard black bag that 90 percent of America travels with." When he opened the bag, it was full of women's clothes. With a 7 a.m. breakfast presentation looming, Mr. Howard called the airline, which arranged to have someone come to his hotel and exchange Mr. Howard's suitcase for the bag he had inadvertently taken. Mr. Howard received fresh clothes in time for his breakfast meeting, but the incident left such an impression that he decided to make one of his company's promotional giveaway items a brightly colored wrapper for bag handles. "When you feel the pain, you feel the necessity," he said. "I figured I wasn't the only one in the world who had that problem."

United updated and expanded the app for iOS



We released an update to the iOS version of our United app on Friday, including several new features that enhance the mobile experience for our customers who manage their travel on the go using iPhones, iPads and iPod Touch.

The upgrades mirror some of the popular updated features of the app's Android version, which launched in April, and supports our goal to attract more customers to our lowest-cost sales channels. So far, our mobile app has been downloaded nearly 12 million times, and mobile sales are up about 80 percent over last year.

Read more about the updates in the full story on Flying Together.

PICKLES | Brian Crane



United opened new San Francisco club lounge



United Airlines brought its new airport lounge design concept to San Francisco International Airport in June, when the airline opened a new United Club lounge near its ultra-modern Boarding Area E in Terminal 3.

At more than 5,000 square feet, the new San Francisco United Club is located on the airport's mezzanine level. Vintage black-and-white United photos decorate the walls of the club, which offers members bar and cafe areas, abundant power outlets, and, as with all United Club lounges, complimentary snacks, beverages and Wi-Fi. Members may relax in any of more than 100 seats, from lounge chairs to the signature Arne Jacobsen "Egg" chair. This club is the latest to feature the airline's new United Club design concept, following clubs in Chicago, Seattle, San Diego, Boston and London.

The new club will operate in addition to United Club lounges at San Francisco's domestic Terminal 3 Boarding Area F and in the airport's International Terminal. The location will remain in use until United completes a larger club, scheduled to open near Boarding Area E in 2015.

United launches nonstop service from Washington to Madrid



United Airlines launched the Washington area's only nonstop flights between the airline's hub at Dulles International Airport and Madrid, with daily summer-season service through Sept. 4, 2014.

"We are excited to add new seasonal nonstop service from Dulles to Spain's capital," said Evan Koppel, United's regional director of sales. "This new route will improve access for travelers between the U.S. and Spain, while offering Spanish travelers greater options for travel throughout the Americas."

Flight Schedule Flight 163 will depart Washington Dulles International Airport at 5:45 p.m., arriving at Madrid-Barajas Airport at 7:40 a.m. the following day (all times local). On the return, Flight 164 departs Madrid at 11:35 a.m., arriving in Washington at 2:30 p.m. the same day. Flight times are seven hours, 55 minutes eastbound and eight hours, 55 minutes westbound.

United will operate the service with Boeing 757-200 aircraft with a total of 169 seats – 16 flat-bed seats in United BusinessFirst and 153 seats in United Economy, including 45 Economy Plus extra-legroom seats.

United Airlines has been serving Spain for more than 20 years. In addition to the Washington–Madrid service, the airline operates New York/Newark–Madrid and New York/Newark–Barcelona service.

United in Washington Dulles United offers nearly 270 daily departures from Washington Dulles to more than 100 airports throughout the Americas, Europe and Asia. The airport also serves as United's principal gateway to the Middle East, with the airline offering nonstop service to Kuwait and Dubai, and one-stop service to Bahrain and Doha. Since 2010, United has also added service from Dulles to several international destinations, including Manchester, England; Dublin; Guatemala City; San Jose, Costa Rica; and Madrid.

United's (PDE) beta test sees initial success on domestic 777s



Six of our domestic Boeing 777s are now equipped with our new personal device entertainment (PDE) system, enabling customers to stream movies and TV shows from an onboard server (no Internet required) to their smartphones, tablets and laptops.

PDE is part of our long-term plan to outfit all mainline aircraft with Wi-Fi connectivity plus at least one other entertainment option. While these offerings currently vary across our fleets during this transition period, our goal is to offer a consistent, reliable product

to our customers.

We began operational beta testing of the new PDE service on our domestic Boeing 777s in early May, gradually adding the service to more aircraft as it proved reliable. Initial customer satisfaction survey results show that our customers are happy with the service.

For more information, read the full version of this story on Flying Together and visit united.com/pde.

United Airlines announces service to Santiago, Chile



United Airlines announced that the company will introduce service to Santiago, Chile, from its hub at George Bush Intercontinental Airport in Houston, beginning Dec. 7, 2014, subject to government approval. Flight 847 will depart Houston daily at 9:05 p.m. and arrive in Santiago at 9:40 a.m. the next day. Return flight 846 will depart Santiago daily at 10:45 p.m. and arrive in Houston at 5:40 a.m. the following day. (All times are local.) The flights are timed to provide convenient connections from Houston to 111 airports across the United States and to more than 60 international destinations.

"With our first-ever service between Houston and Santiago, Chile, we are expanding our already substantial presence in Latin America," said Alex Savic, United's managing director of Latin American sales. "These flights will provide our customers fast, easy connections between our Houston hub and destinations throughout the U.S. and around the world."

United will operate its Houston-Santiago service with Boeing 767-300 aircraft with a total of 214 seats – 30 flat-bed seats in United BusinessFirst and 184 seats in United Economy, including 49 extra-legroom United Economy Plus seats.

United also is boosting its Central America and Caribbean connections, beginning Dec. 20, 2014. Houston-Punta Cana, Dominican Republic, with year-round service on Saturdays and service on Sundays during periods of expected higher demand Chicago-Belize City, Belize, subject to government approval, with Saturday service scheduled through early May 2015. This winter, United also plans to expand its Houston-Aruba service. The airline currently offers Saturday Houston-Aruba flights that are scheduled to continue through mid-August 2014. On Dec. 20, the company will resume Saturday service that will continue through early May 2015 and begin service on Sundays for periods of expected higher demand.

United Airlines 2015: Forget credit on Mileage Plus for miles flown



Traveling a lot of miles is giving you a lot of reward miles on airlines loyalty programs. In 2015, United Airlines will be proving you wrong.

The airlines Mileage Plus program will revolutionize the industry in how passengers can or cannot be rewarded for loyalty. You fly from Honolulu to Newark on a 6,000-mile ticket valued at \$350 each way. After tax, the net value may only be \$250 each way. After March 2015, this will give you only 5 miles per non-taxable dollar spent. It would result in 1,250 miles instead of the 6,000 miles plus bonuses you see now.

Getting to the top tier mileage will be a lot more difficult. This is in addition to the airline requirement put in place in 2014 to spend a certain amount of dollars on its website to earn or maintain a premier status with them.

Today, United announced that the company will make changes to its MileagePlus program in 2015. Members will earn award miles based on their ticket price rather than distance flown. Beginning March 1, 2015, members will earn award miles based on the price of their ticket – specifically the base fare and carrier-imposed surcharges – and their MileagePlus status. Members will earn five miles for every dollar spent, while those with MileagePlus Premier Status will earn the following on their base fare and carrier surcharges:

Status level on day of departure on or after March 1, 2015:

Award miles per dollar:

Premier Silver: 7

Premier Gold: 8

Premier Platinum: 9

Premier 1K: 11

The new earning structure will apply to MileagePlus members worldwide for most tickets for travel on United and United Express flights, and most United-issued tickets for flights on the company's airline partners – tickets with numbers that begin with "016." Members may earn up to 75,000 award miles per ticket.

In addition, next year United plans to offer members new opportunities to use their award miles, including for single-flight purchases of extra-legroom United Economy Plus seats and to purchase Economy Plus and checked-baggage subscriptions.

"These changes are designed to more directly recognize the value of our members when they fly United," said Thomas F. O'Toole, United's senior vice president of marketing and loyalty and president of MileagePlus. "We are also pleased to give our members new redemption options that expand the usefulness of their MileagePlus miles."

Tickets not issued by United for MileagePlus partner airline flights departing on or after March 1 will still earn award miles based on distance flown and purchased fare class.

The new earning structure will not affect the way members qualify for Premier status in 2015, and MileagePlus credit card members will still earn even more miles when they use their cards to purchase United tickets.

Cleveland Hopkins' Airport Concourse D is Shuttered

By Alison Grant

Concourse D at Cleveland Hopkins International Airport was locked down at midnight June 4, with all United Airlines flights located on Concourse C as of June 5.

United announced in February that it was pulling its hub out of Cleveland and dropping 39 nonstop destinations flown by its regional partners that used Concourse D. The phase-out took place over three months, with the last departures on the concourse June 4, airport spokeswoman Jackie Mayo said. Cleveland airport director Ricky Smith said that the food and beverage operations on Concourse D have closed with the official shuttering of the concourse.

In a statement, Smith said, 'we are saddened and disappointed by the situation; however, we will continue work with United Airlines and Airmail through this process and develop strategies to mitigate the impact on our existing airline partners and concessionaires.'

An Airmail spokeswoman did not have immediate word on whether any of the concessions on D will be moved elsewhere at Hopkins.

Smith said that airport management will continue to review the airport facility uses in such a way that will enhance customer service and reduce airport operating costs.

Also, Cleveland's Workforce Development Office continues to collaborate with United to provide transitional employment services to employees who lost Jobs in the United reductions, Smith said.

When United announced the flight changes, it said up to 430 United ramp workers and baggage handlers, as well as customer service agents, and up to 40 employees at its Chelsea Food Services kitchens near Hopkins would lose jobs.

Concourse D was built in the 1990s to cater to projections by United merger partner Continental Airlines that regional jet service would be the growing edge of the domestic airline industry.

Even before Continental folded into United in 2010, though that forecast was looking shaky: A combination of recession-driven cuts in travel, high fuel costs and the aftermath of the 9/11 terrorist attacks, as well as industry consolidation, all worked to crimp the expansion expected in regional service.

Mayo said there has been no decision yet on possible future uses of the 16-gate Concourse D. United is obligated by its lease to continue paying on the outstanding debt for the \$110 million concourse. The airline will pay \$1,112,482 per month until 2027, Smith has said.

United Continental Holdings Inc. Is Retrenching in L.A.

By Adam Levine-Weinberg

United Continental Holdings recently closed its persistently unprofitable Cleveland hub, and some analysts have urged further cutbacks. The struggling legacy carrier may be taking this advice to heart by closing its smallest remaining domestic hub: Los Angeles. United Airlines is giving up four gates at Los Angeles International Airport later this year.

United later this year will begin subleasing four gates it controls at the crowded Los Angeles International Airport to **American Airlines**. United and American have been jockeying for the top market share position at this highly fragmented but strategically important airport. By giving up valuable gate space at LAX, United is all but throwing in the towel.

The battle for Los Angeles. Los Angeles is arguably the most competitive U.S. air-travel market. In terms of passenger market share, United Continental and American Airlines have been evenly matched recently. They led the market last year, with each holding a roughly 20% share (combining the American/US Airways passenger boarding numbers).

Delta Air Lines has been bulking up in Los Angeles recently. However, **Southwest Airlines** and **Delta Air Lines**, the other members of the big four that dominate the U.S. airline industry, are not far behind, each holding 12%-13% of the market. Delta Air Lines has been gradually adding flights in the past year or so in its clear effort to bolster its presence in L.A.

Helping a rival? Los Angeles International Airport is one of several major airports in the U.S. where gate space is the limiting factor preventing airlines from growing. As part of its settlement with the Department of Justice over the merger with US Airways, American agreed to give up two gates at LAX that will go to low-cost carriers. The loss of gate space would have forced American to reduce its flight schedule in Los Angeles. By subleasing four gates from United, American can maintain its current flights and even grow somewhat. Meanwhile, United has already cut several cities from its L.A. route map.

In the short run, it may make sense for United to eliminate some unprofitable flights in L.A. if it can instead make money by subleasing its gate space. However, due to the economics of airline hub operations, this decision could make the rest of United's L.A. hub operation less viable in the long run.

Why market share is key. There are two main issues here. First, after cutting its flight schedule, United will not be able to offer as many connections in Los Angeles. This will have a marginal effect on the demand for all of United's other flights out of Los Angeles. For example, a traveler looking to go from San Jose to Sydney will no longer be able to fly United with a connection in Los Angeles .

The second -- and more serious -- problem is that high-value corporate customers care about how many flight options each airline offers. American is already running neck and neck with United, and Delta is nipping at their heels. By retreating while its top competitors expand in L.A., United risks losing lucrative corporate clients who find better flight choices at American or Delta.

American's growing market share lead in LA will help it win corporate contracts. By shrinking its L.A. footprint rather than trying to improve results while maintaining its current scale (or even growing), United risks losing the critical mass necessary to operate a hub in Los Angeles. As a result, the airline's small downsizing this year could be a preview for a much larger downsizing in the future.

Foolish takeaway. Following the de-hubbing of Cleveland, Los Angeles is United's smallest domestic hub, with fewer than 200 daily departures; it's set to shrink further later this year. Meanwhile, United is subleasing four gates to its biggest rival, American Airlines, which will allow American to grow in the future.

United's management must realize that shrinking while its rivals are growing could put it at a long-term competitive disadvantage in Los Angeles. This course of action only makes sense if United is ultimately willing to shut its L.A. hub for good. In a few more years, that may be its only viable option.

Does anyone remember
that one time,
before Facebook,
when we all went
outside and did stuff?

Airbus Future Headache: Emirate's Dumped/Retired A380s



For all the gimmickry that Airbus aligns with the A380, the impending countdown to the arrival of the 777X at Emirates delivers some unwelcome news. Putting aside the commercial superiority of the 777X family, the Emirates hold on the A380 order book poses questions as to how the second hand market will cope with near-zero demand for used A380s.

Emirates will be handing back two-dozen A380s to Doric/Amedeo as well as expediting the retirement of the overweight and several-times-over-rewired A380s as it inducts more of the type around the time the 777-9X also enters their fleet in 2020. Amedeo's dubious order for 20 A380s is already in jeopardy because Emirates doesn't want them and Amedeo has failed to place even a solitary unit elsewhere. Once these ageing A380s come out of Emirates fleet where will they go? Who will buy them? Will Airbus further underwrite a depreciating asset and thereby kill off interest in new-build A380s? And then there is the leasing market in general after ILFC ditched the A380 order, except the Amedeo order, no leasing firm has ponied up to this toxic airplane. Let's cut to the chase the possibility of the A380 getting new engines is nil. Such a move would kill any interest in the loss-making jet and would also compound Airbus' financial capability to put a lid on the continued cost escalation to this \$27bn-plus disaster. If Airbus does make the stupid move to give the A380 new engines, who exactly will stump up the cost?

Pratt & Whitney has no new large engine to offer. Its GTF engines are proving troublesome, GE will not be partnering with Pratt to provide an updated GP7200 engine and Rolls-Royce has eyes on new engines at the start of the next decade, which by all accounts would be too late for the A380.

Emirates savvy in commanding the near 50% of the entire A380 backlog speaks to its desire to access Europe (or threaten to dangle A350 and A380 orders) as well as making the most of its frequency-based model to use Dubai as a global transit nexus that could frankly be served with any large, long haul airplane the A380 has no exclusivity here.

Current A380 operators and customers have found that filling the A380 is not easy and even on the rare flights that they have filled, they are not profitable. Malaysia Airlines, Thai Airways, British Airways, Air France, Qantas, Lufthansa, Korean Air, Singapore Airlines, China Southern Airlines all have succumbed to John Leahy Kool-Aid that it takes an A380 to compete with an A380 nonsense, only to discover that they have slowed, not sped up A380 deliveries and in the case of Virgin Atlantic, have continually deferred it until they can fathom what to do with an obsolete airplane post-2018.

Airbus has spent over \$1bn trying to fix the wing cracks already. Emirates is feeling the strain here as the biggest victim to this design flaw that is compounded now by the metal fatigue in the wing spars this will impact operational life, cycles and values.

Emirates was shrewd to conduct sale-leaseback deals to cash in on the then high value exclusivity of the A380 back in 2008 because so few examples were in service at that time.

Fast forward to today, Airbus is struggling to even give them away because airlines are wising up to the fact that the A380 has old technology engines, it's not a money spinner even if you fill it (yield is king, not capacity) and that the limitation of use restricts deployment.

While the 777-9X will deliver a mortal wound to the A380, it is actually Airbus biggest customer (Emirates) that is shaping up to be its biggest nightmare with its biggest flop of an airplane and there is nothing Airbus can do about it. That no one is even discussing this inevitability points to an abject understanding of how fatally flawed the entire A380 program and process was when it was launched back in 2000. Emirates will be dumping A380s as Airbus railroads the program into yet another brick wall.

Ben Rich, M.C.C., Latitudes Unlimited, International Maritime & Aviation Consulting, StrategicAero Research

Why a Boeing 777 Sells for \$320 Million

by Paul Ausick



The cancellation of an order from Emirates Airline for 70 A350 aircraft from Airbus will cost the European airplane maker about \$22 billion.

The cancellation is likely to be good news for Boeing Co. (NYSE: BA) and its 777 family of twin-engine, wide-body planes. Emirates Air is Boeing's largest customer for the 777, having ordered 139 of the current generation of planes. In November last year, the airline placed

an order for another 150 of the next generation of the family, the 777X. Combined with an option for another 50 777Xs, the Emirates Air order is worth \$76 billion at list prices.

The 777 family of planes is Boeing's best-selling dual-aisle, two-engine plane. Through the end of May, Boeing had delivered a total of 1,204 of its 777 family of planes and has unfilled orders for another 346.

The company delivered its first 777-200 to United Airlines in May of 1995, and the plane went into service the following month. The first extended range model, the 777-200ER, was delivered to and put into service by British Airways in February 1997. At today's list price, the 777-200ER would cost \$261.5 million and would be the lowest priced model of the 777 family.

Boeing's order book currently includes 236 new 777-300ER models, 43 777F freighters and 66 777X models. The list price for the 777-300ER is \$320.2 million. That is nearly \$71 million more than the two-engine 787-9 that Boeing announced last summer and for which the company has taken orders for 404 planes. The Boeing 777X is not scheduled for first deliveries until 2020.

The 777 includes 3 million parts, and those parts come from 500 suppliers around the world. Boeing uses three suppliers for the 777-200ER's two engines: General Electric Co. (NYSE: GE); Pratt & Whitney, a subsidiary of United Technologies Corp. (NYSE: UTX); and London-listed Rolls Royce. The 777-300ER uses two GE engines, each of which develops 115,300 pounds of thrust.

The 777-200ER has a maximum cruising range of just over 6,000 miles, while the 300ER's range is listed at slightly more than 9,100 miles. Cruising speed is 560 mph and maximum speed is 590 mph. The plane's maximum cruising altitude is 43,100 feet.

According to Boeing, a lightly loaded 777 can accelerate from zero to 60 mph in less than six seconds. Not exactly McLaren P1 speeds (about 2.1 seconds), but an empty 777 weighs 150 tons.

What makes the plane so expensive? The 777-300ER can carry 365 passengers, compared with the 787-9's capacity of 280. The GE engines on the 777 model develop 62% more thrust than the 787's two engines. The plane is also longer than the Dreamliner, has a greater wingspan and a greater wing area, and is taller. The maximum take-off weight of the 777-300ER is 114 tons, greater than the 787-9.

When the new composite wing is added to the 777X, the list price on the plane will rise to \$349.8 million for the 777-8X, which can carry 350 passengers, and to \$377.2 million for the 777-9X, which has capacity for 400 passengers.

Airline industry addressing aircraft tracking options



The International Air Transport Association (IATA) confirmed that the Aircraft Tracking Task Force (ATTF) expects to be in a position to deliver draft options for enhanced global aircraft tracking to the International Civil Aviation Organization (ICAO) in September, leading to presentation to the industry before year-end.

Following the disappearance of MH370, IATA announced plans to establish an industry task force to develop recommendations to improve global flight tracking. The commitment made at the time of the task force announcement was to have them available by the end of 2014. IATA invited ICAO and key stakeholders throughout the aviation industry to participate in the ATTF. The first meeting of the group was held on 13 May 2014.

Separately, but in conjunction with IATA, ICAO held a Special Multi-disciplinary Meeting on Global Flight Tracking on 12-13 May. An outcome of the ICAO meeting was a consensus among Member States and the international air transport industry sector on the near-term priority to track airline flights. ICAO will also begin considering performance-based international standards, on a priority basis, to ensure broader adoption of airline flight tracking across the aviation system.

ICAO and IATA are working together to conduct a survey of vendors to identify options. Over the next few months, the ATTF will develop a set of performance-based recommendations to better ensure global aircraft tracking—meaning that there will likely be a number of options that airlines can consider. These recommendations will be developed through an assessment of available products and services used for tracking commercial aircraft against specific criteria, including factors such as performance parameters, coverage, security, and cost.

Additionally, the ATTF will define a minimum set of performance requirements that any system should achieve.

The ATTF includes representatives from IATA, ICAO, Airlines for America, Association of Asia Pacific Airlines, Civil Air Navigation Services Organization, Flight Safety Foundation, International Coordinating Council of Aerospace Industries Associations, International Federation of Air Line Pilots Associations, Boeing Commercial Airplanes, Airbus SAS, Bombardier Aerospace, and Embraer Commercial Aviation.

“Aviation stakeholders are united in their desire to ensure that we never face another situation where an aircraft simply disappears,” said Kevin Hiatt, IATA Senior Vice President, Safety and Flight Operations. “While States work through ICAO to develop and implement performance-based global standards, the industry is committed to moving forward with recommendations that airlines can implement now.”

FlexFoil by FlexSys



By removing the seams and rivets of conventional airplane wings, the engineers at FlexSys have been able to improve an airplanes' fuel efficiency by as much as 12% per flight. The Michigan-based company's seamless, variable geometry airfoil design is called the FlexFoil, and it's set to be the next big thing in aviation.

According to a 2006 paper co-written by the inventor of the FlexFoil system, mechanical engineer Dr. Sridhar Kota, FlexSys' new wings are "optimized to resist deflection under

significant external aerodynamic loading and are just as stiff and strong as a conventional flap," which seems to imply that they'll be able to stand up to the abuse of similarly sized, conventional wings. Indeed, retrofitting FlexFoil wings onto existing planes is part of FlexSys' business plan.

When retrofitted onto a conventional wing aircraft, FlexFoil can reduce fuel consumption by a claimed 4 to 8%- not the 12% gain available from a "clean sheet" design, but still hugely significant if it's applied across an entire airline fleet, for example.

It's all very neat and advanced, of course ... but if you've ever been to the National Air and Space Museum, FlexSys' wing might seem a bit familiar.

If you can't place it, let me spoil it for you: the Wright Brothers used a similar "flexing wing" on their historic first flight at Kitty Hawk way back in 1903.

ADULT TRUTHS

I love the sense of camaraderie when an entire line of cars team up to prevent a jerk from cutting in at the front. Stay strong, brothers and sisters!

First recipient of the William S. Arnott Aviation Scholarship



During the winter of 2002 it was decided that one of the best ways of fulfilling the mission of the United Airlines Historical Foundation, of "Preserving the past and inspiring the future," would be to establish a scholarship program.

During the next several months, the program was discussed, drafted and finally submitted to UAHF Board for approval. That approval was granted and funded and in the Fall semester of 2003 the William S. Arnott Scholarship was ready to take flight.

The very first recipient of the Scholarship was a young aviation student at the University of North Dakota, named Charlotte Bennett.

Charlotte had aviation in her blood and a lifelong love of airplanes, from growing up as the Grand Daughter of the late Captain Bob Ratcliffe and his wife Dottie.

Upon graduation, in 2004, with all of her ratings, including her Multi-engine Flight Instructor Rating, the University invited Charlotte to remain in their program as a flight instructor. After a year, at the University, instructing students and building time, with 500 hours in her log book, she followed the advice of Horace Greeley to go west. Charlotte accepted a position with Justice Aviation, in Santa Monica CA. In March, of 2006, with 1,000 hours, in her log book, she decided it was time to start flying passengers, and accepted a position with Horizon Airlines, in Portland, OR. Here she was flying the Dash 8-400, a 76 Passenger turbo-prop. The opportunity to fly the MD-80 occurred in October of 2010, when she accepted a position with Allegiant Airlines, in Las Vegas. In October of 2012, an opening with Allegiant, in Honolulu developed, which was too good to pass up, so Charlotte grabbed it.

After ten years, since graduation, and with over 5,000 hours, Charlotte is poised to put on that fourth stripe and enjoy that wonderful view, from the other side of the flight deck. This will, most likely mean a move to Florida, and back to the MD-80. It would also mean being back at the same domicile with her husband, of one year. His name is Andrew Burckhard, and he is also an Allegiant Pilot.

Charlotte and Andrew met when they were both members of the University of North Dakota swim team. Andrew was a business major, but realized Charlotte was having a lot more fun flying airplanes, so abandoned his business career, enrolled in the aviation school and is now a pilot with Allegiant.

If Charlotte accepts the Captains bid she might even end up with a Co-pilot named Andrew. How cool would that be?

Charlotte has already had a wonderful career in aviation, and the UAHF and the William S. Arnott Scholarship committee take great pride in having played some roll in achieving that career.

If there is a special place in Heaven, for retired airline pilots, we're pretty sure that Grandfather Bob is sitting up there smiling and popping his buttons with pride.

We all wish Charlotte continued success, God-speed, and many more happy landings

Dale A. Dopkins, Chairman of the William S. Arnott Scholarship Committee

PICKLES | Brian Crane



IATA urges governments and industry to tackle problem of unruly passengers



The International Air Transport Association (IATA) 70th Annual General Meeting (AGM) unanimously adopted a resolution that calls on governments and industry to work together on a balanced package of measures to effectively deter and manage the significant problem of unruly air passenger behavior. Such behavior includes committing physical assault, disturbing good order on board or failing to follow lawful crew instructions.

“This resolution confirms the determination of airlines to defend the rights of their passengers and crew. Everybody on board is entitled to enjoy a journey free from abusive or other unacceptable behavior. Many airlines have trained both ground staff and cabin crew in procedures not only to manage incidents of unruly behavior but also in measures to prevent them. But a robust solution needs alignment among airlines, airports, and governments,” said Tony Tyler, IATA’s Director General and CEO.

The adoption of the AGM Resolution follows a Diplomatic Conference called by the International Civil Aviation Organization (ICAO) at which governments agreed to modernize and strengthen the Tokyo Convention 1963. The result, known as the Montreal Protocol 2014 (MP14), provides a more practically effective deterrent to unruly behavior by extending the legal jurisdiction for such events to the territory in which the aircraft lands.

“Governments have recognized that unruly passenger behavior is a serious issue and we applaud the adoption of MP14 at an ICAO Diplomatic Conference earlier this year. Now, governments must ratify what they have agreed to,” said Tyler.

The definition of unruly behavior is wide and includes non-compliance with crew instructions, consumption of illegal narcotics, sexual harassment, and physical or verbal confrontation or threats. In 2013, the number of incidents of unruly behavior voluntarily reported to IATA by airlines reached some 8,000 cases. Intoxication, often resulting from alcohol already consumed before boarding, ranks high among factors linked to these incidents. Other causes include irritation with another passenger’s behavior, frustration with rules such as smoking prohibitions or use of electronic devices or emotional triggers originating prior to flight.

Reflecting the broad number of factors associated with unruly behavior, the Resolution’s core principles on unruly passengers take a wide-ranging approach to the issue. In addition to calling on governments to ratify MP14, the core principles include calls for:

Airlines to ensure that they have in place corporate policies and appropriate training programs for cabin crew and ground staff to enable them to prevent or manage disruptive passenger behavior, including at check-in, during security search, and at the gate.

Governments and airlines to raise awareness of the consequences of unruly behavior

Airports and airport concessionaires such as bars and restaurants to implement procedures that could help prevent unruly behavior on flights.

“Each incident of unruly behavior marks an unacceptable inconvenience to passengers and crew. A united and balanced approach to the prevention and management of unruly passengers by governments and industry is vital. Governments should adopt all the legal powers at their disposal to ensure unruly passengers face the appropriate consequences for their actions. Airlines, airports, and others must work together to implement the right procedures and train staff to respond effectively to such instances,” said Tyler.

Noise Abatement

Susan Shane was flying Southwest out of Orange County the other day, when the pilot announced there'd be a steep ascent, followed by a lull while the engines were quieted. He told the passengers this was in accordance with rules established for the vicinity, "freaky but safe." When all this was under way, she says, "a whispery male voice came over the intercom: 'Be very quiet. We're flying over rich people.'"

That Daily Shower Can Be a Killer

By Jared Diamond



The other morning, I escaped unscathed from a dangerous situation. No, an armed robber didn't break into my house, nor did I find myself face to face with a mountain lion during my bird walk. What I survived was my daily shower.

You see, falls are a common cause of death in older people like me. (I'm 75.) Among my wife's and my circle of close friends over the age of 70, one became crippled for life, one broke a shoulder and one broke a leg in falls on the sidewalk. One fell down the stairs, and another may not survive a recent fall.

"Really!" you may object. "What's my risk of falling in the shower? One in a thousand?" My answer: Perhaps, but that's not nearly good enough.

Life expectancy for a healthy American man of my age is about 90. (That's not to be confused with American male life expectancy at birth, only about 78.) If I'm to achieve my statistical quota of 15 more years of life, that means about 15 times 365, or 5,475, more showers. But if I were so careless that my risk of slipping in the shower each time were as high as 1 in 1,000, I'd die or become crippled about five times before reaching my life expectancy. I have to reduce my risk of shower accidents to much, much less than 1 in 5,475.

This calculation illustrates the biggest single lesson that I've learned from 50 years of field work on the island of New Guinea: the importance of being attentive to hazards that carry a low risk each time but are encountered frequently.

I first became aware of the New Guineans' attitude toward risk on a trip into a forest when I proposed pitching our tents under a tall and beautiful tree. To my surprise, my New Guinea friends absolutely refused. They explained that the tree was dead and might fall on us.

Yes, I had to agree, it was indeed dead. But I objected that it was so solid that it would be standing for many years. The New Guineans were unswayed, opting instead to sleep in the open without a tent. I thought that their fears were greatly exaggerated, verging on paranoia. In the following years, though, I came to realize that every night that I camped in a New Guinea forest, I heard a tree falling. And when I did a frequency/risk calculation, I understood their point of view.

Consider: If you're a New Guinean living in the forest, and if you adopt the bad habit of sleeping under dead trees whose odds of falling on you that particular night are only 1 in 1,000, you'll be dead within a few years. In fact, my wife was nearly killed by a falling tree last year, and I've survived numerous nearly fatal situations in New Guinea.

I now think of New Guineans' hypervigilant attitude toward repeated low risks as "constructive paranoia": a seeming paranoia that actually makes good sense. Now that I've adopted that attitude, it exasperates many of my American and European friends. But three of them who practice constructive paranoia themselves - a pilot of small planes, a river-raft guide and a London bobby who patrols the streets unarmed - learned the attitude, as I did, by witnessing the deaths of careless people.

Traditional New Guineans have to think clearly about dangers because they have no doctors, police officers or 911 dispatchers to bail them out. In contrast, Americans' thinking about dangers is confused. We obsess about the wrong things, and we fail to watch for real dangers.

Studies have compared Americans' perceived ranking of dangers with the rankings of real dangers, measured either by actual accident figures or by estimated numbers of averted accidents. It turns out that we exaggerate the risks of events that are beyond our control, that cause many deaths at once or that kill in spectacular ways - crazy gunmen, terrorists, plane crashes, nuclear radiation, genetically modified crops. At the same time, we underestimate the risks of events that we can control ("That would never happen to me - I'm careful") and of events that kill just one person in a mundane way.

Having learned both from those studies and from my New Guinea friends, I've become as constructively

paranoid about showers, stepladders, staircases and wet or uneven sidewalks as my New Guinea friends are about dead trees. As I drive, I remain alert to my own possible mistakes (especially at night), and to what incautious other drivers might do.

My hypervigilance doesn't paralyze me or limit my life: I don't skip my daily shower, I keep driving, and I keep going back to New Guinea. I enjoy all those dangerous things. But I try to think constantly like a New Guinean, and to keep the risks of accidents far below 1 in 1,000 each time.

Staying Sharp as We Age

By Cathy Seto



We have all come into contact sometime in our lives with an age maturing individual who we just notice has remained 'sharp as a tack.' In fact, the person has appeared to blossom all the more in the second half of their lives. Scientific research has focused recently on determining what factors limit and/or prevent a decline in cognition and memory. Results suggest that there are specific attributes and activities which contribute to maintaining strong mental skills:

- 1) Physical activity, in particular, moderate aerobic exercise such as walking, swimming, or biking is linked to brain health. *Please consult with your physician before starting any new exercise program you have concerns about
- 2) Mental activity, such as when learning a new skill or engaging in topics which are mentally stimulating, helps maintain brain activity.
- 3) Engaging in activities that help others reportedly prevents cognitive decline.
- 4) Social interaction or regularly communicating with family and friends is associated with healthy brain aging.
- 5) Eating a healthy, balanced diet rich in antioxidants and omeg-3 fatty acids.
- 6) Getting adequate sleep.
- 7) Reducing stress.
- 8) Getting proper medical attention and treatment for health issues.

The following tips are suggested to enhance learning and recall of information:

- 1) Minimize distraction - if you have something important to recall, turn off the television or turn down the music.
- 2) Slow down pace - take a deep breath and take your time.
- 3) Keep routines as needed - keeping a similar or the same schedule for activities facilitates recall.
- 4) Write the information down - there is no shame in taking notes.
- 5) Repeat the information - aloud or in your head.
- 6) Visualize the information if you can - create a visual image of something or someone you want to remember.
- 7) Associate the information with something that you already know.

Resources:

AARP - www.aarp.org

Alliance for Aging Research - www.agingresearch.org

The Dana Alliance for Brain Initiative - www.dana.org

National Institute on Aging - www.nih.gov/nia

National Institute of Neurological Disorders and Stroke: NIH Neurological Institute - www.ninds.nih.gov

Katherine Seto has worked as a Speech-Language Pathologist in the San Francisco Bay Area for nearly 24 years. Her interests and focus of practice has been with the adult and geriatric neurogenic population.

"The Senility Prayer"

God grant me the senility to forget the people I never liked, the good fortune to run into the ones I do, and the eyesight to tell the difference.

Lt. Wallace Emmert, Pilot, B-17 Flying Fortress 42-37751

By Pat Manning



Previous to Ed and I boarding the MS Rotterdam for the RUPA cruise to Norway, we spent two rather interesting days in the small town of Urk on the Issemeer (formerly the ZuiderZee) in the Netherlands. There we met five local researchers, whose field of study includes the 1943 crash landing of a B-17 bomber, 5 km NE of Urk. This particular aircraft was piloted by 2nd Lt. Wallace Emmert, my father's younger brother.

Growing up I knew that three of my father's brothers served in World War II. Two served in the Pacific and Wallace served as a bomber pilot in Europe. On his 4th mission, his B-17 was attacked by German fighters and one of the bullets seriously wounded my uncle as it traveled into his abdomen.

Each year as we traveled to Europe, I thought of him and wondered where it was that his plane landed. I assumed its location was swallowed up by history and by the reconfiguration of the landscape as the Dutch constructed dikes and reclaimed the land.

Three days before we left for Rotterdam, our son, Michael, discovered the landing site with the help of Google. He also found that a group of men from Urk are collaborating to piece together the stories of the ten crewmen on my uncle's plane, the memories of the local Urk citizens who watched as the bomber flew very low over their town shortly before landing and those villagers who rushed to the plane to assist those on board.

Urk reminds me of what Rick Steves would describe as a perfect stopping place in his "Europe Through the Backdoor" ... a charming and picturesque village undiscovered by tourists. Once an island in the ZuiderZee, it became part of the mainland due to the construction of the dikes and the draining of the lands. Its roots were that of a fishing village, an occupation that to this day keeps many in the community employed.

We arrived in Urk with a set of impressions that completely changed in less than two day's time. I had imagined my uncle's plane landing on the banks of the ZuiderZee far from anywhere. I had no thought of anyone witnessing his arrival or townspeople being involved in helping the crew to safety. By the time we left Urk we had a fairly clear picture of what this landing meant to the town of Urk and what the locals meant to the crew of my uncle's B-17.

The landing of the B-17 on 8 October, 1943 just outside of Urk brought the war directly to the people of Urk. Before landing, it flew across the town, out above the Zee, and back over the town directly over the schoolyard where children, some surviving to this day, were outside at play. The first villager to arrive rode his bicycle in a straight line across the marshy land to the plane. Others came in their boats by way of the canals. Indeed, the possibility to see and to assist the men who had come from America to liberate them from the occupying German forces was an event remembered by the locals to this day.

Fortunately, the copilot made a successful landing with two engines out and twelve 500 lb bombs on board. My uncle and the bombardier (who had been shot in the leg) were removed from the plane and hidden in tall reeds a short distance from the plane. Upon my uncle's orders, the rest of the crew fled in groups of two or three. All but one were captured within three days. One evaded capture and after a few months found his way back to England after crossing the Pyrenees into Spain. All survived the war, but only two are still living: my uncle, who is 98, and his copilot, who is living in NH at the age of 92.

My uncle and the bombardier were picked up by the occupying Germans and taken by a small boat into the town. The following day they were taken to the Queen Wilhelmina Hospital in Amsterdam. After eleven weeks my uncle was transferred to a German prison hospital in Obermassfeld, where he remained until his

journey home, which began in September, 1944.

We experienced many emotions during our time in Urk. Traveling to the landing site and seeing Uncle Wallace's name on the plaque marking the landing area was probably the most emotional. But, the entire time was heavy with emotion. The appreciation we feel for the researchers in Urk, who have worked tirelessly to tell the complete story of the landing of the B-17 outside of their town cannot be overstated. Not only have they worked together as a great team, but also they have strived to check all the facts from every angle to get an accurate account of what actually happened.

As we arrived at the railway station to continue our journey, I asked Hans Crebas, one of the researchers, "Who do you think was the most excited, your team or us?" His response was, "I think we each kept exceeding each other's excitement." We agree.

Study looking at drug to protect at-risk brains



In one of the most ambitious attempts yet to thwart Alzheimer's disease, a major study got under way to see if an experimental drug can protect healthy seniors whose brains harbor silent signs that they're at risk. Scientists plan to eventually scan the brains of thousands of older volunteers in the U.S., Canada and Australia to find those with a sticky build-up believed to play a key role in development of Alzheimer's - the first time so many people without memory problems get the chance to learn the potentially troubling news.

Having lots of that gunky protein called beta-amyloid doesn't guarantee someone will get sick. But the big question: Could intervening so early make a difference for those who do? We have to get them at the stage when we can save their brains," said Dr. Reisa Sperling of Boston's Brigham and Women's Hospital and Harvard Medical School, who is leading the huge effort to find out.

Researchers are just beginning to recruit volunteers, and on Monday, June, 9, 2014 a Rhode Island man was hooked up for an IV infusion at Butler Hospital in Providence, the first treated. Peter Bristol, 70, of Wakefield, R.I., figured he was at risk because his mother died of Alzheimer's and his brother has it. "I felt I needed to be proactive in seeking whatever therapies might be available for myself in the coming years," said Bristol, who said he was prepared when a PET scan of his brain showed he harbored enough amyloid to qualify for the research. "Just because I have it doesn't mean I'm going to get Alzheimer's," he stressed. But Bristol and his wife are "going into the situation with our eyes wide open.

"He won't know until the end of what is called the A4 Study - it stands for Anti-Amyloid Treatment in Asymptomatic Alzheimer's - whether he received monthly infusions of the experimental medicine, Eli Lilly & Co.'s solanezumab, or a dummy drug.

Solanezumab is designed to help catch amyloid before it builds into the brain plaques that are a hallmark of Alzheimer's. It failed in earlier studies to treat full-blown Alzheimer's - but it did appear to help slow mental decline in patients with mild disease, raising interest in testing it even earlier.

THE DUPLEX | Glenn McCoy

YOUR GYM WANTS
TO KNOW IF YOU WANT
TO SIGN UP FOR A
FITNESS BOOTCAMP.



Remembering Mom's Clothesline

There is one thing that's left out. We had a long wooden pole (clothes pole) that was used to push the clotheslines up so that longer items (sheets/pants/etc.) didn't brush the ground and get dirty. You have to be a "certain age" to appreciate this one....

(But you YOUNGER ones can read about "The GOOD ol' days"!!)

I can hear my mother now..... THE BASIC RULES FOR CLOTHESLINES:

(If you don't even know what clotheslines are, better skip this.)

1. You had to hang the socks by the toes... NOT the top.
2. You hung pants by the BOTTOM/cuffs... NOT the waistbands.
3. You had to WASH the clothesline(s) before hanging any clothes - walk the entire length of each line with a damp cloth around the lines.
4. You had to hang the clothes in a certain order, and always hang "whites" with "whites," and hang them first.
5. You NEVER hung a shirt by the shoulders - always by the tail! What would the neighbors think?
6. Wash day on a Monday! NEVER hang clothes on the weekend, or on Sunday, for Heaven's sake!
7. Hang the sheets and towels on the OUTSIDE lines so you could hide your "unmentionables" in the middle (perverts & busybodies, y'know!)
8. It didn't matter if it was sub-zero weather... Clothes would "freeze-dry."
9. ALWAYS gather the clothes pins when taking down dry clothes! Pins left on the lines were "tacky"!
10. If you were efficient, you would line the clothes up so that each item did not need two clothes pins, but shared one of the clothes pins with the next washed item.
11. Clothes off of the line before dinner time, neatly folded in the clothes basket, and ready to be ironed.
12. IRONED????!! Well, that's a whole OTHER subject!

And now a POEM

A clothesline was a news forecast, To neighbors passing by,
There were no secrets you could keep, When clothes were hung to dry.
It also was a friendly link, For neighbors always knew
If company had stopped on by, To spend a night or two.
For then you'd see the "fancy sheets", And towels upon the line;
You'd see the "company table cloths", With intricate designs.
The line announced a baby's birth, From folks who lived inside,
As brand new infant clothes were hung, So carefully with pride!
The ages of the children could, So readily be known
By watching how the sizes changed, You'd know how much they'd grown!
It also told when illness struck, As extra sheets were hung;
Then nightclothes, and a bathrobe too, Haphazardly were strung.
It also said, "On vacation now", When lines hung limp and bare.
It told, "We're back!" when full lines sagged, With not an inch to spare!
New folks in town were scorned upon, If wash was dingy and gray.
As neighbors carefully raised their brows, And looked the other way.
But clotheslines now are of the past, For dryers make work much less.
Now what goes on inside a home, Is anybody's guess!
I really miss that way of life, It was a friendly sign
When neighbors knew each other best... By what hung out on that line.

LETTERS

BOB AHRENS—Belmont, CA

Please add my name to the list of Retirees who have reached the 90 year mark. When I received my first pay check from United Air Lines in 1946, the passengers walked from the terminal to the airplane uncovered rain or shine, and sometimes on a path shoveled clear of snow. Today from satellites, covered jetways or mobile units that seem a mile from the main terminal. Days when the farmer walked behind a team of horses' working his ground to the monstrous tractors, enclosed cab, airconditioned automatic controls, cell or mobile phones today.

What is the tomorrows, the future ahead. Airplanes without pilots, automobiles without drivers, the evening meal just a pill, I hope it will still be served with a glass of wine, & joy.

regards, *Bob*

HOWARD ARONSON—New Canaan, CT

Enclosed is a check for \$50, \$25 for dues and a gift of \$25.



All is going well with me and my family. Still healthy at 82. Still flying with the CAP and keeping active travelling.

Off to Italy and later Japan this year with my wife of 44 years, Marjorie.

Regards to all. *Howie*

JOHN BARLOW—Carson City, NV

Just turned 93, can't remember anything. The News keeps me informed. Thanks, *John*

TOM COSGROVE, JR—Potomac, MD

Well I have good news and bad.....first of all Peg & I had our 60th wedding anniversary in April. My favorite brother-in-law & sister-in-law passed away in the last few days. Aileen was one of a kind.

Ham Wilson---there was no one like him. Everyone had their favorite stories. They be sorely missed.

Tom

DON EIKEN—Sun Lakes, AZ

Hi Cleve, as I approach my eightieth birthday I have come to expect the unexpected! I woke up one morning with extreme pain getting out of bed. I had stiffness and pain in both my muscles and joints. I also noticed extreme weakness in both my arms and legs. It was difficult to get up from a chair and I told my wife, Jan, that if I fell down I didn't think I could get up by myself.

We went to Urgent Care and after being examined, the Dr. thought I had a thyroid problem. He requested blood work and an echogram. Then he gave me a prescription for synthroid. I tried that for a week with no relief at all. Called the Mayo Clinic in Scottsdale and was able to get right in due to a cancellation. Fortunately, our Dr. is part of a group at Mayo and one of the other Dr's saw me. After telling my tale of woe, she diagnosed my malady immediately as Polymyalgia Rheumatica. She said it has no known cause but is associated with the immune system and there might also be some genetic factors. She said that it is also not uncommon for people with a Scandinavian heritage to have this problem. The Dr. said it can be treated well with prednisone and put me on a 10 mg dose per day. I am to reduce the dosage by one mg every two months until it reaches zero. Hopefully, it will not reoccur after that! The drug worked Great! In one day I felt 75% better. In one week, I was back to normal and have been feeling great since.

The other unexpected event for the year was an advertisement I read in the Wall Street Journal for a sample of the Pimsleur course in Norwegian. I thought that this might be a great way to keep my brain engaged. It's quite a unique approach with no required books, no sentence structure drills or rote memory drills. You just listen to a CD for 30 minutes daily. I do mine while riding our exercise bicycle. It is a painless way to learn a new language and much easier than the typical college course. I have been working it for two months now and feel confident enough to dazzle my Scandinavian family and friends with my Norwegian when we go fishing with them next month.

Ha det bra! *Don*

BUD GAMMILL—Port Orange, FL

Dear Leon, birthday check is enclosed. Now 21 years into retirement.

Life changes include a pacemaker, but a "clean lung" report via biopsy.

This was our last trip to our summer cottage in Hayward, WI. It was sold 5/22/2014.

Thanks for all that you do. *Bud*
MDW, ORD, SFO, LAX

JOHN GRANT—San Juan Capistrano, CA

It was a really dream job from 1957 to 1994. Everyone was very talented and nice. Even the beautiful stewardesses.

I was originally hired by TWA, but my whole class

When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.

- Henry Ford



was put on dismissal because of a major cut back. Then I went to Capital Air and flew the DC-3, DC4, DC-6, Viscount and DC-7. Then to United to fly everything up to the 747-400.

I really wish I could back and do it all over again.

I am now Ex-LAX, but wish I could be re-LAXed.

John, DCA, EWR, JFK, BUF, Michigan, LAX, SFO LAX

JIM GWINN—San Martin, CA

Not much to report for the year as 88 years of age and 28 years retired from United are right around the corner, as is the 50th year since my Navy retirement.

Health is staying good, just my arthritic fingers are painful and a Crusher can bring me to my knees if I'm not prepared for a handshake.

No Airline flights for the past two years, all trips are by auto and seldom more than 70 miles. My wife, Tommy, is struggling with short-term memory, but her health is continuing OK with medications stabilized.

Late last year, I lost my next younger brother Bill (USAF & Horizon Air Ret.) plus a cousin just younger than me. It looks like I'm fortunate to have gotten most of the good genes.

I play golf a couple of rounds a week, and the Index is 13.3, but wide results in the swings when the legs don't respond as before. Some days the game is there, but not enough for extended tournament play. I get together with my two older grandsons as often as we can, and we are about even when I play from the senior tees. They are both over six feet tall and in their early thirty's, and they do crush it. The rest of the golf is with fellow golfing members of the SIRS (Sons In Retirement).

Lunches for both RUPA and The Military Officers Association are in back to back weeks in Monterey, so it is a lot of driving to get to them both and we have to chose most of the time. We still get our small group of Naval Aviators together every couple of months for cocktails and dinner and also to The USS Hornet with the Bay Area Tail Hookers for lunch and briefings on current happenings in the Naval Service.

It is hard to be dissatisfied with the weather this year, especially for golf. I don't think you can say we even had a winter. The rest of the country

knows what a winter really is. Californians keep saying something about getting some Rain. I'm unsure if I could identify it if we got it. But if it is a good thing, let's have it soon.

All in all, our plate is pretty full and we stay busy with family and friends and have a lot less to complain about than many people..It seems easier to agree that it is easier to go out for dinner rather making a decision as what we want because the Menu choices are rather limited and neither one of us wants to volunteer to do the cooking. We rejoice that we did most of our travel in the first twenty years of retirement and can now savor the memories as we help each other in recalling the great times without the trauma of travel today.

Thanks to all the Staff who excel in putting out the RUPANEWS. *Jim*

AL HAYES—Genoa, NV

14 now since hangin it up. Life is good! Bought a 172 and got my CFI and double I back after jumping through a few hoops, so its primary purpose of keeping me off the streets and out of the bars is



mostly working :) The A/C is based in Carson City (CXP), just down the hill from Lake Tahoe. Not bad scenery.

Two son's are UAL 737 1st Officers based in SFO. They're happy to be back to work after four years of furlough and running the family Dive Bar up at Tahoe. (the Grid Bar & Grill -- Kings Beach, CA) Cheers, **AL** 64-00, mostly SFO

JACK HILDERBRANT—Fort Collins, CO

It has been quite a while since I have sent in one of these "what we've been doing and where we have been" updates. I think that it is an indication of how exciting our lives have been lately.

First, the best news is that we finally have a grandson. John B Hilderbrant IV was born last winter. His mother works two days a week so we get to take care of him on those days. It sure takes a lot more time now than it did thirty eight years ago when our son was born.

I retired from my job as construction manager for Habitat for Humanity. I supervised the construction of ten houses and one four unit condo complex. After a while working every Saturday got a little old so after seven years I retired. The only thing that I do on a regular basis is working as a ring man at an auction once a month. Also, after ten years of having the privilege of helping 450 fine young men become Eagle Scouts, I passed that baton on too. It was a lot of fun. Our son had three rentals that were always in need of maintenance so you know who was called. He has decided to take advantage of the strong real estate market to sell two of them.

We haven't done much airline travel. We spent a day trying to use ID 90 tickets on Frontier, and after a day of walking from gate to gate, we gave up and drove back home. The next year we bought tickets on Southwest and what a pleasure. Pat is still active with her quilting and garden club. Also after twenty years of volunteer work at the local battered women's shelter, she has retired also. We usually make a trip to Santa Fe or Door County, Wisconsin each year.

It is hard to believe that it has been fifteen years since I parked in LAX. The time sure has flown. I don't miss the all night trips, but I do miss the guys and girls that I worked with and some of the restaurants that I found on the layovers.

Thanks to the guys that put in all of the work that it

takes to keep this group going.

Jack, '64-'99, JFK, EWR, LGA, CLE, ORD, DEN, SFO, LAX

"JD" KINSLEY—Jacksonville, FL

Guys: Sorry, I'm late once again! How about I just pony up for two years instead of one. Enclosed is a check for \$50 for two years.

Thanks for all your selfless, terrific and hard work!

I started out on furlough (Class of '79) and ended up on furlough (Voluntary) 2008. How's that for an illustrious airline career? **JD**

BILL KLETT—Lake Almanor, CA

The recent RUPA magazine via PDF email reminded me to send you my renewal check.

Just got back from my annual hike in Grand Canyon with a group from Walnut Creek, CA, that has been doing it for 30 years. This was my 12th year. This year we hiked from the North Rim to the South Rim. 24 miles. Also stayed 2 nights at Phantom Ranch in the Colorado River at the bottom of the Canyon. Always fun and new experiences for our average age group of 75.

Have a great summer. I am at our Lake Almnador home for the summer. **Bill**



DAVE LINK—Bend, OR

Travel year- 14 day cruise, Singapore to Hong Kong, and visited Vietnam. I broke my foot after getting tripped exiting the plane at Singapore. Managed with walking cast. The Seabourne line is Great! Go to Raffles emergency clinic if injured in Singapore. AMA waters River boat-7 days- Bavaria to Budapest- Wunderbar. SA travel was up and down with some first Class, but mostly business or coach. 64 Seniority gets you laughed at. All this since January.

Big life change. Sold my Condo in Edmonds, WA and moving to Bend, OR to be close to my grand-kids.

Hit 77 in 25 days. Lucky I invested to last this long. E mail will stay the same, but address and phone # will change. Will have a house in Bend area, and will welcome travelers. Call first, as I travel. Regards to all. **Dave**

BOB LYNCH—Roseville,

Postage is on the way. I'm a little late this year but better late than never.

19 years now since setting the parking brake for the last time. Kathy & I are thankful to be enjoying good health.

No big trips this past year. Just our usual treks to Carmel, Kauai and family in AR & FL. After all the traveling we were doing with NASA, and Kathy's usual China trips with UAL, just traveling around the US isn't so bad.

Our kids are all healthy and busy doing their own things. Our son, Ron, is still flying the 737-NG for Delta based in LAX. Flying with Delta sounds more like the United we all used to know.

Kathy and I are still enjoying our move to Roseville. Nice tree-lined streets without the pot holes and bumper to bumper traffic. What a concept.

Had a gig this year with the United ALPA MEC Professional Standards folks. At their request, I worked several months helping to develop a training video/DVD for local committees around the system. With the merger and integration of the two pilot groups similar to what we experienced after the PanAm merger, it seemed to be prudent to share with the committee some of the methods used then to help smooth out the process. Professional Standards is all about flight safety so, for me, that trumps the politics every time.

Other than family & friends, my time seems to be occupied with the usual honey do's, serving on our HOA's Architectural Control Committee and maintaining proficiency on the shooting range. I've loved target shooting for many years and am a member of the Capital Gun Club here in Roseville.

Kathy and I attend the California Musical Theatre here in Sacramento (We just call it Music Circus) where there are really great productions of various plays performed by experienced performers from all over the country including many who have been on Broadway and various TV shows. The audience surrounds the stage so you are very close to the performers. Really a neat experience. We highly recommend it for those of you in the area.

We have great neighbors in our community and a number of friends in the area along with lots of family. Certainly enough to keep us very busy. Kathy also spends considerable time with her father here who just turned 87 and has medical issues. And, we drive back to the Bay Area often where our three kids and their families live. Busy, busy, busy. That's our life these days and that's not a bad thing. We feel very lucky to have such great family and

friends.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!!

Good luck and good health to all of you during the next year. Best regards – **Bob & Kathy**

RON MATSUDA—Apple Valley, CA

First of all thank you to all who voluntarily help to keep RUPA going.

Since setting the parking brake for the last time at United 12 years ago, I had volunteered and was elected to the board of directors of three different organizations. I resigned my positions as of the 31st of December 2013 because our lives were about to change.

My wife Mary and I were going to be grandparents for the first time at 71. Our son and daughter-in-law who live in upstate New York away from family had triplets on New Years Day. Knowing that they would need a lot of help, Mary and I have been helping out and just got back recently for doctor's appointments.

While going through our mail Mary asked me if I had sent in our renewal check. I had not but have done so since. Forgive me for being late with the renewal check as my mind has been on two little guys and a little girl. **Ron & Mary**

JOHN MUSTARD—Tyler, TX

Here is my renewal, for two years.

I took an early out in Aug 1996, after suffering through my 4th and 5th back surgery two days apart, and my left leg was partially paralyzed as a result. Funny the FAA didn't want me to fly anymore. I had been commuting to LAX from SEA (Gig Harbor), as a Captain on B757/767 fleet.

We had been having to travel to Houston to see Margie's family for years, passing through DEN, and that trip was getting tedious, spending nearly all day trying to get out of DEN space available at times. So we decided to move to Texas in 2002, where Margie was a 5th generation Texan, her family coming in here in 1825, and acquiring two Mexican land grants of about 4,700 acres each. We didn't want to live on Gulf Coast where her family was because of the humidity, so we settled in Tyler. We could provide a sanctuary for family in case of hurricanes, which we have done twice.



Whatcha makin'?

We discovered that there was a small aviation museum, Historic Aviation Memorial Museum, (HAMM), here, when Huey 091 passed through Tyler on the way to the Smithsonian. We both have become very active in the museum, and I became the Vice-President, and Director of Aircraft Maintenance and aircraft painter, and both of us served as Board of Directors members. I set up a WWI display with my father's pilot uniform in it, as well as my memorabilia from Vietnam. Dad was one of two boys in WWI that were pilots from my home town of Montesano, WA. The other was Major Reuben Fleet. Reuben wanted Dad to loan him \$1,000 to start an airplane company, which became Consolidated. Dad didn't have the money!

At the time we joined the HAMM, they had only one aircraft, a thoroughly decrepit FJ-4 Fury that had been next to the Gulf in Galveston for years. There was only one man working on it, until I volunteered to help. That was my first project to paint. We have since recruited several more volunteers and have acquired the following: F-100, F-101, F-104, F-105, F-111, T-33, T-37, AD-5, T2, TA-4J, UH-1H, H04-S1 (H-19), PBX, F-9 Cougar, and a MIG-17F. I helped move several of these, and painted several of them, with about six still needing painting. Our museum website can be Googled at: www.tylerhamm.org.

Our museum outgrew the display space at the hangar, and I suggested to the Board of Directors that we should acquire the old vacant Pounds Field Airline Terminal building for use as a museum, which we did. I was put in charge of supervising the remodeling of the ground floor into a display area of about 6,000 sq. ft., and did most of the commercial electrical work myself. The museum is now full of memorabilia, and we have lots of concrete ramp space for displaying the aircraft. We have twelve on display and the others are at the hangar being restored slowly. We have a library with over 3,000 aircraft books in it.

We have four MIG-17F's in the hangar, one belonging to the museum, and three belonging to two airline pilots who fly them in airshows. Randy Ball (Fighter Jets Inc.) is the primary airshow pilot, and the other pilot is going to start doing airshows this month. The museum MIG will be on display only. Our museum purchased a Texas government surplus UH-1H Huey, and my wife and I had it moved from

an airfield at Wills Point, about 40 miles from Tyler. It was a Vietnam veteran with the 101st Airborne (Airmobile) Division, and it later served as a trainer at Ft. Rucker. It was thoroughly stripped, and I found the parts to put it back together, in non-flying condition, and then I repainted it, in its Vietnam 101st colors.

Our museum has hosted the Collings Foundation aircraft, several times. I have ridden in their B-17 and B-25, and I flew their UH-1C Huey about four years ago, and it came back to me like I had never been away, other than some sloppy approaches. Collings pilots wanted me to fly their Huey for them here in Texas, but I never tried to get my medical back. I flew Huey's in Vietnam, and then ran the student check pilot section at the Ft. Wolters Army Primary Helicopter School, before I went to work for United. We also have had the B-29 "FiFi" here.

In all, we are staying busy and happy here in Texas. My GG-Grandfather, Billy Packwood, came into Washington in 1844, and I miss my home in Washington State, but not the liberal politics. Tyler is reasonably conservative. Our daughter lives nearby, and is an assistant store manager at Dillard's Department store in Longview, and our son is married and living in Boston. He owns a security software company, working with various government agencies in the U.S. and Europe. He ran in the Boston Marathon last year, and didn't get to finish because of the bombs. We were at mile 26 waiting to see him run, when the bombs exploded, so we were about 600 feet from the second bomb. Close enough. I knew immediately what they were, having smelled burned explosives enough in my army experience. He got to finish in this year's race.

We were heavily involved in the Street Rod/Classic Car scene in Washington, owning an award winning 1932 Ford Roadster with a 400 hp. Engine that I built. I sold it and bought a 1932 Ford 5-window coupe like I had when I was in high school, and showed it in Texas, winning some trophies. Margie's car was a chopped 1950 Mercury. We sold everything this year, including a 1960 Austin Healey "BugEye" Sprite, and are preparing to sell our large home, with it's now empty shop, and downsize mainly to get rid of a multiple level house. Margie family can't climb the stairs anymore when they visit. We are OK with the stair climbing, at least for now.

I miss flying, but don't really miss the airline flying too much. The lousy DC-8 and DC-10 seats nearly ruined my back. We do miss our friends, and the neat layovers that I had. My last trips were to Paris, and Kona, with the next trips to be to London, the month I was grounded. We later made up for missing that, by visiting Britain, Ireland, and Scotland. Our Scottish family farm "Balmungie" is still there, in non-family hands near Rosemarkie, on the Black Isle, East of Inverness. We loved Scotland, and I felt like I was home.

We are both reasonably healthy, and physically active. Incidentally, one of my United classmates, Jim Marshall lived just north of us. He passed away about a month ago. He suffered from Alzheimers, but he remembered me when his granddaughter mentioned my last name to him. Unfortunately I never got to visit with him. John

B767capt@mustard.net

Hi John, long time no see. I like your great museum website! Cheers, Cleve

ROGER NELSON—North Port, FL

Thanks to all who put the *RUPANEWS* together.

A few things have gone on since the last report. We did some cruising, one of the best was around Norway for 11 days. Great place to visit if you haven't already.

I took my annual VA physical in April of 2013, with the notice of a small lump in the neck, lymphoid area. A biopsy in late May showed it to be stage 4 melanoma cancer. My oncologist scheduled a visit to MD ANDERSON in Houston. I spent two weeks there being tested and diagnosed. It was determined that it all started in the shoulder area, nothing



showing externally but the small bump in the lymphoid. They discovered it on the liver also. A wonderful team of doctors at Anderson. They recommended treatment at Moffitt Cancer Clinic in Tampa, FL because they had a clinical trial program that would best treat my cancer. I have to say that Moffitt is as impressive as MD Anderson. Another great set of doctors. They took out the lump with great success. We are about 11 months into treatment with the clinical drugs and they are working very well. No side effects related to the drugs unlike chemotherapy. The treatments are every 2-3 weeks. The treatments reset your immune system so it can continue to fight the cancer. Feeling good, playing a little golf and walking for some exercise. We have moved to a villa in North Port, FL so it is close enough to drive to Tampa for the treatments. Take care and see you next year. **Roger & Ann**

BOB NORRIS—Redwood City, CA

Twenty years plus one since the last UAL flight... it doesn't seem that long.

Family well, 3 sons, 8 grandchildren and 6 great grandchildren, all doing well. Youngest son, Captain Craig, flying the Airbus for UAL, most trips to Mexico City. Son Bruce and his C-195 gives us an alternative to UAL, no external tanks can't make Hawaii...damn!

Lot of traveling, two trips to Italy in 2013, one, our fourth home exchange...the way to go! Just returned from three weeks in Japan, beautiful country, friendly people, hard to get used to everyone bowing to you. Many trips to Seattle to visit son Dan and his family. Occasion visit to the SFO Bay-Siders RUPA lunch and still an active member of the SFO Sheriff Aero Squadron.

Just submitted my most recent book to the publisher "The Dust Bowl to WWII...One Young Man's Journey of Survival." Dee, my lovely wife of 57 years, had a book of her poems published "Expressions of Impressions" worth a read!

Never was a golfer, just enjoyed running the beautiful courses, best I can do is 41 on a nine hole 27 par course, that's sucks. Love the time in my garden, being 24/7 with the family...life doesn't get any better.

Deeply appreciate the great articles in the magazine and the effort all put forth to provide such a quality publication.

I lift a glass of wine and toast all you RUPA members: "If you must cheat, cheat death, If you lie, lie with the one you love, If you must drink, drink in the moments that take your breath away.

Best to all, *Bob & Dee*

BILL NORTHUP—Palm City, FL

Greetings all—Everyone here pretty much OK. Son Bill now out of the Blackhawk and a full time Airline pilot. Grandson Wayne and wife Nicole in Germany flying USAF lears. His tour is up this fall & will be back stateside. Daughter Dail & family in NJ want to move up to their cottage in the 1000 Islands. Hubby Jim Earl been working on it a Lot!!!!

Had our Hydroplane (& other classes) race this spring—very successful. We had 12 Grand Prix Hydros entered. These rigs go 170 mph + -- needless to say—a Big "Holy SH--!!!!!!!.factor!!!

Up at Vero Beach the BLUES put on a great show this spring also.

Bill, 1965-'91, NY, MIA, CLE, ORD, NY.

BOB ODGERS—Western Springs, IL

What a Spring we are having in Chicago! What a SOB of a Winter we had in the Windy City!

So I am celebrating my 25th Year of retirement, and I am in great shape and health for my 85th birthday. All my marbles, especially long term memories of the joy of flying and working for a truly great airline. 1954-1989 and having the companionship of so many, plus getting paid while working at so many of the domiciles of the old UAL. Thanks to all of you, and the special concerns about my recent bout of illness. (I am now shooting for 105, as the years go by so fast)

Two items that may be of interest or help to the younger retired group, and how we solved our 'Empty Nester' problem. We have moved into our 'Aegean Place' (pronounced "Age-In-Place") state of the art, smaller house with an elevator. About the same prices as a 2nd Car, but has the best safety record of any form of transportation. Check your local Credit Unions if you need a loan. (We could not borrow from USAA or local Bank!) The choice became simple for us. Ditch the big empty house, and instead of forking over our good fortune to "Assisted Living", stay put. We like our town, neighbors, docs, etc. We take better care of each other, than any other suggested formats.

Problem, getting rid of 40 years of junk and downsizing to what is really important to us. Get over the shock that the kids don't want your stuff. It is a tough recognition, but we feel the rewards are worth the effort for us. Did we really need all that stuff? Or as the sailor says, "Trim your sails") and your progeny will bless you.

Please, Ladies and Gentlemen. As Summer fades and Fall begins, take note of the 1 in 3 humans over 65 who fall each year. We know too many fine folks who have tripped, slipped, stumbled and end up in the zoo. Where now you are subject to more risk of getting some wild bugs you didn't have before, while in a laid out defenseless, and 'Exit' stage right! Come to think of it, didn't our ancestors walk on their knuckles? (4 pins vs. 2) So, please be aware of the risk and fit your living to safe steps. (Remember, Elevator, no dark stairs or trying to emulate your youthful relatives by not looking where you are going. Do compare the costs in medical mishaps of a simple misstep. As the SNJ lettering said, "Don't STALL" approaching the carrier.

After I collect my retirement income to match my working years, I would prefer to croak in my own bed with the lady I shared such a 'team effort with. This is written from my Flight Deck Office under the very large picture of 'La Belle Caravelle.' Many aircraft have I loved, but none so fair as my first jet.

Bob, MDW, SFO, EWR, DCA, CLE, DEN, ORD & LAX DC-3, CVR340, DC-6-7, SUD210, Viscount, B-737, B-727, B-767, DC-10/30, B-747

JERRY QUITNEY—Hollister, CA

Last flight, HKG-SFO, 747SP, long-long time ago. Recent, BIL-FPR, Lear 35, fl430, July 2013!! Just great....Enjoyed both. Pass travel works, be flexible.. have backup plan, it beats paying.

Still restoring 1955 Bonanza, plan to fly it in 2014.

Thanks to all who make RUPA work.

In good health, *Jerry*, haeroqymail.com

JIM REID—Denver, CO

Here is an "OLD FLYING STUFF" update!

It was a beautiful August 18th, 1967 afternoon when I completed my DC6 2nd officer duties and went into dispatch. I was going for a spin in my Coman-

che 250 and invited two crew desk members along who had never been in a little plane. Since I now had a good paying secure job with benefits, I decided to invest in my first “0” time overhauled engine, especially since I was flying to Breckenridge (9,500’ high and the old engine was questionable, which was the reason for the cheap purchase price). Upon takeoff going East (Stapleton International) I was basking in the soothing roar of my new engine when the tower called and said turn North as soon as practical to allow a “scheduled airliner” to depart. Glad to oblige. You probably have a good idea of what happened next! As I pulled up the gear and slowly screwed back the power (to save the engine; as I recollect from my training I should do) the fellow next to me in a rather stressed voice exclaimed “we have a problem.” I had no problem hearing him as there was no engine noise. Falling back on my newly acquired book training at UAL I called the tower etc., (communicated quite well I think), put the gear down, checked the mags, switched fuel tanks and determined I was in good position to coast around and land on 26. Didn’t turn out the way I intended. Too much time trying to work within proper procedures and not enough time flying the plane. With no power and a stiff engine the rate of decent was much greater than usual. Who visually checks the rate of decent when you are that familiar with your plane—I did from then on. Didn’t make the full turn and took out a runway light (billed later for \$320) which took out a landing gear. As we went through the sand I noticed the passenger beside me running down the wing--fell off and scraped his arm. The back seat passenger hit himself in the nose with his hand as he leaned forward watching the event unfold--poor preflight evacuation speech on my part. I cannot thank my “passengers” enough for their understanding. I even got an apology for getting blood on my newly upholstered seat (never happen today). In slow motion I could see the prop bend and a rock (which I can describe in detail) come at the windshield. I now believe Ted Williams really could see the seam in a pitched ball, but I hope he didn’t prepare this way. A voice from the tower said “Jim, this is Ken (one # senior to me in Denver) – I have my parents in the tower with me and they didn’t see that. Could you do it again? The tower then said get out. I didn’t make the evening news, national television or even the paper. A truck came out with a crane on the back, lifted the plane onto the bed and off it

went. The FAA didn’t have money or manpower to investigate so the report was “PILOT ERROR-FAILED TO MAINTAIN ALTITUDE.” If I had been able to I would have been sitting at the right hand of whatever divine being you worship. Got back to dispatch and a big red X was drawn over mechanically perfect on my for sale sign. I was instructed to take two weeks off for stress. Lesson Learned—Insurance does not fix the aircraft - after what they pay you they take the plane – they said send in bid (not prudent). The local salvage dealer got it for \$10 above my bid (no collusion here I am sure). Lycoming (only party that was interested) came out and examined the engine. An out of tolerance gear had been put on the accessory shaft and it sheared. Also they said never reduce power until altitude is reached – 96% of failures they had were on power change. Can you imagine any of this happening in this manner today? I would have made national news, been on the “Today” show (hero – or not), lawyers would have been lined up to help finance my lifelong stress disorders and those of my passengers, the FAA would still be conducting an investigation, and I probably would be fined (and crucified in public) for failure to maintain altitude. Let history note that my two passengers never set foot in a small plane again. But look at it this way—you could not go to the best amusement park in the world and buy an “A” ticket and get the thrill you would get from crashing on your first small plane ride in the middle of an International Airport. These were the best of times and we will never experience them again. *Jim*

BILL REYNOLDS—Cary, NC

Enclosed are a few extra bucks for the kitty.

I retired on the old system, and I just added up the years. Can't believe it's been 26 years I've had to search for things to do besides read the RUPANEWS. I search each issue for the fine people I know or recognize.

Till next year. *Bill*

TOM SEAGER—Dunlap, TN

Here's my dues and I want to thank all of you for the great job you do with RUPA and the magazine.

Liz and I are both well and really enjoy ourselves here in eastern Tennessee.

We have done a few trips in the past years and have very good luck with vacations passes. It does take

some careful planning and sometimes we must be very flexible about travel days. *Tom*

IN MEMORIAM

LARRY H. ADAMS

Larry Adams (70) died peacefully on April 23, 2014, after a 7 month heroic fight against Acute Myeloid Leukemia (AML).



Larry flew for United Air Lines for 35 years and was proud to have flown every plane in the United fleet during the course of his career. He was known among his colleagues for his gentlemanly and professional demeanor in the cockpit - as well as his excellent instruction and guidance for junior aviators.

Larry loved gardening, fishing, painting, golfing and his many pets. Larry will be remembered by many of us for a very long time.

Larry is survived by his wife, Connie; a daughter, a son, and their respective families.

Connie can be reached at 13448 Mahonia Pl. N. E., Redmond, WA 98053.

GEORGE W. NIXON

George died peacefully at home on 6/6/14. He was born in Pittsburgh PA on March 13th 1935.

George had a successful career in the USAF for 12 years and when it became possible to join a commercial airline in 1966, he chose United and was the first African American on the west coast to fly for United. He loved the old company and often said he would fly for free! George retired in 1995 but still kept his flight bag and a full uniform just in case "they" called him.

After 30 years in California he moved to Tasmania Australia and the adventure continued.

George is survived by his wife, Heather, four children, four grandchildren and one great grandchild.

George was meaningful in many peoples' lives, a charismatic and unforgettable gentleman.

LEONARD E. "Rocky" ROQUEMORE

Rocky passed away on June 7, 2014. His wife Kitty preceded him in 2004. He is survived by children

Debbie and myself (Gary and wife Nancy), grandchildren Rylee and Dustin and great grandchildren Gavin and Arabella.

My father's flight career started during World War II in the Navy. He lied about his age, as many of The Greatest Generation did, to fight in the war. After completing flight training, his age was revealed to be only 17. Rocky was then sent to school at Tulane University until his 18th birthday. He then received his wings to fly for the U.S. Navy.

He was commissioned on the infamous "flying boat" (PBY) and flew the last part of the war and into the post-war period. From there, he started his commercial aviation career with Capital Airlines. As with many former Capital Airlines pilots, he found his way to United Airlines when the two companies merged. Then, he was off to fly jets (727 and then 727-200) and made a move from Norfolk, VA to fly out of Newark/LaGuardia.

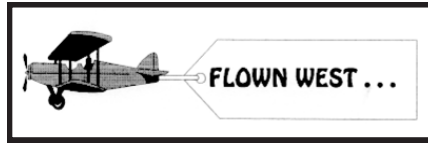
After many brutal winters, it was time to pack our family up and head to Florida (Ft. Lauderdale/Miami). Little did he realize, he still had to fly into Rochester during the winters! In 1985, he was Picket Line Chairman for Ft. Lauderdale/Miami airports during the United Airlines pilot strike. This was his first stint in managing people other than his flight crew. After retiring, he was sought out for a corporate position with United which he declined, stating that he was not cut out to be a "company man." But, I think it was more his experience from the strike trying manage a bunch of "stick jockeys."

In retirement, his favorite activity was cheering on the Miami Dolphins and keeping up-to-date with NFL football. He has been patiently waiting for another Miami Super Bowl run but could no longer hold on.

"Rocky" will forever live on in his offspring. All family members get attached with the name "Rocky," or some variation, even my daughter Rylee. His generosity has been felt by our family over the years and will continue on for generations to come.

In a return to his Navy roots, his ashes will be spread at sea as his final resting place.

Gary Roquemore, 3601 Fair Oaks Dr., Jasper, AL 35501 NandGRock@gmail.com



John D. McKinnon	Mar. 06, 2014
Wayne L. Walker	Mar. 30, 2014
Larry H. Adams	Apr. 23, 2014
Richard E. Eckert	May 25, 2014
Alexander H. "Ham" Wilson	Jun. 04, 2014
George W. Nixon	Jun. 06, 2014
Leonard E. "Rocky" Roquemore	Jun. 07, 2014

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
9550 W Higgins Rd, Rosemont, IL 60018

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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco East Bay (2nd Wed. 12:30 PM)—*Black Bear Diner*, Pleasanton, CA, Call 925-846-8436 or 735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton* 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 Crazyes (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