
rupanews



Journal of the Retired United Pilots Association



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

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

President's Letter

WELCOME TO RUPA

Since I wrote last month, 19 new members have joined RUPA. I would like to welcome Captain Charles Bradley, Pensacola, FL, Captain Alan Cockrell, Gurley, AL, Captain Robert McCormick, Crystal Lake, IL, Captain Stephen Benson, Keenesburg, CO, Captain David Ott, Incline Village NV, Captain George Franzen, Placitas, NM, Captain Stanley Templeton, Caseyville, IL, Captain Alvin Sensenbaugh, Lusby, MD, Captain Bob Connor, North Little Rock, AR, Captain Ken Owen, Three Rivers, CA, Captain William Fischer, San Antonio, TX, Captain "Ike" Leggett, Rixeyville, VA, Captain Thomas Dussman Jr, Virginia Beach, VA, Captain Jeff Starr, Naperville, IL, Captain David Rittmueller, San Antonio, TX, Captain Donald Roberts, Peachtree City, GA, Captain Marvin Sparks, Eugene, OR, Captain Harold Parker, Lynn Haven, FL and Captain Joseph Jordan, Corpus Christi, TX.

NEW – EMPLOYEE SERVICES CENTRAL PHONE NUMBER

Beginning August 20, 2014, retirees will be able to call one number to reach frequently used services including:

- Employee Travel Center
- United We Care
- Employee Information Services
- Employee Service Center

1. Call 1.877.825.3729 (877.UAL.ESC9)
2. Select the International/Retired/Former Co-worker/Vendor option

UAL will discontinue the previous phone numbers on October 1, so please update your phone lists, websites, and any written communication with the new Employee Service phone number.

ANNUAL BENEFITS ENROLLMENT

As you remember, last fall we found out, on very short notice, that the Medical Plan Administrator was changing to Aetna. Retirees received their Open Enrollment Packets late and had to scramble to determine if they wanted to remain with United Medical, or, find a different provider. It caused a great deal of stress with a very short time to make a very important decision. In August, 2014, I contacted Donna Towles, Vice President - Employee Relations and asked if she is aware of any changes coming for the New Year that will affect the retirees. Donna referred my email to Susan Pavlopoulos, Director of Benefits. Susan emailed me with the following statement:

“We understand that last year was difficult with the amount of change that was incurred. While the employee's best interest was at heart in trying to hold down cost for us all, we do recognize that the late notice did create some confusion and frustration. We have altered our annual enrollment planning schedule this year to ensure we did not repeat the same scenario again. I apologize and will make every effort to alert our retirees well in advance when we have significant changes to our benefit plans. For 2015, there are no major plan changes. Overall, there are minor updates to a few medical plans to conform to Health Care Reform requirements.”

I also requested a timely mailing of all enrollment material to give the retiree adequate time to consider their option. Hopefully this proactive nudge will receive the attention this very important issue deserves.

I also took the opportunity to write the following to Donna Towles:

“Us older folks like some time to reflect on what is in our best interest. I am sure you have parents, aunts and uncles who are facing the same challenges. We need to treat our retirees with respect for all their years of service. We cannot be an afterthought. Somewhere our corporations need to respect what their retirees did and take a stand that their efforts meant something. You could start an advertising campaign about what

United stands for in regards to the folks who built it. You have some very negative press about the Walmart Model of outsourcing middle income jobs and letting the tax payers fund their food stamps and medical....not good. Perhaps a "we stand for our retirees campaign" might improve the image. Bottom line is we would like to be thought of as a valued employee/retiree, rather than a COST. At some point the pencil pushers can always come up with a cost number. The question is, at what point will the Corporation decide that promises made will be kept? Personally, when the Crew Desk called at 2 am on my day off because they needed me, I said yes, cancelled plans, and flew the trip. I volunteered to fly 13 missions in support of the Iraq War. I waived everything to make it work. I find it so difficult to understand how a company would not want to thank and honor its employees for all their hard work and service. In the race to the bottom, I am fearful that the only folks that will benefit are the 1%'ers. A sad statement for the 99%. I intend to include this message in the September RUPANEWS."

CONU HOWGOZIT

According to a report released Thursday, 8/7/2014, by AirfareWatchdog.com ,” some domestic airlines perform better than others when it comes to canceled flights, on-time arrivals, mishandled bags, denied boarding’s, and customer satisfaction. This year Delta, which typically ends up toward the bottom of the performance list, ranked No. 1 in overall performance, thanks to more on-time arrivals, fewer canceled flights and mishandled bags and better customer service. “Delta is this year’s unsung hero,” the report revealed. It was followed by Virgin America, Alaska Airlines, JetBlue and Frontier, in that order. Ranking dead last was good old CONU. United’s abysmal ranking may be due to the fact that it had the highest number of boarding denials (nearly 246 per one million passengers, compared with just 3.58 per one million for JetBlue, which ranked highest in this category) of all the airlines examined as well as the lowest overall customer satisfaction score (it ranked 60 out of 100, compared with 79 out of 100 for JetBlue, which had the best customer satisfaction score).” (Source AirfareWatchdog.com) This sure seems like the rudderless ship continues to search for a direction out of its mismanagement problems. How sad!

SUMMER END

I truly hope your summer was one of fond memories of family and friends. Because, in the end, that is what makes our lives so full. The fall colors are coming and we can all look forward to the upcoming transition. We need water in the West, no hurricanes in the East and a pause in the Center from all the Tornadoes. I hope your families are all secure! Somehow, we will all persevere!

Jon Rowbottom President

Vice President's Letter

Greeting all. RUPA seems robust with new members. Applications arriving monthly from not only recent retirees but from some who let their membership lapse and some who through word of mouth have joined. Much of this had been through the Herculean efforts of Sec/ Treasurer Leon Scarbrough, Membership Chairman, Bob Engelman, Editor Cleve Spring, and our President, Jon Robotom.

Membership and volunteerism are the heartbeat of our organization. All the great articles and annual missives sent in by the membership are what make RUPA News the great publication it is. RUPA is comprised of 2,981 active members and all who write in are part of that volunteer force.

What a great vehicle for us to keep track of old friends and colleagues. As trivial as some of those yearly postings may seem to the authors, they are enjoyed by the membership hearing what is going on in the lives of our comrades.

In order for RUPA to survive and prosper we need to spread the word and urge friends to write in and those who have dropped out of RUPA, to rejoin. RUPA is our link to each other and current events for Retirees. There is little to no information from CON-U as they have sadly left us "hanging out to dry."

Hope this current issue of RUPA News is finding everyone in good spirits, moving into the fall season.
Regards, *Cort de Peyster* RUPA VP

“About the Cover”

The 707 turns 60

By Robert Bogash



Franklin Roosevelt called Dec 7, 1941 - a Day of Infamy. July 15, 1954, was a Day of Monumental Change. Aviation change, that is. World change. That day was the Anniversary of that event - an event that changed the course of commercial aviation, the world, and certainly of the Boeing Airplane Company.

It was the 60th Anniversary of the First Flight of the 707 Prototype - the Dash 80. The product of a bunch of engineers who probably lived in Bellevue, Washington, wore wing-tipped shoes with argyle socks, white shirts with pocket

protectors, and carried K & E slipsticks (slide rules.) They produced a machine that - on a dozen levels - changed the world. But the first flight of this matriarch of Boeing's long line of descendant jet transports, as advanced as it was, might have led to a very different outcome. And, a very different Boeing.

The story of the \$16 million gamble, betting the company by building the 707 with Boeing's own funds and no customers, has been told often. But, there was more to the story.

On Saturday, July 12, I led a walk-around tour at the Museum of Flight - covering the history of Boeing jetliners. My thrust was perhaps a little different from that which some may have expected. For me, the success of Boeing's jet transport line was not the designing, and building, and flying of the 707 - it was something else - a subtle but profound attitude change inside Boeing. And the critical event was not the kick-off order for the 707 from Pan Am, but rather the later order from American Airlines.

Although involved in designing and building commercial airliners for 25 years, Boeing had never really hit the jackpot when it came to putting their technical genius into widespread service with the airlines. Instead, they had proceeded, in fits and starts, with genuine technical marvels that seemed destined for great things, yet became somehow stuck in the starting blocks of their development cycle. Body Stretches, newer engines, more payload and range - these all seemed to not have happened. I've often wondered aloud if it was not the Henry Ford mindset - "Any color as long as it's black."



In 1933, the 247 was - following the Model 40 and 80 - a mold-breaking leap into the future - truly the world's first modern airliner. And yet, only 75 were ever built. The design never really went anywhere. The competing Douglas DC-2 sold almost 200, and, with a new body, morphed into the B-18 Bolo bomber. And, of course, the DC-2 became the DC-3, with a wider cabin, increasing capacity by 50%, and addition of a cargo door producing the legendary C-47 - more than 10,000

built. It also got a new body becoming the B-23 Dragon bomber.



The 1934 Lockheed Electra, was quickly offered with shorter and longer bodies, and then yet bigger fuselages and wings as Hudson and Ventura patrol bombers - ultimately selling almost 7,000 airplanes. Boeing continued to lead the way - technically - with the 307 Stratoliner - world's first production pressurized airliner. But only ten were ever built and only nine entered service. The somewhat competing unpressurized DC4, became the military C-54, then the DC-6 and DC-7 series, selling thousands of airframes.



it, and test flown it. The drawings were released and the tooling was under construction. But then the Air Force, which became the first customer. The Boeing 314 flying boat - the Clipper - again revolutionized air travel - this time on long range over-ocean routes. But only 12 were ever built - all for essentially one customer - Pan Am. Despite the production of thousands of flying boats for WW II - many large like the Clipper, the 314 never saw a bomber or reconnaissance or follow-on transport development.



When the B-29 sprouted a new body called the C-97, a civil version was produced called the Stratocruiser. Douglas's evolving line of DC-6s and Lockheed's Constellations, kept getting bigger and longer, and faster - the Stratocruiser languished with just a few customers, and little change from its roll-out configuration. Its future lay with the Air Force, as only 56 Strats were ever built for a few airlines while over 800 were built for USAF. That COULD have been the future of the Dash 80. An instant replay of the KC-97 experience, with a few commercial airplanes built for a few customers, and the bulk becoming KC-135s for USAF. Once again, Boeing could have been first with the most, but last at the commercial dance. And, in fact, it almost DID play out that way. There was divided opinion within Boeing as to whether the commercial market, which had eluded the company for so long,

was even worth pursuing. Many thought selling to the government was just fine. Others, looking at the success of Lockheed and Douglas, felt the company needed the balance of a dual customer base. The decision ultimately came down to just a few inches. Would we, or wouldn't we? Was it to be Henry Ford's way, or the highway?

After the 707 began flying, there was a lot of interest by the airlines in the airplane. And certainly interest by the competition. A couple of twists of fate, like football blockers, had served to allow Boeing to slip through the line and gain a jump of several years on the other guys. Lockheed had won the transport competition that ultimately resulted in the C-130 Hercules. That tied up their resources during the Dash 80 design and build window. And, ironically, C.R. Smith, President of American Airlines, had twisted Donald Douglas's arm long enough, and hard enough, until Douglas agreed to build a follow-on to the popular DC-6 series, that became the DC-7. With their engineers all tied up, Douglas had to play catch-up football after the 707 rolled out and began flying. Their entrant was the DC-8 and it was far behind the 707. Still - it had several possible advantages - on paper, anyway - a bigger wing, more powerful engines, and greater range. It also had the unshakable confidence of most of the world's airlines, who had decades of experience with Douglas and their airplanes and knew the Douglas's - Senior and Junior intimately. Oh! It also had one other advantage - which turned out to be a big one - it was wider. Not by much - but enough for the airlines to put in six-abreast seating. They wanted that. Boeing didn't. Boeing had already changed the body diameter once.



With the Dash 80, they had started out at the Stratocruiser cabin width - 132 inches - good for four abreast. They had designed it, built over with an order for 29 airplanes, wanted it 12 inches wider - 144 inches - Boeing reluctantly agreed, and that was the 707 that Pan Am bought. Five abreast. But the DC-8 was 147 inches. United wanted wider. Boeing was already re-doing all the engineering and tooling for the Air Force. Pan Am - Boeing's traditional kick-off customer, bought into 144 inches. Why not United? It was the Henry Ford moment for

Boeing - and Boeing said No. Any color as long as it's black. Or 144 inches. United bought the DC-8.

After Tex Johnson rolled the Dash 80 over the hydro races, Eastern's President, Eddie Rickenbacker, had told the upset Boeing prez Bill Allen "He just sold your airplane for you." Maybe - but Capt. Eddie also bought the DC-8. Actually - so did Pan Am. After buying 20 707s with great fanfare in Seattle to kick off the jet age, Juan Trippe went down to L.A. the next day, shocking Boeing, and bought 25 DC-8s - making clear that the DC-8 was the preferred future airplane for PAA - the 707 would be just a short term interim machine. For Trippe, it had only one advantage - timing. It allowed Pan Am to beat the rest of the world with jets. But - it didn't have the range. It was too small.....and it was too narrow.

Boeing had a big jump on the competition, time wise and technology wise, but it was starting to look like the 247, and the 307, and the 314, and the Stratocruiser all over again. The 707 appeared destined to be another KC-97 story - an Air Force tanker with a couple of commercial customers and a short, sweet production run. Douglas seemed destined to continue their dominance of the commercial airplane business.



That's when the real turning point came. Boeing's Ed Wells went to Tulsa, Oklahoma to try to sell the 707 to American - a long time Douglas customer that flew everything they ever made. American was 90% sold on the 707 - they really liked the fact that Boeing had all this B-47 and B-52 multi-engine jet experience, and that the Dash 80 was flying. They liked everything about the 707, except for one thing. They wanted it wider. 4.5 inches wider. They wanted it to be 148.5 inches wide - wider even than

the DC-8. This was gut check time. Everything that followed, all of Boeing's commercial business over the next half-century hung in the balance - although the participants could not have known that. The dominance that would de-throne Douglas and make the word Boeing a generic dictionary term for jetliner. Boeing had the right two guys involved - engineer Ed Wells and company president Bill Allen. Boy, this commercial world could be brutal, they thought - customers could be so demanding. Maybe they also sensed that everything was slip-sliding away. Boeing blinked and became a whole new company. American got their 148.5 inches. They ordered 50 airplanes.

Having jumped into the pool, Boeing now went hog-wild in customer responsiveness. The DC-8 had a bigger wing and more range. Boeing designed a new bigger wing and called it the -320 Intercontinental. The 707 was too small - Boeing stretched it. The DC-8 had the more powerful JT-4 engines - Boeing installed the more powerful engines. Pan Am ordered 15. Seems the DC-8 might not be their airplane of the future -- after all.

Boeing now actually had TWO 707 airplanes - a smaller, shorter range one (-120) and a bigger, longer range one (-320.) The Henry Ford contingent inside Boeing had clearly lost their argument - Big Time - now it was ANY color the customer wanted, and then some. Things even started to get out of hand - but the NEW Boeing agreed to anything an airline wanted. Braniff said we like the small airplane, but want the big engines from the big airplane. Boeing said "Sure." The -220 was born. Only five were ever built. The financials must have been mind-boggling. QANTAS said, we like the small airplane, but it's TOO big - make it shorter. Boeing said "Sure", and the -138 was born. Only 13 of those were ever built. BOAC said we like the -320, but we don't want those "Yank" engines from Pratt & Whitney. We want good old Rolls-Royce engines. Boeing said "Sure," and the -420 was born. Eventually, a lighter shorter range airplane seemed needed - maybe to cut Convair off at the Pass, with their new, smaller 880. So the 720 series was born. And United and Eastern bought it. So did DC-8 operator Northwest, who eventually converted into an all 707/720 fleet.

New Fan engines came out, and were installed. Myriad revisions were made to leading and trailing edge flaps, the vertical fin, assorted ventral fins, horizontal stabilizers, cargo doors and floors, for convertibles, freighters. Boeing was reborn. In two years, Douglas had lost the lead - for good - in the airliner business - never to regain it. Boeing responded to nearly every customer request and niche. The accountants might have not liked it, but the airlines sure did.

Within just a couple of years, the 727 trijet came along, essentially uncontested in the marketplace, and then the 737, and the jumbo 747. In the 10 years from 1956 to 1966, Boeing had remade itself, and the commercial airplane world, and Planet Earth. A new King had been born. And although the first flight of the 707 Prototype - the Dash 80 - 60 years ago on July, 1954 - could be viewed as the seminal event, from my knothole, this technical triumph had to be matched by a paradigm shift in customer responsiveness. And, it all came down to Ed Wells, and Bill Allen, and 4.5 inches.

Flying the 727



I've heard a lot of names for the 727. Some have called it the "DC-3 of the Jet Age". At my company we called it the "Jurassic Jet", "Slave Ship" (because it flew the toughest schedules), or "Whistling Sh\$thouse" (because of the lavatory's proximity to the cockpit). Call it whatever you want, I loved flying it.

I've always loved the 727. When I was a kid, if I was doodling a picture of a jet airliner (instead of paying attention in class) it probably looked like a 727. It just looks *fast* with those sharply swept wings and the way it sits nose-down on its wheels like a muscle car.

When I was older and flying as a passenger I liked them because they had a nice ride and an enviable safety record. And when I finally got my chance to fly one (after six months of sitting sideways in them) I was thrilled. First Officer on a 727 was about the best job in the airline business. The Engineer does all the work and the Captain has all the responsibility. All I had to do was drive the jet. And what a jet it was.

Time for a little history. After the success of the 707, several airlines wanted a smaller jet that could economically service smaller cities over shorter routes. United wanted enough performance to operate out of Denver. Eastern wanted to fly from LaGuardia, with its short runways, to Miami and from Miami to the Caribbean. What they came up with was a design with engines in the tail, leaving the wing clean and allowing the use of high lift devices along the entire wing. Note that Boeing didn't invent this, the French and British were already doing it with the Caravelle and B.A.C. 111. To this day most smaller jets use the tail-mounted engine configuration because the wing sits too low for pod-mounted engines. The requirement for over water capability (under the rules of the day) meant three engines were needed.

Finally, the airlines wanted the plane to be self supporting for when it operated out of smaller airports with limited facilities. It was given an Auxiliary Power Unit (tucked into the wheel well) so it could self start and power the characteristic rear air-stairs. The end result was an aircraft capable of .90 mach and a range of 2,700 miles, yet able to operate out of a 4,800 foot runway.

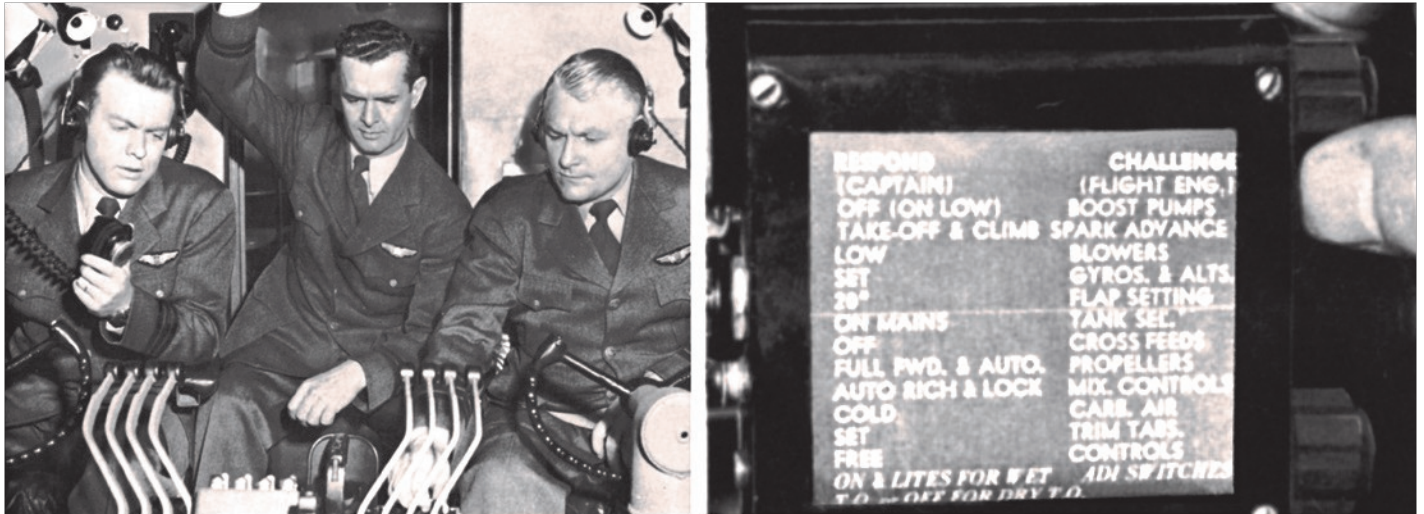
So how's it fly? This is the last of the old school airliners. You actually *fly* it, you don't program it. The cockpit has just the basics. Old fashioned "steam gauges" plus a fairly basic autopilot. Most of ours didn't even have GPS, so we were going from VOR to VOR just like the old days. It wasn't that hard to land, but smooth landings were hard to come by. Especially on the 727- 200s, which were stretched by 20 feet. The main gear were so far aft that flaring to land almost drove them into the runway. The trick was to flare the plane and then ease off just a touch and "roll" the mains onto the runway. And whatever you do, don't pull the power until it's about ready to touch down or it will come down like a brick.

So what's not to like? Why aren't we still traveling across the country on these things? Fuel prices mostly. A 727 burns roughly 10,000 pounds of fuel an hour. A 757 will carry the same payload for around 7,000 lbs/hr. A 737-800 or A320 will do it for even less. Plus you only have to pay for two pilots on those airplanes. Upkeep is also expensive. Those round-dial gauges look simple but they're more like Swiss watches - with all the expense and complexity. Modern flat screen displays are a lot less expensive and there's not much to break. Finally, they're just getting old. The *last* ones were built almost 30 years ago. Unlike military aircraft, airliners get flown *a lot*. A 30 year old airliner most likely has seen plenty of service. Some of our older 727-100s had so many leaks they would barely pressurize. At some point it's just cheaper to buy new. I still love the 727. If I absolutely *had* to fly through some horrible weather it's the plane I would pick to get me through it.

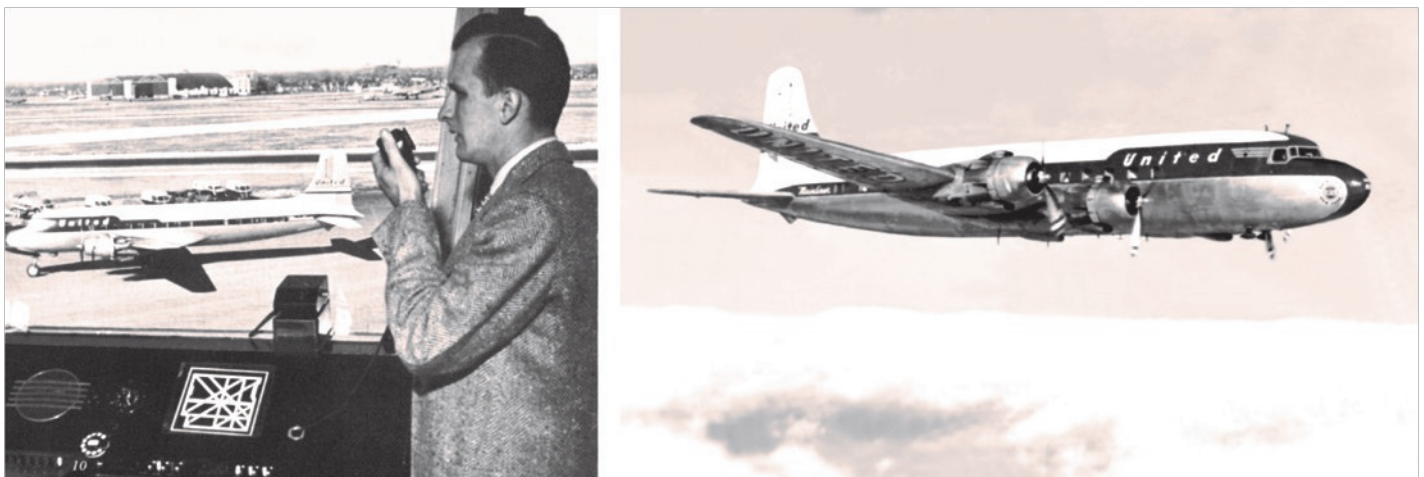


United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



A “Challenge and Response” check was the last inspection of the DC-6’s instruments and controls after the engines were run-up to cruise power prior to take-off. The scroll shows a portion of the “oral challenges” made by the Flight Engineer and “responded to” by the Captain as he made the required checks. After



completing the Challenge and Response checks, the co-pilot radioed the tower for take-off clearance. In 1955, airport traffic was controlled by Airport Traffic Control Towers and operated under the authority of the CAA (Civil Aeronautics Administration). A departing United “Mainliner” radioed the tower for permission to takeoff. The tower operator responded with clearance instructions to the plane, advised the crew as to other aircraft in the vicinity and (under overcast conditions) the course to be followed until cruise altitude was reached. The Captain climbed at a predetermined rate and course until attaining cruise altitude. The throttles were reduced to cruise power and the cabin pressure was increased.

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

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

Gary Cook's Leesburg, VA get-together

A happy reminder of Gary Cook's sponsored monthly get-together at the Bob Evans restaurant in Leesburg, VA (August 1st, 2014).



Pictured, L to R: Pierre Ney, Roy Liggett, Herb Petitt, EK Williams, Stokes Tomlin, Hugh (Bugs) Forsythe, Bill Davis, Bud Ruddy, Gary Cook and Dave Anderson. The next meeting will be Friday, September 5, 2014.

The San Francisco Bay-Siders' Luncheon

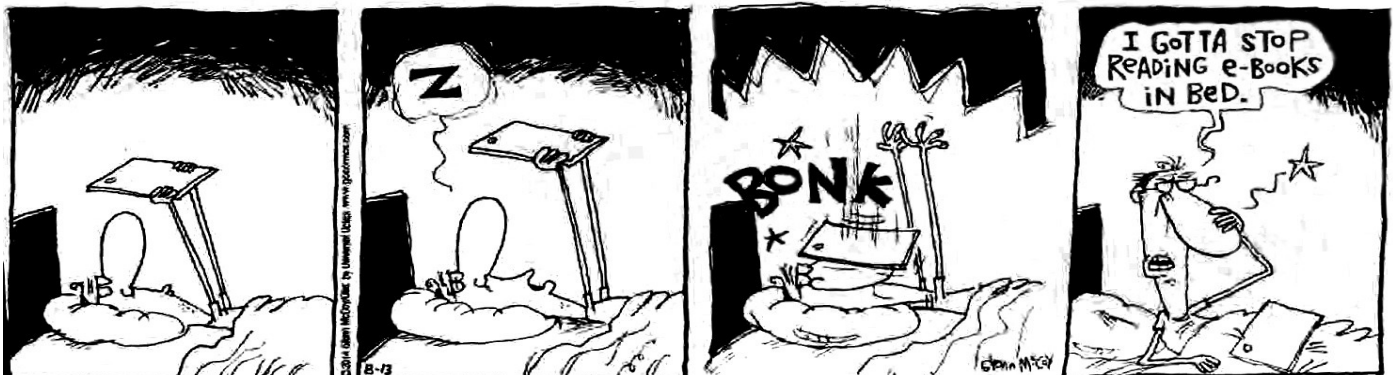
Our August S.F. Bay-Siders' RUPA Luncheon was a special one as we happily celebrated Walt Ramseur's 91st Birthday. Unfortunately, Walt was suddenly called away on family business and was unable to attend, but his lovely wife, Mary, provided candy and decorations anyway. Walt was greatly missed, but we all wished him a Happy 91st Birthday in absentia. We count on Walt being here next year when we celebrate his 92nd.

The only sad note of the day was the news that Captain Bob McAfee, one of our Bay-Siders' regulars, had flown West, as had retired Flight Attendant and RUPA member, Joyce Lopez. Joyce attended some of our California RUPA Luncheons as well as the Guppy Gatherings in Sonoma.

In attendance were: Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Gerry Delisle, Dick & Jeri Johnson, George Mendonca, Mary Ramseur, Cleve & Rose 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*

THE DUPLEX | Glenn McCoy



S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Another terrific RUPA Lunch at Shrimper's with our GR8 view of Manatee Pocket, delicious food, phantastick service provided by Victoria, and of course the friendship and camaraderie shared by Retired United Pilots.

This was a somewhat SPECIAL Luncheon for us since we had 2 FLL RUPA Members drive up to be with us (Jerry Bradley and Bill Garrett).

AND.....we also had a NEW - Future Member join us as well, Dave Damon who has recently moved to the Stuart area. This was Bill's and Dave's FIRST TIME to attend our Luncheon and we are looking forward to their return in the future.



We had a total of 8 guys at the Luncheon, and they were: Skip La Rocque, Jack Boisseau, Ted Osinski, Dave Damon, Dick Starita, Jerry Bradley, Bill Garrett and myself, Bob Langevin. We were actually 'supposed to have' NINE, but I checked later with Dave Hoyt to see why he was a 'No Show' and he says that he forgot and he thought it was NEXT Week. Well, at least I saved him a trip to Shrimper's -- NEXT Week. 🤔

We had quite a bit of 'conversation' about the various Medical problems and experiences that a number of the guys wanted to share and during those conversations, Jerry Bradley made the comment that he thought he was at a Medical Convention (when you consider what United did to us, it must have been PROCTOLOGICAL in nature 🤔). We weren't short on stories and circumstances, that's FOR SURE. We also discussed the Internet, Internet Jokes (the funny ones and the 'other' ones :-O as well), cell phone connection problems, Smisek, along with Aviation Books and Stories -- some of which are NOT suitable for publication in this Periodical... 🤔

Our Luncheon meeting in September will be on Sept. 9th at Shrimper's starting at 11:30 AM. If U R in the Stuart area, we'd love to have you join us. Not sure, but we 'might' have a few of our Northern Members back in SE FL by that time. Meanwhile, hoping that you all are having a Safe & Happy Summer and looking forward to the start of the NFL and College Football Seasons. Have a Happy & Safe Labor Day Holiday weekend.....keeping in mind that we ALL did LABOR for United when it was a GR8 Airline and pretty much of a GOOD place to work. Until next month.....Best Regards, *Bob Langevin*

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

Our scheduled meeting once again convened about 11:00 July 15th the third Tuesday at the Denver American Legion Post One. Following libations and visiting, lunch got underway at about 12:00.

After some thanks to announce along with one short joke, each by the coordinator and Ted Wilkinson, the forthcoming talk mentioned in our June report followed; Captain Ed Riehl gave a nice recount of his military experiences and its ups and downs intertwined with finally getting aboard United as a pilot and retiring on the 747 after a successful career.

We ended the meeting with no other discussions in respect of news and pass experiences. News along the way was in respect of one infirm member. We also discussed the current August 19th picnic short interest -- so far only 27 have responded will attend.

Attending were: Jim Adair, Darrel Ankeny, Rick Bebee, Bob Blessin, Joe Collard, Mack Connelley, Bob Crowell, Ed Cutler, Jack Davis, Al Dorsey, Bill Ford, Richard Garbrick, Dennis Getman, Tom Hess, Tom Johnston, Jim Krasno, Cliff Lawson, Duane Searle, Bernie Stoecker, Russ Ward, Stanley Boehm, Ed and Ruth Riehl, Ted and Rose Wilkinson. Respectfully submitted -- your Co-scribe, *Stanley Boehm*

San Francisco East Bay RUPARIANS Luncheon

We are developing a core group of loyalists and the name "The East Bay Ruparians" seems to be the desired title of the group, at least for another month.

A somber note was added to the festivities with the announcement of the death of Capt. Bob McAfee. Bob died August 7th and a memorial service will be held at the Cedar Grove Community Church, at 12:00pm, in Livermore, Sept. 27th. Bob was unable to attend any of our lunches, but he was remembered by the group and a round of stories of some of his antics followed.

On a lighter note, Marilyn Sperling presented a fundraising event put on by the Pittsburg Yacht Club to support the Make A Wish foundation. The daylong event includes a cruise on the Delta aboard private yachts and will take place on Oct. 4th. For further information call Jan Cutaia-Iaconis, 925-427-2011.



The photo of the 12 attendees L to R are: Sitting in front, Tammy Dahlstrom and Georgia Bouska. Standing, Rich Bouska, B. S. Smith, Dick & Marilyn Sperling, Ron Harris, John Baum, Don Merucci, Steve Scott, Neil Dahlstrom, and Al Wilcox.

Our next meeting will be at the Black Bear Diner, Pleasanton, on Wednesday Sept. 10th. See you there.

Don Merucci

The RUPA Washington Area Eddie O'Donnell Luncheon

Our July 17, 2014 luncheon was limited to members only. The meeting was held at the Marco Polo restaurant located in Vienna, Virginia. We had a nice stand-around get-together before the start of the "official" luncheon. We all enjoyed a served meal composed of Beef Stroganoff and Strawberry Short Cake.

Our guest speaker was Robert F. Dorr who is the author of about 75 books about the Air Force, military aviation and military history. Mr. Dorr served in the Air Force and is a retired Foreign Service officer. He told us about one of his latest books titled "Fighting Hitler's Jets." It is about development of the jet fighter during WWII. The extraordinary story of the American airmen who beat the Luftwaffe and defeated Nazi Germany. He gave us a very interesting presentation.

Attendees were: Jon Beckett, Ray Best, Hal Cockerill, Marty Collins, Gary Cook, Gil Coshland, Gene Couvillion, Robert F. Dorr (guest speaker), Paul Gilson, Jerry Goebel, Bob Goodman, Larry Grube, Mike Henderson, Tony Keffer, Fred Keister, Roger Lemieux, Jo Beth Lynch, Ed Miller, Pierre Ney, Bill Nolan, Ward O'Brien, Bob Olsen, Ralph Pasley, Herb Pettitt, Don Reinhard, Bud Ruddy, Bill Salisbury, Bernie Schwartzman, Jack Sodergren, E.K. Williams.

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

Our next scheduled luncheon will be October 16, 2014 and it will be for members and guests. *Jon Beckett*

Ohio Cleveland Crazies RUPA Luncheon

The July meeting of the Cleveland Crazies was back at TJ's restaurant in Wooster, Ohio. We enjoyed two outings for our May and June meetings. In May we were at the National Museum of the United States Air Force at Wright-Patterson AFB. And in June we were at the lovely home of Carol and Rich McMakin.



Those attending Sitting L to R: Dick Orr, Rich McMakin, Ken Wheeler, and Ken's helper Diane Johnson. Standing L to R: Phil Jach, Harv Morris, Don Kauer, Pat Morris, Bev Karaiskos, Don Karaiskos, Vickie our lovely waitress, and Dick Sanders.

With eleven in attendance the talk was lively and interesting. Ken Wheeler and Dick Sanders kept us all laughing with many good jokes that they shared. We also began discussing the possibility of our next special event. It may be scheduled for either September or October of this year so stay tuned for details.

Cheers, *Phil Jach*

Dana Point RUPA Luncheon

Our RUPA lunch arrived early got good seating and surprisingly good parking for midsummer time at the Harbor. 11:30 seems to be great for our parking. We have had so much great weather for the south coast this year that California waters has warmed up and the fish catch, as reported by our -ex boat owning members, has gone up for Dorado (Mahi-Mahi) and Dolphin, and Tuna.

On Deck were: Al Pregler, Bill Rollins, Bill Rollins, Bill Stewart, Bob McGowan, Butch Trembly, Denny Giese, Jack Frisch, Jerry Meyer, Joe Udovch, Rudy Haluza, Ted Simmons and new to our group Larry Starr.

Larry Starr was in from his new residence in Laughlin NV. His former residence was in Lake Tahoe area. Hope you can make some more visits Larry to our area and lunch with us.

Denny reported on his Alaska Cruise with Holland America Line. I believe the Ship was the The Amsterdam a 1,380 passenger ship. A very well appointed ship and able to get up next to the glaciers at head of some of the long inlets. He was surprised at how much noise the large pieces of the glacier made as they broke off.

Once again the Cuban food came up (last month it was the movie 'Chef', Joe Udovch gave a thumbs up for the Bella Cuba Cuban restaurant in Santa Ana. Cheers to all, *Ted*

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, California.

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

Or janicewheadon@aol.com

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Cheers to all in RUPA land from Southern Oregon. A bit tardy this month in getting a note off to Cleve after my computer proved, once again, my total lack of understanding with it and then produced the dreaded 'blue screen'. Thanks to a good friend and the repairs he made, we're back in business once again....I hope.

We joined, once again, at our favorite haunt, The Pony Espresso in Jacksonville on July 17 and really missed Harvey Saylor and his magic phone which takes better photos than my Nikon (thus the glare in the pic).

A good time added to by a friend Michael Bennett brought, Elliot Schreider, retired from Pan Am some 35 years! Most enjoyable also having Bill Monfort in from Florida and Chuck Kittle along with Scot Lee up from Scott Valley.



For our monthly mug shot start in front left; Pam Lumley and clockwise Cheryl Jaeger, Elliot Schreider, George Elliott, Scot Lee, Banjo Bob Keasbey, Jim Jaeger, Art Lumley, Steve Fusco (happy 90th Steve!) and Leeann Fusco.

Standing from the left; Bob Niccolls, Michael Bennett, Catherine Dimino (George's daughter), Chuck Kittle and Bill Monfort.

Unfortunately, since the lunch, Art Lumley suffered a stroke and has been in the Rogue Valley Medical Center and now home. He's improving daily and looks for a full and, hopefully speedy, recovery.

Till next month, cheers to all, **Bob**

Seattle Gooney Birds RUPA Luncheon

July 17, a full house again for The Seattle Gooney Birds luncheon with good food, good service, and free parking.

For all you recent retirees who haven't joined us for lunch, we meet on the third Thursday of each month at the SEATAC Marriott Hotel in a private room, just off the lobby, starting at about eleven. Come join us, we'll make room for you.

Jokes by Herb Marks, Dave Carver, and Bill Brett. In attendance: Don Webber, Chuck Westphal, Al Black, Tom Smith, Dick Weisner, Roger Baird, Rob Robinson, Bill Shumway, Dick Anderson, Bill Stoneman, Ray Hanson, Ken Case, Neil Johnson, Dave Carver, Herb Marks, and Bill Brett. See you next month.

Ponderisms

I used to eat a lot of natural foods until I learned that most people die of natural causes.

The RUPA Washington Area Eddie O'Donnell Luncheon

Our July 17, 2014 luncheon was limited to members only. The meeting was held at the Marco Polo restaurant located in Vienna, Virginia. We had a nice stand-around get-together before the start of the "official" luncheon. We all enjoyed a served meal composed of Beef Stroganoff and Strawberry Short Cake.

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Attendees were: Jon Beckett, Ray Best, Hal Cockerill, Marty Collins, Gary Cook, Gil Coshland, Gene Couvillion, Robert F. Dorr (guest speaker), Paul Gilson, Jerry Goebel, Bob Goodman, Larry Grube, Mike Henderson, Tony Keffer, Fred Keister, Roger Lemieux, Jo Beth Lynch, Ed Miller, Pierre Ney, Bill Nolan, Ward O'Brien, Bob Olsen, Ralph Pasley, Herb Pettitt, Don Reinhard, Bud Ruddy, Bill Salisbury, Bernie Schwartzman, Jack Sodergren, E.K. Williams.

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

Our next scheduled luncheon will be October 16, 2014 and it will be for members and guests. *Jon Beckett*

The Columbia River Geezer's RUPA Luncheon

Six of our finest Columbia River Geezers were present today, August 13, 2014, for our monthly lunch at the Clackamas Claim Jumper. Besides 5 of our regulars, we had a new one show up, in the person of Jim Shipp, who lives in Battleground, WA. It's always nice to see a new attendee and we hope to attract more over the coming months.

Present were: Jim Shipp, Mac McCroskey, Rusty Harrison, Gordy "Sam" Richardson, Doug Howden and your scribe, Tony Passannante. All of us retired while flying out of SFO, except for Gordy who was flying out of LAX.

The usual lively and animated conversation ensued, with lots of catching up, especially, I think, for Jim who was happy to once more get together with some former United flying mates. Much of the chatter involved flying various types of light aircraft, with Gordy relating his recent experience attending a seminar and giving flight instruction in "high, short and sometimes barely improved" airstrips all over back country Idaho. The remainder of the back and forth consisted mostly of the ubiquitous sea stories, travel and even some observations regarding different investment strategies, immediately after which I attempted to negotiate a small loan so as to pay for my lunch.

Remember, walk-ins are always most welcome, we meet on the second Wednesday of each month at the Clackamas Town Center Claim Jumper, just west of I-205, Sunnyside Road exit.

Best regards, *Tony Passannante*, hotshotcharley@aol.com *Ron Blash*, rblash@me.com

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

San Diego North County RUPA Luncheon

Greetings, Cleve: Today we had a fine time, all 10 of us. This is our usual attendees, but today we had a new man, he is Colin Winfield, and he fit right in with talk and laughs. We hope we will see him on a regular basis from now on.



In the picture, Bob Harrell in front, on the left is; Evelin Pauling, Bill Pauling, Mark Mayer, Colin Winfield, Paul Whitby, Bob Bowman, Ruth Bowman, Rhoda Green, Brad Green.

Best wishes to you, Cleve, and everyone else that keeps these monthly reports going.

Fraternally yours, *Bob Harrell*

San Francisco North Bay RUPA Luncheon

Not much to report regarding our August lunch. I substituted for Bob because he had a Doctor appointment so the business meeting was very short.

A program from the funeral Mass for George Nixon, sent to us by his widow, was passed around for all to read. Our medical expert, George Hise, had a report on a study that marijuana use increases the risk for a heart attack. So much for medical pot!

Attending: Gary Koverman, Larry Whyman, Galan Wagner, Norm DeBack, Dick Hanna, Barney Hagen, Deke & Merle Holman, George & Pat Hise, Bill Smith, Sam & Mickie Orchard, Tom Grey & Colleen Murphy, Clyde Wilson, Barry Wilson, Bill McGuire, Jules Lepkowsky, Ken Corbin, Dick Lammerding, J.R. Hastings, Leon Scarbrough, John & Carol Reed, Bruce Milan, Eileen Tyson (active UAL pilot), Bill Greene & Kim Cool. A good time was had by all. Report written and edited by *Bill Greene*

ZITS | Jim Borgman and Jerry Scott



The Monterey Peninsula RUPA Lunch Bunch

With the Concours at Pebble Beach, the Classic Car Races at Laguna Seca Raceway, several very high priced car auctions (\$140M), numerous car events at various locations, and the Motorsports Gathering at Quail – traffic on the peninsula has been overwhelming! The real “eye candy” is always the numerous corporate and private jets parked at MRY airport!

Those who were brave enough (and patient enough) to travel the peninsula for our RUPA lunch at Quail were Bob and Cindy Benzies, Will and Fran Blomgren, Milt and Sunee Jines, Lee and Nancy Casey, Diane Ellis, Brett Morris, Bob and Hannah Cornell, Ken Bohrman, Ed and Pat Manning, our host Pete Walmsley, and yours truly. (We did warn everyone at the beginning of the week that traffic would be a major issue!) We dined on the patio under blue skies and warm sunshine enjoying lively conversation and great food!

Discussions included the new CONU “retiree” phone number for some services 877 825-3729 - the “Benefits” number will remain the same, the possible group trip to SFO for “Fleet Week” (October 10-12), and the plans for our annual golf tournament on September 10th. The important information, for those who still carry their health insurance with the company, is CONU has assured RUPA President Jon Rowbottom that health insurance information will be mailed earlier this year and that only “minor” changes are indicated. (No definition of “minor” was offered by CONU.) Let’s hope the snafu of last year doesn’t repeat itself!

Please contact Pete at 831 624-7786 if you plan on playing golf on the 10th. Out-of-towners are welcomed! Quail is a beautiful and challenging course – i.e. frustrating!

The next RUPA lunch is Wednesday September 10th, gathering begins at 11:30. For those playing golf plan on ordering early – for the rest of us we will enjoy the leisure time! Please RSVP by the Tuesday before for lunch. Happy Labor Day! *Phyllis Cleveland*

ALPA lists 10 airlines with lowest starting pay for pilots

By Terry Maxon



The Air Line Pilots Association, as part of its argument that low pay is the reason U.S. airlines can’t attract enough pilot candidates, has put out a list of the 10 U.S. airlines with the lowest starting pay. In each case, the salary listed is what a first officer (co-pilot) would earn in his or her first year on the job. Pilots start at airlines as first officers. They can move up to captain if they stay long enough to get enough seniority.

Here is the list of the 10 Lowest-Paying Airlines Estimated First-Year Salary as of July 20, 2014. Great Lakes \$14,616, Silver Airways \$18,693, SkyWest Airlines \$20,064, Mesa Airlines \$20,183 GoJet Airlines \$20,504, Republic/Shuttle/Chautauqua \$20,655, ExpressJet Airlines \$20,745, Atlantic Southeast Airlines \$20,907, Trans States Airlines \$21,531, PSA Airlines \$21,600.

These are all small/regional carriers, not the major mainline carriers. While the regional carriers have struggled to find enough candidates to fill their starting jobs, the major carriers haven’t reported problems — mainly because they can pull from the regional carriers’ cockpits.

Some of the 10 airlines are under common ownership. Republic Airways owns Republic Airlines, Shuttle America and Chautauqua Airlines. Trans States Holdings owns Trans States Airlines and GoJet Airlines. SkyWest owns SkyWest Airlines, ExpressJet and Atlantic Southeast Airlines.

Only one has a major carrier as its parent. PSA Airlines is a unit of US Airways, a unit of American Airlines Group.

ALPA cited the number of pilots on furlough at North American carriers or working for non-U.S. airlines as evidence that there are enough pilots out there if pay was just high enough.

“The rock-bottom starting pay offered by regional airlines has become a serious deterrent for anyone considering becoming an airline pilot or, if they are already qualified, for choosing to work in the profession in the United States,” ALPA president Lee Moak said.

RETUP: Retired United Pilots Discussion Group

By Pete Sofman

I'm sure that most RUPA members have never heard of RETUP. I find RETUP, useful, entertaining at times, and most of all, informative for those that have questions.

In May of 2001 retired UAL pilot, Charles Tolleson, formed RETUP (Retired United Pilots Discussion Group) as a Yahoo discussion group. This enables retired UAL pilots to discuss issues specific to UAL, including pensions, benefits, commercial airlines, and changes in everything since the merger.

The intent was to keep the discussions non-political and polite, and to avoid duplicating topics that were covered elsewhere. Since then, over 650 retired United, Pan Am and Continental pilots have joined RETUP. Four moderators rotate during the month to approve messages sent to RETUP. Once approved the messages are available for RETUP members. George Lycan, Jim Marshall, Ann Meili and Pete Sofman are the current moderators and volunteers are welcome to offer their assistance.

All RETUP members may post messages to the group.

There are three options for accessing messages once you become a RETUP group member.

1. You may receive an email copy of each message, or
2. You may receive a daily email containing all messages posted that day, or
3. You may visit our website (<https://groups.yahoo.com/neo/groups/retup/>) and read the messages in our archive. Also available at the website are files and photos. To enter the website you must create a free Yahoo identity and your personal password, but you may use any email address you choose... it does NOT have to be a Yahoo email address.

If you'd like to become a member of RETUP, please send an email either to retup-subscribe@yahoogroups.com, or to retup-owner@yahoogroups.com.

Please address any questions to us moderators at retup-owner@yahoogroups.com.

All Children to Retain Pass Privileges until age 26

The following is the answer United gave to one of our members in regards to children's pass privileges.

The new insurance laws that the President and congress recently passed allow for children regardless of dependency to retain their pass privileges until the age of 26.

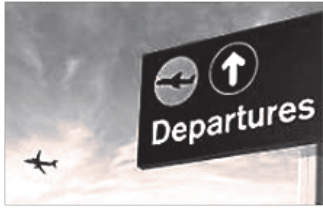
Please contact EIS (Employee Information Services) 1-713-324-5327 option 4, then option 3 for assistance with pass rider information or email them at EIS@united.com. They handle all pass rider information modification, addition or corrections.

Kind regards, Betty Gutierrez, Employee Travel Center - HR
United, 600 Jefferson Street, 11th Floor HQJEC, Houston, TX 77002
Tel. 713-324-5555, option 5 etc@united.com www.united.com

PICKLES | Brian Crane



Survey: 36 percent of Americans afraid to fly internationally



Recent events have prompted some people to grow fearful of international flying. A new poll, conducted for TheStreet (NASDAQ: TST) by GfK1, shows that more than one third of Americans agree that recent political turmoil has made them afraid to fly internationally.

As a result of recent political turmoil, 36% said they are afraid to fly internationally. Women were more likely to be afraid than men, with 42% of women versus only 29% of men afraid to fly internationally. Different age groups ranged in their response, with 38% of those over 65 versus only 27% of those ages 18-35 afraid to fly internationally.

"Airlines expressed some concern about excess transatlantic capacity during recent earnings calls, but said that the capacity growth is slated to slow in the winter. Based on the results from TheStreet's new survey, it's possible that this growth could slow even more quickly if fears continue to mount," said Ted Reed, TheStreet's Transportation Reporter.

5 Tips on How to Save Money When Exchanging Currency



It's easy to get hit with extra fees and expensive exchange rates when switching currencies. Here are five tips to maximize your dollars. Here are five tips to maximize your dollars:

1. Get an app. Before boarding the plane, download a currency converting app on a smart-phone you plan to use on vacation. There are several free ones to choose from, including XE Currency and GlobeConvert.
2. Ask before you exchange. Be wary of currency exchange places that say they don't charge fees or advertise really good rates. Often, they will offer you a worse rate to make up for the low fees or have caveats they don't advertise.
3. Find the right credit card. Get a credit card that doesn't charge a foreign exchange fee. Not sure if your card charges a fee? Call and ask.
4. Say no to hotel exchanges. If a hotel or another business asks if you want them to convert the bill into American dollars for you, decline. Let the hotel bill you in the country's currency and let your credit card do the exchange.
5. Check out checking accounts. As with credit cards, make sure your bank doesn't charge foreign exchange fees if you plan to use a debit card.

NEW – Employee Services Central Phone Number

Retirees and employees can now call [1-877-825-3729](tel:1-877-825-3729) to reach the following frequently used employee services including:

- Employee Travel Center
- United We Care
- Employee Information Services
- Employee Service Center
- Payroll Care Center
- Retiree Employee Service Phone Number

For all retired co-workers:

1. Call [1-877-825-3729](tel:1-877-825-3729)
2. Select the International/Retired/Former Co-worker/Vendor option

United will discontinue the previous phone numbers on October 1 so please update your phone lists, websites, and any written communication with the new Employee Service phone number.

The United Airlines Benefits Center number remains the same: 1-800-651-1007

United Airlines' customers can now offset entire carbon footprint



United Airlines announced the launch of CarbonChoiceSM, a new business tool for corporate cargo customers to easily track and offset the emissions associated with their air freight accounts. Cargo customers with large-scale, regular shipments on United can receive customized emissions reports with simple options to offset their company's carbon footprint through the airline's partner, Sustainable Travel International. United is introducing the business tool to allow cargo customers to more easily incorporate carbon-neutral business practices into their overall corporate strategy. "United Cargo shippers consistently tell us they're focused on understanding their company's environmental impact, and they've asked us specifically for a large-scale program like this," said Jan Krems, United's vice president of cargo. "CarbonChoice provides our customers the detailed data they need to better achieve their own companies' sustainability commitments."

In 2013, United became one of the first airlines to offer an online cargo carbon calculator that customers could use to enter their individual shipment data and track emissions. With CarbonChoiceSM, United now offers cargo shippers hassle-free, customized reports sent directly to each customer on a regular basis. United's calculation approach recognizes weight, actual flight data related to aircraft type, routes and seasonality, and applies a next-generation CO2 emissions calculation methodology informed by the International Air Transport Association's recommended practice for airlines to calculate CO2 emissions from freight transport.

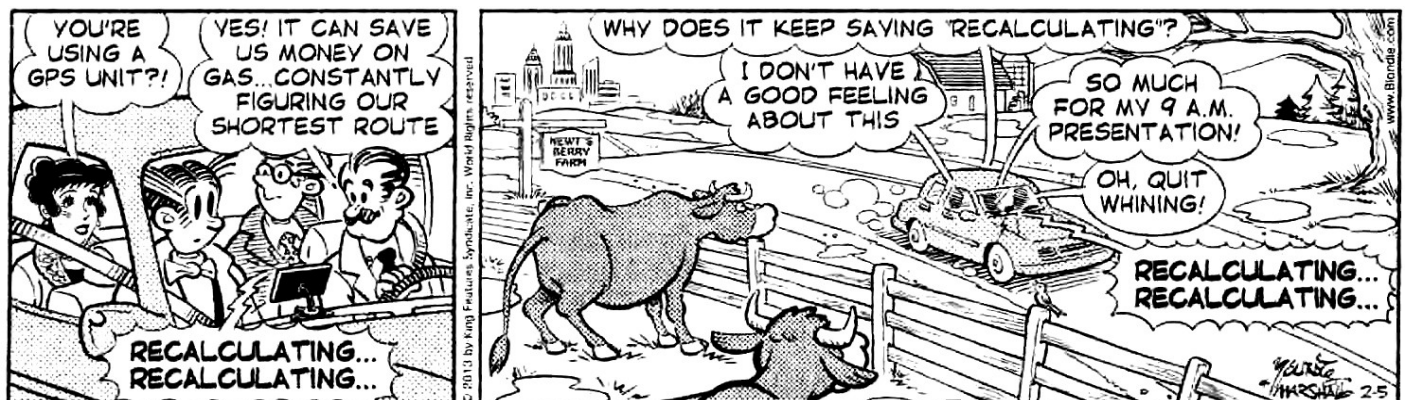
United offers one of the most robust carbon offsetting programs in the industry, with specific options for its entire range of customers, including MileagePlus members, individual business and leisure travelers, and now CarbonChoiceSM extends that to the airline's cargo account customers.

United partners with Sustainable Travel International to ensure all of the airline's carbon offset projects have obtained independent third-party verification and are registered with well-respected carbon offset programs. "Reducing United's emissions through our fuel efficiency programs and helping our customers offset carbon emissions are some of the best ways United can be an environmentally responsible airline," said Angela Foster-Rice, United's managing director of environmental affairs and sustainability.

United's Commitment to the Environment

United Airlines is committed to leading commercial aviation as an environmentally responsible company by taking actions today that shape an environmentally sustainable future. United was named Air Transport World's Eco-Airline of the Year Gold Winner (2013) because of its accomplishments in fuel efficiency, responsible waste management, and for its leadership in sustainable alternative aviation fuels. The company in 2013 reduced CO2 emissions by more than 925,000 metric tons and exceeded its goal of reducing fuel consumption by 85 million gallons. United is a leader in the advancement and use of alternative fuels, making history in commercial aviation with its partnership with AltAir Fuels to bring commercial-scale, cost-competitive renewable jet fuel to its Los Angeles hub later this year.

BLONDIE | Dean Young and John Marshall



United ads new gates at ORD easing congestion



We're making positive changes at ORD Terminal 2, where we have more than 290 daily arrival and departure flights. We added gate space in Terminal 2 on July 1 with our use of gates F8 and F10, which US Airways (US) formerly used. In addition, we negotiated an agreement with the City of Chicago for the use of E8 this summer. We now operate from 80 gates at ORD. These changes help reduce congestion and the time aircraft spend on the ground waiting for an open gate during heavy flight banks.

We plan to add one more gate in Terminal 2. The city has relocated the Butch O'Hare aircraft to the front of the Terminal 2 lobby making way for the new E1A, currently a hard stand gate.

To improve the customer experience, we have begun construction on a new customer service counter in the former United Club location near F2. This new counter will feature additional space and agent positions. This will help reduce crowding in the current F2 gate room.

These efforts are part of the ongoing investment at ORD, including jet bridges operating on all gates, the new Terminal 2 United Club and new gate room furniture with power, podiums and boarding areas.

United Reducing 50-seat Regional Jets



Over 2014-15, we will remove the equivalent of more than 130 50-seat regional jets from our schedule. We will replace 70 of these with more fuel-efficient 76-seat Embraer 175s and some we may not replace. We expect to reduce our 50-seat regional flying from 8 percent of overall capacity at the beginning of 2014 to 5 percent at the end of 2015.

We are reducing the complexity of our regional flying to improve reliability, predictability and onboard product by consolidating the number of regional flying partners in a hub. For example, we are reducing express partners at IAD from eight to four by September. We are also reducing the number of hubs from which regional partners operate.

You now have direct access to International SOS



United has updated their Travel page on Flying Together to include direct access to the new International SOS portal. By using this link, you no longer need to remember United's membership number to access International SOS services.

International SOS is the world's leading provider of medical assistance, international healthcare and security services, helping companies like United manage employee health and safety risks.

The new portal connects employees and retirees with a 24/7 global infrastructure of people and resources, including 27 call centers staffed by doctors and nurses, 32 clinics, 8,000 professionals and 60,000 providers.

TSA increases Aviation Security Fee

The TSA Aviation Security Fee, also known as the Sept. 11 security fee, has increased from \$2.50 per enplanement to a flat \$5.60 each way for all travel originating at an airport in the United States. Stopovers of more than four hours on domestic connections or more than 12 hours on international connections will result in additional fee charges.

United, along with Airlines for America and other industry stakeholders, opposed the increase and have opposed certain aspects of this new security fee, such as TSA's plan to remove the existing fee caps for round-trip travel and to apply the fee to the domestic portion of travel that originates outside the U.S.

The fee applies to all revenue and certain non-revenue travel and is collected in the price of the ticket. Information regarding the fee on non-revenue tickets can be found on the employeeRES login page and in the employeeRES pass tax calculator, where it is designated as the "AY" fee.

Boeing forecasts rising demand for commercial pilots and technicians



OSHKOSH, WI - Boeing is forecasting continued strong growth in demand for commercial aviation pilots and maintenance technicians as the global fleet expands over the next 20 years. Boeing's 2014 Pilot and Technician Outlook, released in July at EAA AirVenture Oshkosh, projects that between 2014 and 2033, the world's aviation system will require:

533,000 new commercial airline pilots.

584,000 new commercial airline maintenance technicians.

"The challenge of meeting the global demand for airline professionals cannot be solved by one company or in one region of the world," said Sherry Carbery, vice president, Boeing Flight Services. "This is a global issue that can only be solved by all of the parties involved—airlines, aircraft and training equipment manufacturers, training delivery organizations, regulatory agencies and educational institutions around the world."

The 2014 outlook projects continued increases in pilot demand, which is up approximately 7 percent compared to 2013; and in maintenance training, which increased just over 5 percent. Pilot demand in the Asia Pacific region now comprises 41 percent of the world's need, and the Middle East region saw significant growth since last year's outlook due to increased airline capacity and orders for wide-body models which require more crew members.

Overall, the global demand is driven by steadily increasing airplane deliveries, particularly wide-body airplanes, and represents a global requirement for about 27,000 new pilots and 29,000 new technicians annually.

Projected demand for new pilots and technicians by global region:

Asia Pacific – 216,000 pilots and 224,000 technicians.

Europe – 94,000 pilots and 102,000 technicians.

North America – 88,000 pilots and 109,000 technicians.

Latin America – 45,000 pilots and 44,000 technicians.

Middle East – 55,000 pilots and 62,000 technicians.

Africa – 17,000 pilots and 19,000 technicians.

Russia and CIS – 18,000 pilots and 24,000 technicians.

Boeing to assemble 787-10 Dreamliner in South Carolina



Boeing announced in July that final assembly of the 787-10, the newest and longest member of the 787 Dreamliner family of airplanes, will take place exclusively in North Charleston, S.C.

Boeing will continue to assemble both 787-8s and 787-9s in Everett, Wash., and North Charleston. Design of the 787-10 is underway in Everett, with final assembly of the first 787-10 scheduled to begin in South Carolina in 2017.

"We looked at all our options and found the most efficient and effective solution is to build the 787-10 at Boeing South Carolina," said Larry Loftis, vice president and general manager, 787 program, Boeing Commercial Airplanes. "This will allow us to balance 787 production across the North Charleston and Everett sites as we increase production rates. We're happy with our growth and success in South Carolina, and the continued success at both sites gives us confidence in our plan going forward."

The 787-10 will be 18 feet longer than the 787-9. With 10 feet of that increase in the midbody section, the 787-10 midbody is too long to be transported efficiently from North Charleston, where systems integration work is performed, to the Everett facility for final assembly. In addition, introducing the 787-10 in North Charleston takes advantage of that facility's capacity while allowing the Everett facility to continue

improving productivity as it focuses on the 787-8 and 787-9.

The 787 production system includes three production lines: two in Everett (including a temporary surge line) and one in South Carolina. The integrated production system currently operates at a production rate of 10 airplanes per month. As announced last year, the 787 production rate will increase to 12 airplanes per month in 2016 and 14 per month by the end of the decade.

The Everett facility will continue to assemble seven airplanes per month, while Boeing South Carolina final assembly will gradually increase from three 787s per month today to five per month in 2016 and seven per month by the end of the decade.

The Boeing 787 Dreamliner family of airplanes offers airlines unmatched fuel efficiencies and environmental performance, while providing a new level of comfort for passengers through the thoughtful application of new technologies. To date, the 787 family has won more than 1,000 orders and more than 165 airplanes have been delivered to 21 customers worldwide.

The 787-10 will leverage 787 technology to provide more passenger and cargo capacity along with unparalleled seat-mile economics in the medium twin-aisle market. Since its launch in June 2013, the 787-10 has won 132 orders from six global customers.

Good times start again for US based airlines



Southwest Airlines CEO Gary Kelly all but said as much in a July 24 conference call to discuss the company's second quarter earnings. "Right now, the demand is very strong and it is balanced very nicely with the supply of seats," Kelly said. "We're going to manage our growth very carefully so that we don't upset that balance."

US Airlines are making money again, with U.S. carriers reporting record profits for the second quarter of this year, but don't look for them to use that money to add flights or upgrade service. Where airlines once burned through cash the way a jumbo jet burns fuel, these days they are content to stay in a financial holding pattern. The profits are either given back to investors, in the form of dividends

or stock buybacks, or used for expansion, said Jay Sorensen, president of IdeaWorks, a Shorewood airline industry consulting firm. "I don't think the latter is going to happen, in terms of expansion," he said. "Airline management is going to push back against that because that's what got them into trouble in the first place."

Southwest, the market share leader at Milwaukee's Mitchell International Airport, reported record second-quarter profit of \$465 million and set records for full planes and passenger fare per mile. Revenue rose 8%. In July, the airline's planes were 86.7% full. Those numbers certainly are strong, but the recent past continues to haunt airlines, leaving them gun-shy about spending money.

"The only other thing that I think needs to be mentioned here is that we've lived through a brutal decade where every balance sheet in the industry was stressed and most went bankrupt. So you just can't extrapolate 2014 into infinity," Kelly said. "We do want to make sure that we err on the side, financially, of being conservative and being very well prepared for the unpredictable," he added. "The unpredictable's happened a lot to us in 43 years."

In the third grade, our teacher, said, "Quit staring out the window, because when you grow up, no one will pay you to sit there and just look out the window"..

Guess I showed her.....



Launch of new Pilot Training Foundation Program



AIRWAYS AVIATION announces the launch of its bespoke Pilot Training Foundation program in the United Kingdom, Australia, Malaysia, the United Arab Emirates, Montenegro, Jordan and Lebanon.

The new aviation theory classes will commence almost simultaneously in the various locations and provide students, interested in pursuing a career opportunity as a commercial pilot, a unique competitive edge and a critically important initial study pathway especially for those requiring extra help & support.

Classes for aspiring commercial pilots will commence between September 1st and October 20th 2014. A tailored curriculum has been professionally designed and written to provide prospective students a soft introduction while simultaneously maintaining a robust and practical launch into commercial pilot training. The Airways Aviation curriculum is based on both European (EASA) and Australian (CASA) requirements and subject matter incorporates substantive introductions to all of the key disciplines including Aviation English, Aerodynamics, Navigation, Meteorology, Human Performance, Flight Rules and Air Law, Aircraft general Knowledge and Operations, Performance and Planning.

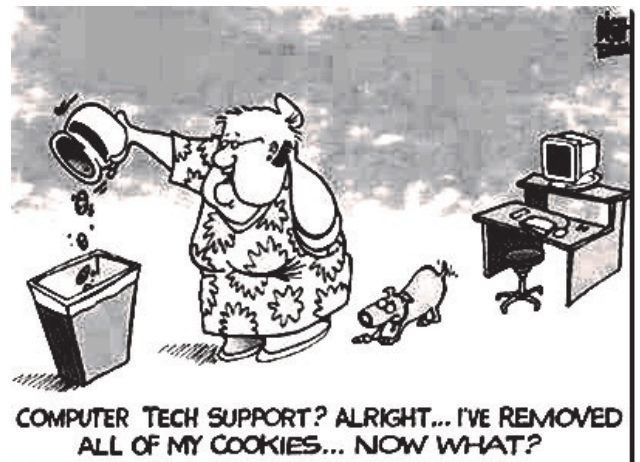
Importantly, the course material and ultimate practical training programs are designed with a strong emphasis on supporting the specialised Aviation English elements continually during the entire study program. Airways Aviation intends to provide as wide a range of prospective students as possible, both male & female from varying nationalities, an equal opportunity to enter the aviation industry as commercial pilots.

"Our education & training model is designed to open up the possibility of a career as a commercial pilot to as many prospective students as possible but with particular focus on those whom have a passion and interest but had previously believed it was somehow beyond their ability to become a pilot. We have been able to design a program that simplifies and demystifies the pathway by breaking down the key theory concepts & principles and then delivering the course in a clear, concise and easily managed method," said Romy Hawatt - Airways Aviation Global CEO

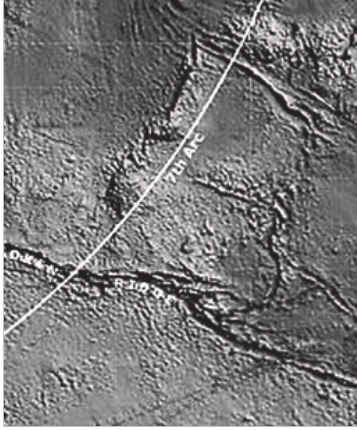
Successful completion of the Foundation course will provide students a further opportunity to transition on to finalise their commercial theory and simultaneously undertake their practical Aeroplane and/or Helicopter flight training at one of the Airways Aviation bases in Australia, the United Kingdom or Montenegro. Airways Aviation are also currently seeking further expansion into Germany, Holland and Jordan with more study & training destinations to come on stream in the not too distant future.

Over the next 20 years Boeing & Airbus project a demand in excess of 35,000 new passenger & freight aircraft with each of these requiring numerous flight crew and a multitude of other support resources. With the expansion and upgrading of airline fleets globally, Airways Aviation is tracking growth and closely monitoring the current and projected aviation industry needs as key indicators of future pilot demand.

"Airways Aviation is primarily an education & training group that operates at the highest international standards. We will continue to work hard to maintain and increase our competitive advantage and global positioning whilst still being nimble and adaptable enough to be able to operate on a very localized basis from country to country. Our business model is unique and differentiates us in a number of ways from our competitors. This shows particularly with the way we are better able to accommodate our international students' needs from recruitment through to pilot training & graduation. The Airways Aviation Group is tracking according to plan and we will continue to posture and train commercial pilots to the highest standards to help meet the accelerating demands of the aviation industry world-wide," added Romy Hawatt - Airways Aviation Global CEO



Australia Search of Malaysian Flight 370



The Australian government has committed to spending \$80-\$90 million on the Malaysian Airlines missing MH370 search operation. The next phase of the search commencing in September, led by Australian authorities, will see underwater vehicles using side-scan sonars slowly scan 60,000 square km of the sea floor in the southern Indian Ocean, off the west coast of Australia. The sonar data will be sent to the vessels and interpreted by personnel on board and then reviewed by analysts on shore.

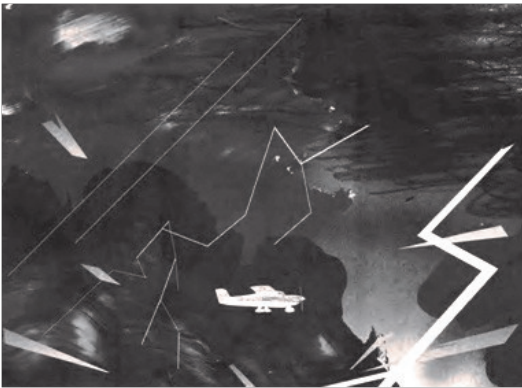
The new search phase will concentrate on the area in close proximity to the 7th arc, which reaches from latitude 20 degrees south to 39 degrees south. It is believed that at the time MH370 reached this arc, the aircraft exhausted its fuel supply and began descending, leading search teams to believe the aircraft is unlikely to be more than 38 km west or 55 km east of the arc. Initial analysis of

radar data and satellite communication messages following the disappearance of MH370 indicated it most likely crashed in the southern Indian Ocean, 2,500km south-west of Perth.

The Australian government has contracted Dutch company Fugro to conduct the search operation, which will cost up to \$52 million. Two Fugro vessels will be engaged in the search - the Fugro Equator and the Fugro Discovery, which is currently en route to Australia from the UK.

The Dangers of Private Planes

By Damian Fowler/New York Times



SUMMER is the season when the pilots of private planes like to take to the skies. But summer flying often means thunderstorms and extreme changes in weather that can lead to accidents. It's also a time to think about a system that doesn't do all it can to protect those pilots and passengers. Flying in small private planes is far riskier than flying in commercial aircraft.

The death of Richard Rockefeller, who crashed his single-engine plane last month in a residential area of Westchester County, N.Y., was just the most recent reminder of the hazards. And while that crash made national headlines, every week there are small plane or helicopter crashes somewhere or other in America that don't

involve a celebrity, politician or businessman.

Just type "private plane crash" or "helicopter crash" into Google Alerts and the updates come in regularly. In January, in Aspen, CO, a twin-engine private jet crashed and burst into flames, killing one and injuring two. In February, in Nashville, a twin-engine aircraft missed a landing approach and all four people on board died. In March, in Ridgway, CO, an airplane went into a flat spin, crashed into icy water, and killed five people. Just yesterday, a small plane went down in New Jersey.

The National Transportation Safety Board found that in 2011, 94 percent of fatal aviation accidents occurred in what's called general aviation. That category includes private small planes flown by amateurs as well as professionally piloted corporate flights in high-powered aircraft, such as the Gulfstream IV jet that crashed in May in Bedford, Mass., killing all seven people on board. By contrast, commercial aviation had no fatal accidents that year. Statistics from the N.T.S.B. show that general aviation aircraft average nearly seven accidents per 100,000 flight hours, compared with an average of 0.16 accidents per 100,000 hours for commercial airlines.

Why the difference? For one, there are different administrative rules for each category: Part 121 of the Federal Aviation Regulations for commercial airlines, Part 135 for on-demand charter flights, and Part 91 for general aviation. Because the rules are looser for general aviation than for commercial planes, the risks are

much higher. General aviation pilots can be certified to fly a given aircraft with a relatively low number of flight hours.

Most general aviation accidents involve some kind of pilot error. There are many factors that can contribute to this, with bad weather being the No. 1 culprit.

An October 2012 report from the Government Accountability Office found that the highest incidence of fatal accidents in general aviation occurred with single-engine piston airplanes, on personal flights, in which pilots lost control of their aircraft. In some cases, bad weather was to blame, and according to the Aircraft Owners and Pilots Association, nearly 75 percent of weather-related accidents are fatal. (Dense fog was a possible factor in the Rockefeller crash.) Between 2008 and 2012, there were 7,502 general aviation accidents in the United States. Of those, 857, or 11 percent, had weather as a cause or contributing factor. Recognizing this, the Federal Aviation Administration just began an eight-month national safety campaign titled "Got Weather?"

An N.T.S.B. study found that bad weather exposed weaknesses in a pilot's knowledge, training and skill, which were usually the real contributing causes of an accident. The current policies are not working. Five years ago the F.A.A. set a goal of reducing the accident rate in general aviation by 10 percent by 2018. But it has remained static, with the N.T.S.B. reporting an average of 1,500 aviation accidents a year, resulting in about 450 fatalities. Perhaps the F.A.A. should require all general aviation pilots to carry liability insurance, which would force pilots to have the superior training the insurance companies would require.

There is currently no federal requirement that the owner or pilot of a private aircraft carry insurance to cover injuries to passengers or a third party on the ground. While some states do require this, the regulatory environment is an inconsistent patchwork.

Typically an insurer will be more rigorous than the Federal Aviation Regulations in setting a minimum number of flight hours in a specific aircraft model, and may require additional training for a pilot who is considered inexperienced or has few flight hours. "The insurance companies study these statistics, know what leads to safer flying, and most importantly to them, have a vested interest in the pilot being properly trained and experienced in the aircraft before they take on the risk," said Stuart Fraenkel, a lawyer and associate adjunct professor at Embry-Riddle Aeronautical University.

This lack of federal regulation can have a serious impact for victims. Last year, a single-engine plane crashed into a house in Palm Coast, FL. The owner of the wrecked house was lucky to survive but stunned to find out that the pilot had no insurance.

Before jumping enthusiastically into a friend's small plane this summer, it may be advisable to ask the pilot about the weather forecast - and whether he has any insurance.

Keeping Confidential Personal Data Out of Hackers' Hands

By Molly Wood/New York Times



The numbers sound abstract: hundreds of millions of email addresses and other types of personal identification found in the hands of Russian hackers.

For people worried that they are caught in the mix, however, the discovery by Hold Security of a huge database of stolen data is highly personal. But personal doesn't mean helpless. There are common-sense steps everyone can take to keep the impact of hackers to a minimum.

Q. How do I know if my personal information is part of the stolen material?

A. Assume it is. The latest breach is enormous, and similar attacks and smaller thefts are happening all the time.

Hold Security is creating a tool to allow consumers to see whether their records have been stolen, but the time of this writing it wasn't ready. At this point, it is wisest to improve your online security immediately.

Q Let me guess: I should change my password?

A. The first step, as always, is to change passwords for sites that contain confidential information like financial, health or credit card data. Do not use the same password across multiple sites.

Q. How do I create stronger passwords?

A. Try a password manager like LastPass, or Password Safe, which was created by the security expert Bruce Schneier. These services create a unique password for each website you visit and store them in a database protected by a master password that you create. That sounds dangerous, but password managers reduce the risk of reused passwords or those that are easy to decode. If you must create your own passwords, make sure they are not based on dictionary words. Even a word obscured with symbols and numbers can be cracked relatively quickly. Mr. Schneier suggests creating an anagram from a sentence, and using symbols and numbers to make it more complicated. For example, the sentence "One time in class I ate some glue" could become "1TiC!A5G." Create the strongest passwords for the sites that contain the most sensitive information and do not reuse them anywhere.

Q. Are passwords enough?

A. Passwords are not enough. If a site offers additional security features like secondary or two-factor authentication, enable them. Then, when you enter your password, you'll receive a message (usually a text) with a one-time code that you must enter before you can log in. Many bank sites and major sites like Google and Apple offer two-factor authentication. In some cases, the second authentication is required only if you're logging in from a new computer.

Q. How can I stop my information from being stolen in the first place?

A. Increasingly, you cannot. Regular monitoring of financial records can help minimize the damage if someone gets your information. But only the companies storing your personal data are responsible for securing it. Consumers can slow down hackers and identity thieves, but corporate computer security and law enforcement are the biggest deterrents.

Password Amnesia? Here's Some Help

By Martha Irvine/Associated Press



Experts offer guidance on picking keys, or none at all, to get past the gate. Good thing she doesn't need a password to get into heaven. That's what Donna Spinner often mutters when she tries to remember the growing list of letter-number-and-symbol codes she's had to create to access her various online accounts. "At my age, it just gets too confusing," says the 72-year-old grandmother who lives outside Decatur, Illinois.

But this is far from just a senior moment. Frustration over passwords is as common across the age brackets as the little reminder notes on which people often write them. "We are in the midst of an era I call the 'tyranny of the password,'" says Thomas Way, a computer science professor at Villanova University. "We're due for a revolution."

One could argue that the revolution is already well underway, with passwords destined to go the way of the floppy disk and dial-up Internet. Already, there are multiple services that generate and store your passwords so you don't have to remember them. Beyond that, biometric technology is emerging, using thumbprints and face recognition to help us get into our accounts and our devices. Some new iPhones use the technology, for instance, as do a few retailers, whose employees log into work computers with a touch of the hand. Still, many people cling to the password, the devil we know - even though the passwords we end up creating, the ones we, can remember often aren't very secure at all. Look at any list of the most common passwords making the rounds on the Internet and you'll find anything from "abc123," "letmein" and "iloveyou" to - you guessed it - use of the word "password" as a password.

Bill Lidinsky, director of security and forensics at the School of Applied Technology at the Illinois Institute of Technology, has seen it all - and often demonstrates in his college classes just how easy it is to use readily available software to figure out many passwords. "I crack my students' passwords all the time," Lidinsky says, "sometimes in seconds."

Even so, a good password doesn't necessarily have to be maddeningly complicated, says Keith Palmgren, a cybersecurity expert in Texas. "Whoever coined the phrase 'complex password' did us a disservice," says Palmgren, an instructor at the SANS Institute, a research and education organization that focuses on high-tech security. He's teaching a course on passwords to other tech professionals and plans to tell them that the focus should be on unpredictability and length - the more characters, the better. But it doesn't have to be something you can't remember. If a site allows long passwords and special characters, Palmgren suggests using an entire sentence as a password, including spaces and punctuation, if possible: "This sentence is an example." He also suggests plugging in various types of passwords on a website developed by Laguna Hills-based Gibson Research to see how long it could take to crack each type of password: www.grc.com/haystack.htm. According to the site, it could take centuries to uncover some passwords, but seconds for others.

Lidinsky recommends using a "simple mental algorithm," including those that use a space, if a site allows that. As an example, he says one might try "Ama95zon" for an Amazon account, and "Yah95oo" for a Yahoo account, and so on. (But choose your own combination.)

There are other ways around the password headache. Some people have taken to using password generators, which create and store passwords for various sites you use. Generally, all the user has to remember is a master password to unlock a generator program and then it plugs in the passwords to whichever account is being used. There are numerous password managers like this, including LastPass and Dashlane and IPassword. Some wonder whether it's wise to trust services like this. "But sooner or later, you have to trust somebody," says Palmgren, who uses a password manager himself.

Other solutions are surfacing, too. Researchers at the University of York in England are developing a new authentication system called Facelock that asks you to identify familiar faces to get into an account or device.

The Canadian government, meanwhile, has partnered with a company called SecureKey Technologies, which allows citizens of that country to log onto government sites, such as the country's tax bureau, using a username and password from partner financial institutions, including TD Bank. Because SecureKey serves as the go-between, the system's developers say the bank username and password are not ultimately shared with the government site. Nor does the bank receive any information about which government site the user is accessing. SecureKey is now working with the U.S. Postal Service to provide American citizens with similar access to federal health benefits, student loan information and retirement benefit information.

Ultimately, experts say, reducing the stress of online security - and decreasing reliance on passwords - will rest on what's known as "multi-factor identification."

Those factors are often based on three things:

"What you know" - a password, security question or some sort of information that only you would know (but that doesn't have to be difficult to remember, just exclusive to you);

"What you have" - a phone, tablet or laptop - or even a card or token - that an online site or tech-based retail outlet would recognize as yours;

"What you are" - biometric information, such as face recognition or a thumb print.

Banks could use this authentication process, for example, using cameras that already exist at ATMs, says Paul Donfried, chief technology officer for LaserLock Technologies, a Washington, D.C.-based company that develops fraud prevention technology for retailers, governments and electronics manufacturers. "We now have the ability to shift complexity away from the human being," Donfried says. And that, he adds, should make the pain of the password disappear.

Back in Decatur, Spinner has to think about all that for a moment. It sounds rather daunting, she says. For one, the issue of privacy is still being debated when it comes to biometrics. But then Spinner considers the piece of paper that contains all her passwords - the one she typed that's gotten so difficult to read because she's crossed them out and created so many new ones. "Anything to make it easier for those of us who are technology-challenged," she says, "I would be in favor of."

Potassium may lengthen life

By Tom Avril/Philadelphia Inquirer



Patients with heart failure engage in a delicate balancing act all year, taking care not to drink too much liquid because the weakened heart muscle cannot cope with excess fluid. But what are they to do during those blast-furnace days of July and August?

Perspiration depletes the body of fluids and electrolytes, such as potassium, that are needed for proper heart function. The patient, who is typically also taking a diuretic to excrete excess fluid, then feels the need to drink more water. That in turn dilutes the concentration of electrolytes while raising blood pressure, putting more strain on the heart.

One possible strategy is taking potassium supplements - a practice that appears to reduce mortality, according to a new University of Pennsylvania study. Another tool that may work for some is technology. The Food and Drug Administration recently approved a wireless implantable device so physicians can keep track of the pressure in their patients' pulmonary arteries.

As a condition that afflicts 5.8 million people in the United States and that is regularly among the leading cause of hospital admissions, heart failure will continue to draw the attention of drug-makers and device-makers.

And in hot weather, there is an even more basic coping strategy, said Neil Paulsen, 75, a heart-failure patient from Manasquan, New Jersey. Slow down. "I've been basically advised not to do anything strenuous outside if it's over 85 degrees," said Paulsen, a survivor of three heart attacks. "Up until a few years ago, I was mowing the lawn and doing things like that when it was 90 degrees."

The Penn potassium study looked at Medicaid patients from five states who were taking a "loop" diuretic - a common water pill named for the loop-like portion of the kidney upon which it acts. The authors, from Penn's Perelman School of Medicine, used claims data to analyze the health outcomes of 180,000 patients who were prescribed potassium supplements as soon as they started diuretics. The patients were compared with an equal number who did not take supplements. In those who took at least 40 milligrams of a loop diuretic a day, those who also took potassium were 16 percent less likely to die during the eight years that were analyzed, said senior author Sean Hennessy, an epidemiologist. In those who took less than 40 milligrams of the diuretic, potassium supplements did not have a statistically significant impact on the patient death rate, presumably because people who excrete less water do not have as much trouble maintaining their electrolyte levels. Potassium supplements also are available over the counter but are not subject to the same standards as the prescription variety taken by people in the study.

Potassium is essential for the electrical function of cells in the heart and elsewhere - hence the term electrolyte - but caution is in order, said Sumeet Mainigi, an Einstein Medical Center cardiologist who was not involved with the study. Too much potassium can throw off the heart's rhythm.

That is not a concern with most people on a regular diet, but potassium can build up in a person with kidney disease, said Mainigi, also an electrophysiologist.

Indeed, in the Penn study, the apparent protective effect of potassium supplements appeared to be confined to patients without kidney disease.



The Benefits of Failing at French

By William Alexander/New York Times



I used to joke that I spoke French like a 3-year-old. Until I met a French 3-year-old and couldn't hold up my end of the conversation. This was after a year of intense study, including at least two hours a day with Rosetta Stone, Fluenz and other self-instruction software, Meetup groups, an intensive weekend class and a steady diet of French movies, television and radio, followed by what I'd hoped would be the coup de grace: two weeks of immersion at one of the top language schools in France.

"French resistance" took on an entirely new meaning as my brain repelled every strategy I employed. Yet my failure was in fact quite unremarkable. Advertising claims notwithstanding, few adults who tackle a foreign language achieve anything resembling proficiency. In the end, though, it turns out that spending a year not

learning French may have been the best thing I could've done for my 57 year-old brain.

In the last few years, unable to hold a list of just four grocery items in my head, I'd begun to fret a bit over my literal state of mind. So to reassure myself that nothing was amiss, just before tackling French I took a cognitive assessment called CNS Vital Signs, recommended by a psychologist friend. The results were anything but reassuring: I scored below average for my age group in nearly all of the categories, notably landing in the bottom 10th percentile on the composite memory test and in the lowest 5 percent on the visual memory test. This, obviously, did not bode well for my nascent language project, but I forged ahead. To be sure, learning a foreign language is a daunting task for any adult. How can something that a toddler accomplishes before learning to tie his shoes be so difficult for grown-ups?

Psycholinguists are divided on the answer, but they agree on several points. For starters, a 2-year-old's brain has a substantial neurological advantage, with 50 percent more synapses - the connections between neurons - than an adult brain, way more than it needs. This excess, which is an insurance policy against early trauma, is also crucial to childhood language acquisition, as is the plasticity, or adaptability, of the young brain.

Once the "critical period" - the roughly six years of life during which the brain is wired for learning language - is over, the ability to acquire a first language is lost, as your brain frees up room for the other skills you'll need as you mature, such as the ability to kill a wild boar, or learn math, or operate your iPad.

Another advantage a toddler holds is his very lack of experience. After speaking our native language for decades, we adults can't help but hear the second language through the filter of the first. And this filter doesn't take decades to develop. Researchers have found that newborn Japanese babies can distinguish between the English "L" and "R" sounds, but if not exposed to Western languages, they begin to lose that ability - not by the age of 6 or even 3 - but by eight months.

Adult language learners are, to borrow a phrase used by some psycholinguists, too smart for our own good. We process too much data at once, try to get everything right from the get-go and are self-conscious about our efforts. But toddlers instinctively grasp what's important and are quite content to say, "Tommy hit me," as long as Tommy gets what's coming to him.

All this means that we adults have to work our brains hard to learn a second language. But that may be all the more reason to try, for my failed French quest yielded an unexpected benefit. After a year of struggling with the language, I retook the cognitive assessment, and the results shocked me. My scores had skyrocketed, placing me above average in seven of 10 categories, and average in the other three. My verbal memory score leapt from the bottom half to the 88th - the 88th! - percentile and my visual memory test shot from the bottom 5th percentile to the 50th. Studying a language had been like drinking from a mental fountain of youth. What might explain such an improvement?

Last year researchers at the Chinese University of Hong Kong and Northwestern University in Illinois hypothesized that language study should prove beneficial for older adults, noting that the cognitive tasks involved - including working memory, inductive reasoning, sound discrimination and task switching - map closely to the areas of the brain that are most associated with declines due to aging. In other words, the things

that make second-language acquisition so maddening for grown-ups are the very things that may make the effort so beneficial.

The quest for a mental fountain of youth, pursued by baby boomers who fear that their bodies will outlive their brains, and who have deeper pockets than Juan Ponce de Leon, has created a billion-dollar industry. There is some evidence that brain exercise programs like Lumosity and Nintendo's Brain Age can be beneficial, but if my admittedly unscientific experience is any indication, you might be better off studying a language instead. Not only is that a far more useful and enjoyable activity than an abstract brain game, but as a reward for your efforts, you can treat yourself to a trip abroad. Which is why I plan to spend the next year not learning Italian. Ciao!

Our Sense Of Smell Fades With Age

By Stacey Burling/Philadelphia Inquirer



Food can be one of those unexpected flash points of late life. Grandma may say she's never hungry or that the only things that taste good are salty foods such as French fries. Grandpa may lose control over his sweet tooth, living on Tastykakes and ice cream. The rest of the family worries that poor nutrition will make their elders' already tenuous health even worse and hasten death. So, in frustration and fear, they chide or tempt loved ones to change their habits. Often, they learn what stubborn means.

"It is extremely distressing," said Louisa Miceli, a nurse with the Visiting Nurse Association of Greater Philadelphia who has heard about eating problems in many a home. "Eating is such an emotional thing." Because metabolism slows and activity declines, it's normal for elderly people to want less food.

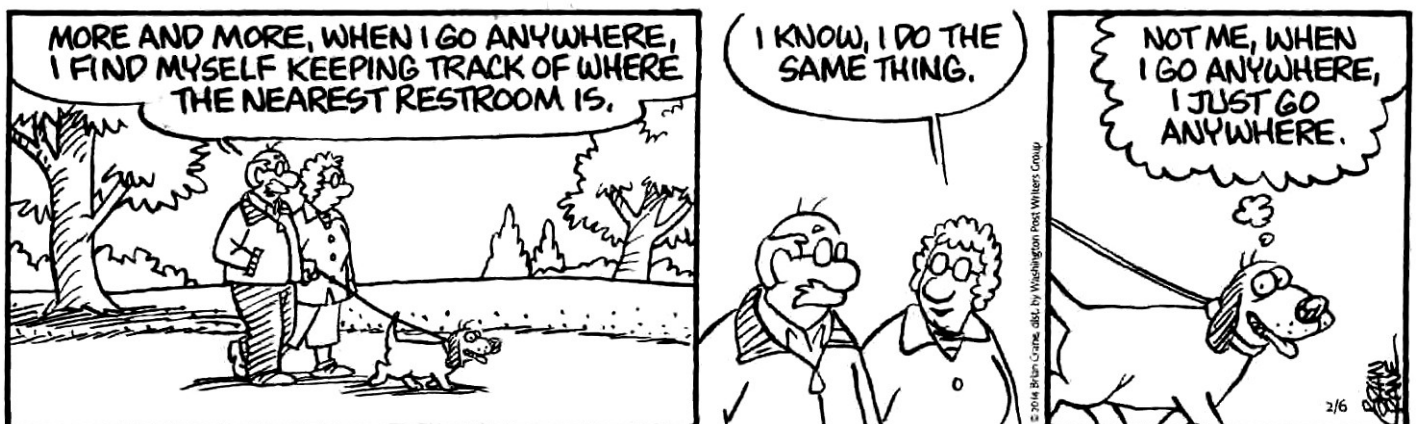
What families may not know is that, as people get older, the way food tastes changes—and not in a good way. While our taste buds are one of the few things that hold up fairly well as we age, our sense of smell is what contributes most of what we think of as flavor - herbs and spices, chocolate, vanilla, strawberry, coffee, wine. And that sense falls apart.

According to research by Richard Doty, director of the University of Pennsylvania's Smell and Taste Center, ability to smell peaks by age 40. It's all downhill from there, with the slope growing sharply steeper after 60. Sixty percent of people between 65 and 80 have major olfactory impairment. More than 80 percent do after 80. Men are more impaired than women, and smokers fare worse than nonsmokers. Alzheimer's and Parkinson's diseases are also associated with problems with sense of smell. Some medications cause trouble, too.

Older people can also have distortions of taste that make everything - even water - taste salty or give foods a sour or bitter taste, Doty said. In cacosmia, one of the more alarming problems, foods take on a fecal flavor. In younger people, the sense of smell can be impaired by viruses, head injury, or chemotherapy.

"People don't appreciate how important these senses are until it happens to them or one of their loved ones," Doty said.

PICKLES | Brian Crane



Preparing for the Unthinkable, Nursing Home Care

by Jane Brody/New York Times



How to find a nursing home in case it becomes the best choice.

Nobody looks forward to spending the last years of life in a nursing home, yet 1.4 million Americans are living in this often-feared institutional setting. You may not want to place a loved one in a nursing home for more than a short-term recovery, but never promise an aging relative that it won't happen.

"When faced with the responsibilities of providing 24-hour care for an aging person with ever-increasing physical needs beyond what one person can physically handle, a nursing home frequently becomes the best alternative," Joanna R. Leefer writes in "Almost Like Home," a useful guide to choosing a nursing home.

Nursing homes generally have had a bad reputation as smelly, indifferent places where people go to die. But "there are some homes that are better than being at home," Ms. Leefer said in an interview. "And there are many more good facilities than bad ones." Ms. Leefer developed her expertise through personal and professional experience, and her book is replete with checklists and scores of relevant websites. She learned a lot firsthand as primary caregiver for her aging parents, one of whom lived three years with nursing-home-type care. She worked five years for an advocacy organization for older adults, and she founded a consulting firm, ElderCareGiving, to help families make difficult care decisions.

Finding a place that suits the needs of an aging relative or friend, and those who plan to visit, requires considerable preparation. "The biggest mistake people make is waiting until the last minute, when faced with a crisis, to find a suitable facility," Ms. Leefer said. "You're forced into an impulsive decision that you're not likely to be happy with unless you're really very lucky." She likened it to shopping for a car: "Do the research, start looking around, find out what's available, what each facility offers, what's best for your loved one," she said. "Become an educated consumer."

Crass as it may seem, you might start with the cost. When paid for privately, the average ranges from \$10,000 to \$15,000 a month. Medicare does not pay for long-term nursing home care, only temporary skilled care, usually in the rehabilitation section of the home. If the patient qualifies for Medicaid, and the nursing home accepts it, most of the cost is generally covered. The beneficiary must be 65 or older, disabled and a United States citizen. He or she can have no more than a certain amount in assets, as determined by the state. Some patients become eligible by transferring savings and assets to a third party at least five years ahead of time.

Next, choose a reasonably convenient location for likely frequent visitors. You can search for possibilities online by township or ZIP code. Ask neighbors and friends in the area for recommendations or information they might have about homes in the area. Make a list of homes in the chosen area, and check out the government's report card at Medicare.gov's Nursing Home Compare site. Every home that receives federal funding must be evaluated and rated on a scale of 1 to 5 (5 being best). The assessments are far from perfect; a recent study, for instance, found that star ratings often don't correspond to how patients feel about their nursing homes.

Still, Ms. Leefer suggests considering only homes with a rating of 3 or higher. Then start examining their characteristics. What specialized services might the patient need? A dementia program? Mobility practice? Hospice care? Are there medical specialists on call? Is the home affiliated with a good nearby hospital? If the patient has a personal physician, you might prefer a home where that doctor has privileges. If the patient is not fluent in English, are there staff members (and other residents) who speak the person's language? Are there activities that would interest the patient, including opportunities to go outdoors?

Don't rely on brochures. Take a tour, preferably more than once at different times, including mealtimes. Visit more than one floor. Does the place look and smell clean? An odor of urine is a clue to neglect. Are the rooms light and airy? Are residents permitted to have a few personal decorative items or furnishings? Observe how patients are treated by staff members. Are they courteous, patient, friendly and respectful of patients' privacy? Are patients greeted by the staff and addressed by name? Are those who need it helped

with eating and drinking? Are there rigid wake-up, bed and meal times, or do patients have some choice? Do the menus offer selections? If possible, talk with a few residents and their family members.

Ms. Leefer suggests preparing a checklist for the nursing homes you are considering, listing issues relevant to quality of life, quality of care, safety, nutrition and hydration.

Admission to a nursing home is not automatic, but based on such factors as availability, care requirements and the patient's condition. It is best to submit applications to chosen homes well in advance of a needed admission. Waiting lists can be longer than a year.

Your job does not end once a family member is admitted; monitoring the care is critical. At first, expect resistance from the patient, often accompanied by a loud desire to "get me out of here now." Visit often and stay as long as possible to ease the transition, Ms. Leefer says. Be sure you or someone trustworthy is authorized to serve as the patient's health care proxy so critical medical decisions can be made when he cannot speak for himself. Make sure you have access to medical records, and be present when the patient is examined and dressed. Check for any hints of physical abuse and signs of incipient or existing bed sores, which can become infected and hasten death. Find out the names of staff in charge of various services, and speak to them about the patient's special needs or problems. Keep notes, dated, with any issues of concern. Try to solve any problems with the nursing home staff. Be polite and soft-spoken, and avoid confrontation. A hostile approach puts people on the defensive and is unlikely to get the patient's needs addressed. If necessary, speak to the heads of departments; filing a formal complaint with the health department should be a last resort.

Chronic Conditions in Seniors Rising

By Kathryn Roethel/San Francisco Chronicle



A new government report about American seniors reveals that many things about the population are growing, from their prevalence, to their waistlines and medical conditions, to their presence in the workplace and at the voting booth.

The research, which includes data from the 2010 census and other national population surveys, reveals the health and economic status of Americans 65 and older. It also makes projections for 2030 and beyond, when all members of the Baby Boomer generation - those born between 1946 and 1964 - will have passed their 65th birthdays.

The numbers show today's seniors are smoking and drinking less than previous generations, but their obesity rates - like those of the general U.S. population - are rising. Chronic diseases, like diabetes, high blood pressure and arthritis, are more common than they were a decade ago, and the cost of long-term care for seniors is rising.

But the report shows medical conditions aren't keeping seniors out of the workforce. They were the only U.S. age group that had increased employment numbers during the recession and the only group whose home ownership rates didn't fall. They were also the only segment of the population that had a higher voter turnout in 2012 than in 2008.

Here are the numbers: The number of Americans age 65 or older in 2010 was 40 million. That number is expected to double, reaching 83.7 million, one-fifth of the entire U.S. population by 2050.

The number of Californians age 65 and older in 2010 was 4.2 million, more than any other state. California is one of only 11 states to have more than a million people in this age group.

By 2030, the report projects there will be less than three working-age Americans - those 20 to 64 years old - to support every person over 65. In 2010, there were 4.5 working-age people for every senior.

The percentage of people 65 and older who had at least one chronic medical condition, such as high blood pressure, arthritis, heart disease, lung disease or diabetes was 92%. The report notes the prevalence of these conditions increased from 1998 to 2008.

The average yearly cost of a private room in a nursing home in 2010 was \$83,585. That's \$229 per day. Less than one-fifth of older people have the personal financial resources to live in a nursing home for more than three years and almost two-thirds cannot afford even one year. For full report: <http://1.usa.gov/V34jwf>

Behind Strokes of Unknown Origin, 2 Studies Point to Flaw in Heartbeat

By Anahad O'Connor/New York Times



More than a half-million Americans every year have an ischemic stroke, the most common form, which disrupts blood flow to the brain. And at least a quarter of these cases have no apparent underlying cause. Now two major studies suggest that many of these strokes of unknown origin - up to a third - may stem from atrial fibrillation, a common irregularity of the heartbeat that often goes unrecognized. The findings are likely to encourage doctors to look more aggressively for signs of atrial fibrillation in patients who suffer strokes of unknown cause.

After such strokes, doctors usually prescribe a mild blood thinner such as low-dose aspirin. But aspirin alone may not be enough to prevent additional strokes in patients with underlying atrial fibrillation. These patients generally require more powerful anticoagulant medications to prevent clotting that can lead to additional strokes.

Stroke patients are generally screened with electrocardiographic monitoring for 24 hours - to rule out atrial fibrillation. But the new studies, published in *The New England Journal of Medicine*, suggest that some patients may need their hearts monitored much longer to detect abnormal rhythms.

One of the studies, which was funded by the Canadian Stroke Network and known as the Embrace trial, found that atrial fibrillation was diagnosed in five times as many patients who wore special heart monitors for 30 days compared with those who underwent conventional 24-hour testing.

The second study, led by researchers in Italy and carried out at clinics in the United States and other countries, found that a third of patients who had had strokes of unknown cause and were followed for up to three years experienced at least one episode of atrial fibrillation - and in most cases, there were no obvious symptoms.

In both studies, the longer monitoring periods resulted in significantly more patients being prescribed anticoagulants to lower their risk of another stroke.

"If more patients with atrial fibrillation can be detected, then more patients can receive appropriate stroke prevention therapy, and the hope is that more strokes, deaths, disability and dementia can be avoided," said Dr. David Gladstone, an associate professor in the department of medicine at the University of Toronto and the lead author of the Embrace trial.

Some medical centers monitor patients beyond the usual 24 hours, and in May the American Heart Association updated its guidelines to say it was "reasonable" for patients with unexplained strokes to be monitored for 30 days. But longer monitoring "hasn't been the standard of care," said Dr. Hooman Kamel, a neurologist at the Brain and Mind Research Institute at Well Cornell Medical College in New York, who was not involved in the new research. "I think these two studies are really what was needed to put it on very firm footing and to make it more widespread."

Dr. Gordon F. Tomaselli, the chief of cardiology at the Johns Hopkins University School of Medicine and a past president of the heart association, said the findings would "reinforce the notion that if you don't have a good reason for a stroke, you really need to take a pretty intensive look for atrial fibrillation."

Nationwide, about three million Americans have a diagnosis of atrial fibrillation, which occurs when erratic electrical signals cause the heart's upper chambers, the atria, to contract abnormally. The fluttering can cause blood to pool in the atria, forming clots that can then travel to the brain. At least one in six strokes are attributed to atrial fibrillation, and they are often more debilitating and deadly than strokes stemming from other causes.

But atrial fibrillation can be difficult to detect. The episodes are typically sporadic, coming and going unpredictably and lasting minutes or days at a time. Some people experience heart palpitations, shortness of breath and dizziness. But many experience no symptoms at all.

"What we are learning is that many patients have clinically silent atrial fibrillation," said Dr. Gladstone, who is also a scientist at Sunnybrook Research Institute in Ontario. "Often the first manifestation is when it leads

to a stroke."

In the Embrace trial, which was carried out at 16 medical centers in the Canadian Stroke Consortium, Dr. Gladstone and his colleagues followed 572 people who had had either a stroke or a mini-stroke whose cause re-mained unclear after a battery of diagnostic tests. About half of the patients wore a conventional device, known as a Hotter monitor, which recorded their heart rhythms for an additional 24 hours. But the rest were assigned to wear a new chest electrode belt for 30 days after they went home. Atrial fibrillation was detected in just 3 percent of the patients monitored short term, and in 16 percent of those who wore the new device for one month. Among the patients monitored for 30 days was William Russell, 71, a retired businessman from Collingwood, Ontario. Mr. Russell suffered a major stroke two years ago during a ski trip with his family in Calgary. "There was no prior warning - it just hit," he said. "My left side became completely paralyzed and my speech was slurred. Fortunately my daughter noticed it immediately and called 911." At the hospital, doctors gave Mr. Russell a powerful clot-busting drug that reversed his stroke. But their next challenge was to find what had caused it. They took scans of his heart and his brain and did an electrocardiogram to measure the electrical activity of his heart, but the cause remained unknown. Mr. Russell was enrolled in the study, and after a month of wearing the electrode belt day and night, his doctor was able to make a proper diagnosis that he was having silent episodes of atrial fibrillation," Dr. Gladstone said. "As a result, we've been able to treat him with anticoagulant medication."

Mr. Russell said that he was doing well on his new medication and had returned to hiking, cycling and playing golf. Wearing the monitor for 30 days was "a bit of a pain," he said. "But it was worth it. Well worth it"

Study Questions Testosterone-Suppressing Therapy for Early Prostate Cancer

By Anahad O'Connor/New York Times



For decades, millions of men with early prostate cancer have been placed on drug therapy to suppress their production of testosterone, despite such significant side effects as impotence, diabetes and bone loss. Now a large new analysis has concluded that so-called androgen deprivation therapy does not extend the lives of these patients.

"There are so many side effects associated with this therapy, and really little evidence to support its use," said Grace L. Lu-Yao, a researcher at the Rutgers Cancer Institute of New Jersey and the lead author of the report, published in JAMA Internal Medicine. "I would say that for the majority of patients with localized prostate cancer, this is not a good option."

Dr. Lu-Yao and her colleagues followed tens of thousands of men with early prostate cancer for as long as 15 years and found that those who received androgen deprivation therapy lived no longer on average than those who did not. The study joins a growing body of evidence indicating that for many men with early prostate cancer, avoiding testosterone-suppressing drugs altogether may be better than grappling with their potentially devastating toll.

One expert who was not involved in the new study, Dr. James M. McKiernan, acting chairman of urology at NewYork-Presbyterian Hospital/Columbia University Medical Center, said its findings were "eye-opening and even alarming." "This isn't the first study that suggests that there's no added benefit to this therapy," Dr. McKiernan said. "But there are still a fair number of doctors recommending it and patients receiving it."

Every year, roughly a quarter-million new cases of prostate cancer are diagnosed in the United States. More than 90 percent of these men have an early form of the disease in which the cancer has not spread and is classified as low-risk.

Drugs to suppress hormones like testosterone - essentially inducing chemical castration - can shrink prostate cancers or



**Why are there never any
"GOOD" side-effects?**

**Just once I'd like to
read a medication bottle
that says**

**"MAY CAUSE EXTREME
SEXINESS".**

-Unknown Author

cause them to grow more slowly in men with more advanced or aggressive disease. Androgen deprivation can help improve survival in these patients when combined with radiation or other treatments.

But experts have become increasingly concerned about the widespread use of this treatment in men with early-stage disease, particularly older patients whose slow-growing cancer is unlikely to have serious health consequences.

In the 1990s, use of these drugs rose sharply in patients of all ages and stages of the disease, and especially in older patients. Today it is estimated that at least a quarter of all patients over age 75 are chemically castrated. Men are usually put on the drugs for life, which substantially raises their risk of fractures, hot flashes, diabetes and heart disease.

The new study involved more than 66,700 men with prostate cancer who were 66 or older. The researchers compared men in areas of the country where the drugs were frequently prescribed with men in other regions where the drugs were less commonly used. Over all, they found that the drugs were not associated with greater long-term survival. The findings echo those of another large, randomized trial carried out in Europe that found the hormone treatments did not benefit early-stage patients assigned to take them. The drugs improved survival only in men with a more aggressive form of the disease.

An editorial accompanying the new study, written by physicians at the Dana-Farber Cancer Institute in Boston, said it was now clear that there was "no compelling evidence" to justify using the drugs on men with early-stage prostate cancer. The editorial called the practice "a prime candidate" for inclusion in the nationwide Choosing Wisely campaign, an initiative started by the American Board of Internal Medicine Foundation and other groups to warn doctors and patients about unnecessary medical tests and procedures.

If You Remember You Forget, It's Likely Not Dementia

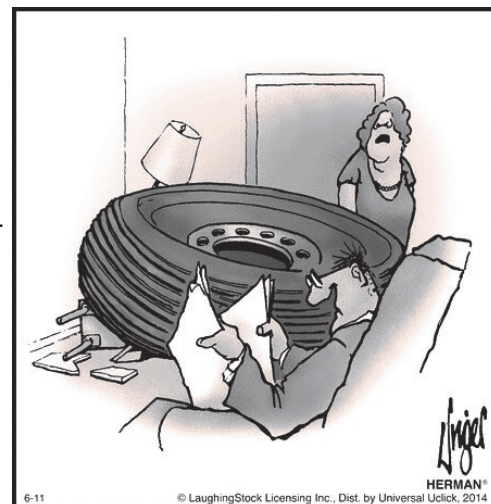
By Kathryn Roethel/San Francisco Chronicle



It's one of the age-old - and old-age - questions: How do you know if memory lapses are a normal part of getting older or a sign of something more serious? The answer depends both on what you can't remember, and, in a sad irony, whether you remember that you're forgetting things. In cases of Alzheimer's disease or other forms of dementia, people often can't recall times when they forgot things, and their family members are more concerned than they are, according to the American Medical Association. When it's normal aging, the person can provide lots of detail about times they've forgotten things, and they are usually the ones voicing the most concern.

A new report from Harvard Medical School explains that some types of memory decline begin for most people around age 50. For example, it's normal to forget things that aren't very important to you - like the name of an acquaintance or when you have a dental appointment. It might be hard to recall general facts you used to know, like what year a historical event happened, and you may not remember all the details about places you've been and things you've done. Spatial memory declines, too, so it might take a little longer to remember directions to a place, even if you've been there before. In contrast, people with dementia can be lost for hours if they can't remember directions. They often have trouble finding the right words in conversation or remembering events that happened recently - even important ones. They might not remember how to operate basic appliances and need help completing daily tasks. Things people have trained their bodies to do without thinking, like typing or riding a bike, really are hard to for-get. This "procedural memory" remains intact even in the early stages of dementia.

The full American Medical Association chart comparing normal memory loss with signs of dementia is available online, at www.health.harvard.edu/healthbeat/HBweb/is-it-forgetfulness-or-dementia.htm.



"Aren't you going to phone the airport?"

LETTERS

ALLAN G. ANDERSON—Stanardsville, VA
Fifty years since I started flying for UAL. It was quite a ride. My best memory is meeting my wife to be. Shelley and I met when she and I were dead-heading from LAX to ORD in 1971. I proposed marriage less than one week later in SEA. She was flying a 747 turnaround ORD-SEA-ORD. I flew up from LAX and surprised her in the terminal restaurant. Do any of you remember the little blue bench by the elevator door of the SEA operation building? That is where I asked a very special lady to be my wife. It will be our 43rd Wedding anniversary in September.

We have seen much of the world together. Traveling now, isn't as much fun as it once was. But, we do hope to visit a few more places before we make

RUPA Business Hours

We are open

We are open for business most days about 8:30 am. Some days as early as 6 or 7, but occasionally as late as 12:30 or 1, but usually around 9 unless it's later.

We are closed

We close at 5 or 6, sometimes at 4. If all hell breaks out at home we close at 3. Occasionally we're open as late as 11:30 or 12 am, depending. Some afternoons, mornings or entire days we aren't even here at all, but lately we've been open all the time, except when we're closed, really we should be here then too, unless we left early.

that final journey.

As I said, 50 years ago I went to work for a great company, United Air Lines. What happened to that airline that I loved flying and working for? I think that about the time that the office of Personnel became Human Resources and a "vision on a beach" in Hawaii in 1979 by the then CEO, that UAL should get out of the short haul business. The company was going to sell the whole B-737 fleet and the DC8-62's. I was a new Captain flying out of Chicago on the 737. I was in dispatch when one of the EXO Flight Operations Captains walked in. One of the dispatches and myself asked for the reasoning behind the decision. We were told that the crew costs on the 737 were much too high compared to the 727 and that the DC8-62's weren't fuel inefficient compared to the DC-8 with the JT3D1 or D3 engines. He then walked away. He left with the two of us wondering what the He- - he was talking about. I knew that I did not make as much money as 727 Captains nor was there any difference in pay for the F/A's on any plane. We, the dispatcher and myself, knew that the DC8-62 was very fuel-efficient compared to the DC-8's with the D1 or the D3 engines. We were both so angry that on our own time, we ran flight plans from ORD to LAX with the same number of pax and freight.

The -62 saved over 4,000# of fuel with the same load. A week or so later this same Management pilot came thru dispatch and we confronted him once again, with the printed Flight Plans. He then exploded! He said, "I can't believe that a senior Dispatcher and a Captain don't know how to compare fuel burn between similar aircraft." He continued to tell us "you take the max landing weight of each airplane and work backwards." The two of us pointed out to him, that he was in fact penalizing the -62 by 40,500#. As the max landing weight of the basic DC-8 is 199,500# and the -62 is 240,000#. He said something like B.S. or worse and walked away.

UAL did sell the all of our -62's and put the whole 737 Fleet up for sale. American said WE WILL TAKE ALL OF THEM. Aviation Week even stepped in, wondering what UAL was thinking about. American didn't get the 737's, but, we the employees of UAL kept the same management and things just got worse. Oh, I forgot we almost had a \$5,000,000.00 name change as well. Anyone remember that? I Pledge "AL-----"

Allan and Shelley UAL 1964-1997

MARV BECKER—Nevada City, CA

I have planning to write something interesting for years, and decided 25 years into retirement I may have something.

Enclosed is a picture of my 1961 homebuilt airplane. A design very much like the Tailwind, but known as a Cougar. I was the first kid on my block to scratch build (not a kit) a plane I think. I had to do the steel welding of the fuselage and tail. Wings have wooden spars with wooden ribs and covered with plywood. All was covered with "ceconite" a new fabric at the time, which by the way, has endured the test of time, 54 years, still strong. While on reserve with United I had time to do this in the garage. Being in the LAX area I was able to meet people like John Thorp of T-18 fame, Lou Stolp, Starduster design, and the late Frank Smith, the Minniplane. Also spoke with Martin Jensen, second place winner of the Dole Pineapple derby in 1927, OAK to HNL, a race to be the first aircraft to fly to Honolulu, inspired by Lindberg's flight to Paris. You can Google that race.



The photos show the first flight at John Wayne airport, no tower then. A later inflight shot near Mt Baldy, east of LAX. The final resting place is within the (SAC area) California Aerospace Museum at McClellan AFB. *Marv*

BILL CAMPBELL—North Myrtle Beach, SC

Here's the check for dues and a little for the debriefing for all of you who do the work. You will note I put my file # on the check as requested. I learned to take orders early.

Just moved into what I call an old peoples ghetto in Sun City Hilton Head with the young girl I married when I was 19. We're both much older now but still in good health.

15 years ago this month I set my last parking brake on a rope start in HNL.

Cheers to All. *Bill*

CHARLES L. COREY—Evergreen, CO

Dear Cleve, Renewal dues are on the way via Snail mail and this letter is being written prior to August 13th when I turn 85. Hard to believe I've been retired off the Rope Start for twenty five years.

Having battled Mantle cell lymphoma for the past year, I'm happy to report that I'm in remission and only have to take a maintenance dose of Chemo every sixty days.

Have wonderful caregivers, mainly my wife Emily (she's put up with me for 62 years) and my three sons, Craig, Rich and Mark. Daughter-in-law Carol and granddaughter Lisa have been my angels in disguise.

As always, thanks for all you people do to keep RUPA strong.

Chuck, DEN, ORD, SFO, LAX

MRS. MARTY DUNKLE—Mesquite, NV

I want to thank you guys who must spend hours putting together the monthly magazine. It is my only connection to UAL and occasionally to see an old familiar name.

I lost my companion of ten years to lung cancer last November. We had ten years of sailing the Seven Seas and enjoying each other.

I am now living in a quaint little town called Mesquite, NV. It is a change after the bright lights of California. I think it might have been a left over from an old John Wayne movie. It has beautiful views of the desert and the Virgin Mountains range. So I sit in my rocking chair enjoying life, with an occasional tour to the casino's and the roulette wheel.

Best to you, *Marty Dunkle*

REINHOLD FUSSLE—Warsaw, IN
Hello. Now that I am in my second year of retirement I am starting to almost catch up with all the projects and chores on my list.

My wife Claudia and I are thoroughly enjoying my retirement after I turned 65 in February 2013. Two days after my last flight on the B767 from ORD to AMS and back, we took off for a well deserved month on Maui. I love the ocean, snorkeling, surfing and playing in the water! Also visited our son with his wife and two daughters who live in Kahu-lui.

September and October we traveled through Europe and came back on Holland America from Barcelona to Fort Lauderdale. It was awesome! Meanwhile there have been more trips to Florida and Hawaii, but pass travel is not my favorite. I will set up another sailing charter in the BVI in March of next year. Are there any sailors in our group who might be interested in sailing a 47 ft catamaran for a week or ten days?

Meanwhile, I am enjoying my small sailboat on Lake Wawasee here in Northern Indiana. Hey Steve Shatto, I am still waiting for you to come along for an afternoon of fun on the water including maybe a cold one.

Thank you for the *RUPANEWS*, keep up the good work. *Reinhold*

ROL HAMELIN—Vail, CO
Annual greetings From Vail. New knee in last year and was able to golf in two months, ski everything in three.

Sorry to hear about the passing of my mentor in Miami, Ham Wilson. There were some real individuals flying in the pre Human Resource days!

Speaking of MIA, for the first 4+ years of flying I drove a motorcycle from my boat and parked it by one of our only two jetways there; then walked upstairs to dispatch. A total commute of 15 minutes! TPA was "open air" with just a popcorn machine for sustenance after 2200.

Just shipped the Ferrari 458 Spider out to Pebble beach and Ingie and I are flying out on a friend's Citation to enjoy the Concours d'Elegance for a week. Then will continue to savor Italy all fall except for a quick trip back to NY for the 50th class reunion of USMMA. Still used only sextants for navigating back then. Times, they are a'changing!

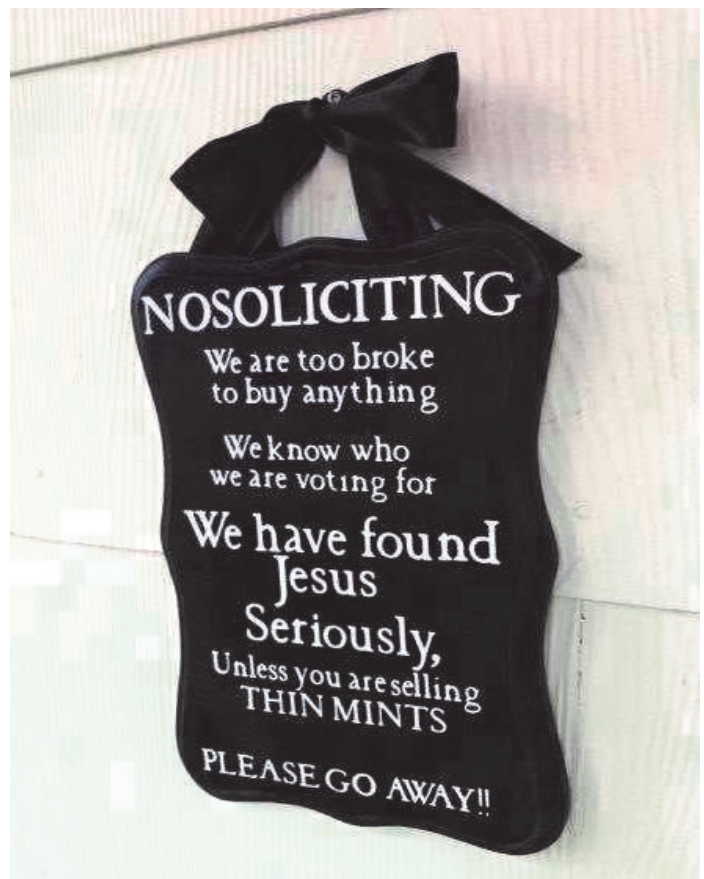
Ingie was supposed to have retired from Vail Ski School this past spring but they asked her to stay on for special projects. Now we can ease into all the "togetherness" that retirement brings!

Cheers, *Rol*

LISLE O. HICKS—Loon Lake, WA
Not too much going on here. Kids and grandkids are gone so now our house is too large for us. Up-keep of the grounds is starting to be a problem. We would like to downsize and travel more. We thought about getting a motor home, but at 80 that may be more than I can handle. Maybe we should stick to our timeshare and use that avenue more.

Health is generally good. Donna had a nick surgery several years ago but it is still bothering her. My back, even after surgery several years ago, is still giving me problems.

Over 150 homes have burned in central Washington and the fire is still going strong. The worst fire in the history of Washington. The Bible mentions many times that in the end times there are going to be many natural disasters. As we have seen, this is happening all over the country. Maybe the Lord is trying to tell us something. Is anyone listening? God bless, *Lisle*



DON KARAISKOS—Westerville, OH

First off - mega-thanks to all of you folks who make the magazine possible and taking care of the day-to-day business of our organization. My annual dues are being sent under separate cover.

Coming up on my 84th year of existence on this whirling orb, having been born at the age of zero in August, 1930. Can't remember when I last wrote, maybe a couple of years ago. Bev and I just finished 50 years of wedded bliss and are still chucking spears (cupid's arrows) at each other. We spend approximately half the year in Arizona and half in Ohio and are enjoying each place as much as we can. Health-wise we have some issues but we are still looking up at blue and down at green.

The annual CLE Crazy summer "DO" at Rich and Carol McMackin's beautiful venue saw a record 50 persons in attendance with many coming from out of town (Jack Roderick take note). Good food, good conversation and many laughs were the order of the day. The "Spirit of the Crazies" continues unabated after thirty years.

Last October ole' dad had the honor of pinning wings on our youngest daughter, Laura (Goudge), at her graduation as a new hire at the UAL training center. It was truly a proud moment. She previously was a captain flying RJ's for SkyWest and wanted a chance to fly the "heavy iron." She is currently a F/O flying the B-737 out of EWR. It is the first time that I have set foot in the training center in 21 years and while there have been many changes it basically looks the same (ugh) as it did two decades ago.

A couple of years back, the "Crazies" set the precedent of mailing in photos of our group meetings. The idea caught on as most of the area meetings are doing likewise. We don't mind (imitation is the sincerest form of flattery) as I take pleasure in having the opportunity of seeing many old friends "ageing" as fast or faster than I am.

Until the next time, here's wishing all of you "tailwinds" and "fair skies."

Fraternally, *Don*

KEN LEDWITH—Roseville, CA

Hi Leon, hope all is well with you. Here is my temporary address change. I'm just finishing dealing with realtor and realtor/buyer from hell. Almost six months in escrow. They give used car salesman a

good name.

I haven't updated for a few years so here goes. Last eight months I saw a lot of the inside of UC Davis hospital in Sacramento. Two total knee replacements and a terp procedure (roto roter). Hope I do not need any more parts replaced.

Son, Kevin, just got his CFI rating at university of North Dakota and learned to fly in my Luscombe. Daughter, Kristina, will be graduating from high school the end of the year. She is also learning to fly the Luscombe. Joy got an accounting degree from Sacramento State and works for the state. As for me, I hang out at Lincoln airport and try to stay out of trouble. *Ken*

DWIGHT LUBICH—LOS Altos, CA

SFO-ORD, the Blue Line to the Palmer House, then to Miller's Pub for a few cold ones (of course), and dinner! Our son Derek and I were there for some museum touring and to enjoy the ambiance and beauty of our old home away from home, some of which has changed - our suite (two rooms joined by removing the common wall with two bathrooms). However, the water closets are the same size as we remember - dinky! The lobby has fewer sofas but many tables to accommodate the many guests mainly attending various conferences in the Empire Room. A large Starbucks is on the street level and Trader Vic's, which was on the garage level, is now part of the garage.

Day two was spent at The Museum of Science and Industry. The U-505 is enclosed now - quite a history. The UAL B-727 is still displayed magnificently as is the Zephyr train and all other exhibits. Back to the hotel lobby for refreshments and dinner, no 24/12 cops!

Day three to the "Skydeck Ledge," the much touted scenic walk out over thin air in the Willis building (former Sear's Tower). Next the Federal Bank Museum - very interesting. Then, of course, back to Miller's for another cold one. For dinner, Berghoffs was visited. Martinis now and good food. To top off the day, a comedy club show was enjoyed at the Second City Club where notables such as Belushi, Mathieu, Rivers, Aykroyd and Colbert got started. Then back to the lobby - again, still no 24/12 cops!

Day four and the Museum of Art - most of us have been there - wonderful as always. An evening dinner out on the Navy Pier for a viewing of fire works

over Chicago on a yacht. But Chicago weather can be unpredictable - rain and lightening, so it was cancelled.

Back to ORD - going through the "tunnel" (or whatever we called it then) to get to concourse "C", the music and lighting are as awesome as we remember them (very innovative Dickie), and of course that putrid smell of seeping deicing fluid is long gone (good try Dickie), but I still wonder, as I did then, what all those tubes were for sticking out of the walls? Could they have been attached to a valve so he could exterminate all his adversaries (at which he wasn't successful, thanks to the 97%)!

Our tour planner, Elaine, who remembered the Palmer House, did a great job and Derek, an accomplished photographer, took some memorable pictures. Another walk down memory lane.

Sincerely, *Dwight*

MRS. NORMA MC INTYRE—Auburn, CA

I apologize for being late with my dues. Thank you for being patient with me. I'm enclosing my check along with a little extra. I enjoy reading the *RUPANEWS* every month. You guys do an outstanding job! Keep up the good work.

It's been seven months since my sweetheart, Hugh McIntyre, passed away. I miss him terribly. We were five months from celebrating our fiftieth wedding anniversary. We had a wonderful loving marriage.

I enjoyed reading a letter from Mike and Clare Gallagher in the August *RUPANEWS*. It brought back happy memories when Mike and Hugh were in training in Denver, October 66/February 67. We were renting a tiny furnished studio apartment. Hugh invited Mike Gallagher and another guy (I've forgotten his name) and their wives over for lunch and to watch football games on a tiny 24" T.V. screen. Hugh pulled our hide-a-bed couch out and the guys stretched out on the bed to watch an afternoon of football. We were all in the same boat, just starting out with United. We didn't have enough chairs for everyone, but we made do with what we had. Such happy memories and so long ago.

I am taking one day at a time with God by my side. He gives me strength for each day. I'm keeping busy on our five acres. I have a small garden that I enjoy tending to. I haven't done much traveling, but hope to in the near future.

God richly bless all of you. Sincerely, *Norma*

HANS MIESLER—Penrose, CO

I'm seven years into retirement and UAL manages to be near the bottom of just about any published ranking criteria. My August issue of *Air Transport World* indicates the last time United won their ATW achievement award was 1974. Based on these sorry statistics we chose to travel full fare on Iceland Air and bypass the standby ordeal altogether en route Europe for a cruise to Norway. Our trip was timed to take advantage of the warming trend in Norway and we had sunny skies and smooth sailing for seven days in the last week of June. My secondary goal was to visit Normandy and spend some time with our men buried at the Military Cemetery. It is a humbling and somber experience to walk among 10,000 white marble crosses knowing they gave the supreme sacrifice and have missed out on seventy summers and winters of experiences. Since the weather was exceptionally good on the English Channel that week, we spent most of the time outside walking the various sites from Le Cap Blanc Nez to Boulogne-sur-Mer inspecting the fortifications the Nazis had built. It is amazing to see the effort that went into building this war machine up and down the Coast of France and the futility of the manpower and resources that could have been put to far better use. Seeing the cliffs of Dover just across the Channel, one could only imagine the sight and sounds of aircraft and ships from both sides traversing this narrow gap en route to an assigned target and the consequent destruction of the recipients and participants.

On a happier note, we stayed for several days at a French farm, Auberge du Blaisel, just about ten clicks East of Boulogne-sur-Mer. It's been in the same family for five generations and the two brothers shared duties of running a 50 milk cow farm while the other ran the B+B for guests. We received the warmest reception there and had the place to ourselves along with excellent food and lodging. They don't get many American tourists since the busses don't disgorge them in the quaint places we stayed and I'm happy to report that all up and down, the coastal towns of France displayed the American flag as if it was theirs.

The cemetery at Normandy is in a beautiful setting and as I walked along the very wide beach looking at the vast expanse our men had to traverse before reaching any kind of flimsy cover I wondered what they felt as it surely looked like a suicide mission.

Scaling the cliffs a bit further south and the difficulties that entailed made you appreciate a toughness in the Greatest Generation that is hard to come by these days.

After a week on the Coast we planned three nights in Paris en route to friends in Germany. The Paris ordeal started with a twit on a Vespa making belligerent signs at me while traversing one of their infamous roundabouts with something like six cars abreast going in circles. He came to a complete stop in front of me and glared daring me to move. So I set the parking brake, made a fist punch into my other hand and motioned for him to meet me on the curb as I started for my door. Perhaps my Netherland plates on my rent a car enraged him but the look in my eyes put his wimpy Vespa in motion and all the folks behind us were able to continue in our merry circle. What followed that evening is too long to describe here, other than I came away from Paris thinking it's a cesspool and departed the very next morning at 0830 nonstop to the other side of the Rhine river.

We spent the remainder of our time in the Black Forest and Bodensee area and also a combined two weeks in Switzerland and Austria before departing Munich after 5 1/2 weeks in Europe. I'll readily admit my last year's trek to Machu Pichu or climbing in Ecuador was far less stressful than Europe and I'll stick closer to this Hemisphere for the future. Though I had a chance to meet many people away from the beaten path by driving a rental car, driving in Europe is not for the meek.



On a really good note in closing, I acquired a Pitts S1S early this year and am having an adrenaline rush whenever we fly which is several times a week. I'm also still enjoying my RV4 which I finished back in 1989 while employed as F/O on the 767. Warm regards, *Hans*

DON MORGAN—Coronado, CA

Dear Fellow Ruparians, A stroke grounded me in 1980. Too many cigarettes but I've been relatively healthy since, up to last year when my PSA turned up high and a biopsy confirmed the cancer diagnosis! But now, after 44 quick and painless radiation treatments, my PSA count is .001 (a level considered to be cancer free). Get regular PSA checks and act promptly when necessary and of course leave those d___d cigarettes alone.

If you have questions about the radiation treatments call me and if any of my old friends are ever in the Coronado area, come by. The latch strings always out. Remember also, the RUPA lunches, as well as being fun are good places to ask questions.

My sincere thanks to all of you who make the magazine the great publication that it is.

Don Morgan, date of hire, 12/10/1954

SAM O'DANIEL—Evergreen, CO

Hi Leon and Gang. First, "Thanks" to you and all who keep RUPA going and keeping us all informed!!

My first time writing in a few years. Have had health issues to deal with, but am trying to get back up on that horse and ride a little longer.

In July 2012 I had ischemic colitis and back problems that led to some time in the hospital. After clearing those problems up the Dr. said it is time for the colonoscopy. Well, after the colonoscopy, the Dr. came out and said "You have colon cancer!!" So, after an operation in December, 2012 they did a CT scan and found a few spots of cancer and decided chemo would be the best course of action.

Now, after nine months of chemo all the Drs. say all is clear. One of the side effects of the chemo has been neuropathy. (This really puts a kink in the golf game!!) With neuropathy in my hands and feet not able to do all the things I want to, but am working through it and hoping the nerves will regenerate to normal.

I have taken time off from the FINRA Arbitration this year also, but hope to get back to it next year.

All is good with the family. Judy's sister moved in with us last October and her being a gourmet cook has helped me put some weight back on.

We are planning on joining the RUPA cruise in April and hoping lots of "Old Friends" will also be

cruising with us!!

Cheers, *Sam'O*, 1964-2002

DCA, LAX, CLE, DEN, SFO, HNL, SFO.

GUY SAPP—San Rafael, CA

A big Howdy to the relentlessly awesome RUPA Staff and to my fellow Ruparians who bring their stories to the monthly missive with a novel flare.

Philosophers have always had that niche with words and ideas, but I adamantly believe this to be the most appropriate quote regarding time,

"Life is like a roll of toilet tissue, the longer you have been around the quicker it goes."

So that explains my 18 years of retirement!!

So a bit of maudlin avoidance, I feel very fortunate to have lived during one of the greatest generations to inhabit the planet and be a part of the insular sub-culture of "aviators."

Time elapses at Mach. 2 because of a wonderful family, i.e., kids, grandkids and my lovely Mainliner flight attendant spouse who keeps the nest afloat. That my fellow aviators is quite an achievement when you take into consideration that half of the population is subsidized-yet they think they are victims.

We are very appreciative to receive the *RUPANEWS* that not only relates informatively to current issues, but provides a trip down memory lane which is an awesome experience to see some familiar names getting us all up to speed on their life stories.

A special thanks to the Board of Directors of RUPA



who give their time generously as Christine and I donate our time to the SFO museums as docents, so give us a "ringup" for a personalized tour when you are in the vicinity.

Best, *Christine & Guy*

CHARLIE STARR—Niceville FL

Attached is my dues renewal check for the coming year (my 82nd). Not sure if these comments are worthy of publication, but here they are anyway. No, I'm not of United heritage (a seemingly new term brought about by the recent merger), but because of the mergers of various airlines – now of Continental and United – I find that "United" is on most all documents having to do with my airline career; and this is certainly nothing that bothers me – in fact, just the opposite, in a way I'm proud to have this additional legacy on my so-called resume. My airline career spanned 43 years, beginning in the mid 50's, with a little airline called Trans Texas Airways (later renamed Texas International), flying DC-3 co-pilot, and ended with the "heavy iron" DC-10 and 747 (with a number of other aircraft in between). At Texas International we had a retired pilot organization (TIRPA) that sort of disappeared sometime after the merger with Continental, back in the mid-to late 80's, and for a while I served as an officer of TIRPA. After the dust of the merger and labor strife of the 80's settled, I joined The Golden Eagles, and eventually served (and still do) as an officer of that organization. I now also belong to RUPA; and enjoy reading the monthly articles and letters sent by members.

The one thing that I have gleaned throughout these years is that: if one were to remove the identifying uniforms and insignias worn by airline pilots, it's virtually impossible to tell one group of pilots from another. Each group has its share of goof-balls, and each its share of really inspirational individuals. Even the stories that are told (some greatly exaggerated) are almost alike. Aviation in general, and airline flying in particular, have a common denominator that seems to somehow transcend the differences in corporate cultures.

However, in reading some letters published in *RUPANEWS*, and in contacts I've had with RUPA members and leaders, I continue to get the impression that there somehow exists a great divide between United heritage and Continental heritage pilots – even among those who have been long-

retired. Each group seems to believe that the other is responsible for a litany of injustices and problems. In reality, neither group has much of any control over corporate policy or regulations. I know from being involved in discussions of the new merged pass policy, that what emerged was certainly not what was presented or proposed by either pilot group – though in reality the result seems to be workable. Though everyone wants to remember the “good old days, and reminisce with our old friends, it would seem to me that rather than play the “blame game,” accusing each organization of some devious plot or background – that we should be working together to further the common interests of our fellow memberships. After all, like it or not, from this point forward we are all retirees of United Airlines. Isn't it time to move on, **together?**

Charlie

BILL WELLBORN—Gettysburg, PA

Been retired for 21 years, sure doesn't seem that long. Haven't written for several years, just lazy I guess.

Still doing what I always did, hiking, biking and kayaking. It just takes a little longer each year. Trying to water ski again after a 25 year layoff, so far no luck. My 35 year old mind is having a hard time convincing my 81 year old that it can be done. Will keep trying, after groin pull heals. Wonder how long that will take?

Bill, 1964 - 1993

LARRY D. WRIGHT—Sonora, CA

It's been 22 years since I parked the little B-737 at SFO. I chose to fly the “fun” airplane and get DC-10 pay for my last year. This was one of the good things during the “good ol' days” with UAL.

Marillyn and I are doing pretty good except for ol' folks problems. We have stayed pretty active, however we haven't gone anywhere because of family sickness. Our third son's wife has breast cancer and we have tried to be available and helpful. Marillyn and I did celebrate 60 wonderful years together. It's great to have such a wonderful wife to share life with. Our family is growing. We have three sons and one daughter who have wonderful families plus ten grandchildren (five of them married), six great grandchildren and one more in the “hanger.” We get together once in a while and all have a great time. Our whole family is involved in church one

way or another.

After my heart valve surgery in 1998 I had 10 episodes of rapid heartbeat (2 times at 300 beats per minute). In 2008 my son, who is an ordained minister, prayed for me and I have not had a problem since. For that I am very grateful to God to be able to live a normal life.

Not much else except to say thanks to all who are involved turning out such a great magazine every month. It is such a pleasure reading it cover to cover. I'm very grateful to have been able to associate with such a great bunch of pilots. God bless you all. (Check is in the mail.)

Larry & Marillyn

JOE ZMUDA—Leesburg, VA

Dear Cleve, Thanks again for the great job you and your staff do on this magazine. Enclosed is the dues, and a little story - if you care to print.

Looking at the DC-8 on the cover of July's issue, got me thinking about my days as a new hire S/O at united on the DC-8. Back in July of 1987, I was assigned to fly to SEA with Captain Arnie Sorters. This was my first flight with him. He was then 58 years old, and the most senior captain on the "8" at ORD. Arnie spoke in a very deep voice and struck me as a crusty, old captain.

Upon taxiing to the island terminal, we were told to hold for traffic exiting the alleyways. After holding for some time, the controller cleared us in the North Taxiway. As Arnie began to taxi the aircraft, the controller changed us to the South Entrance. Arnie turned the DC-8. As we started for the South, the controller again changed us to the North Entrance. Trying to simply taxi became a circus. The controller told us to hold while she sorted things out. I thought that the "Crusty Captain" would blow, but he remained very calm and was somewhat laughing at the situation. Finally, the controller cleared us to the gate. Arnie asked which direction, and the controller replied that it was Arnie's choice. I'll never forget Arnie's reply. "Mam, you got me so confused now, that I am not capable of making that kind of decision."

That event crumbled my "crusty" image of Captain Sorters, and I enjoyed flying with him several times afterwards.

Sincerely, *Joe Zmuda*, ORD, DCA, MIA, DCA, CLE, ORD, DEN, IAD

IN MEMORIAM

DONALD F. BARNHART

Hello! To those of you who remember Don Barnhart from Dispatch in Portland, Seattle or San Francisco. Don was hired in Portland in January of 1941 and retired from SFO Dispatch in May 1982. He celebrated his 94th birthday on September 1st last year and passed away at our farm in La Center, Washington, on December 17, 2013.

This will be my last correspondence with RUPANEWS. Don and I have enjoyed reading it for many years. I have continued to read it since his passing, but I no longer recognize the names of the pilots he knew during his 41 years with UAL.

I will be sending a contribution in Don's memory to the UAL Historical Foundation and, perhaps, some memorabilia. Sincerely, *Barbara Barnhart*

RONALD A. BROWN

Ronald A. Brown, died Monday, July 21st at Alice Peck Day Hospital in Lebanon, NH. He was 91.

Ron was born in Kearney, Nebraska in 1922 and grew up during the dust bowl of the 1920's and 30's.

He served as Flight Engineer flying B-17s in the 34th Bomb Group of the 8th Air Force during World War II. He participated in Operation Chowhound, which dropped food to starving Dutch citizens near the end of the war.

After the war he worked for United Airlines as a Flight Engineer for nearly 34 years. During this time he served as President of the Flight Engineers International Association through the Flight Engineer's strike in 1961. In the late 1960's he flew between San Francisco and Vietnam as part of the Military Airlift Command. In 1970, he trained on the brand new 747 Jumbo Jet and for the rest of his career flew them between Chicago and Honolulu.

He and his wife Betty were avid hikers and canoeists, hobbies that brought them to rural Maine in 1971. After retirement Ron bought and restored several classic airplanes including a 1958 Piper Cub which they flew all over the country – including the



Oshkosh and Sun 'n Fun Fly-Ins - but especially around central Maine.

Ron was an unassuming man of deep integrity and was intensely devoted to his wife and family. He believed in right and wrong. He cherished a small number of close friends. He hated the wind and was a talented and lifelong photographer.

Ron is survived by his wife of 65 years Betty Brown, three children and two grandchildren and two great-grandchildren.

As per his instructions, there will be no memorial service. In lieu of flowers, donations in Ron's name may be made to Alice Peck Day Memorial Hospital, 10 Alice Peck Day Drive, Lebanon, NH where he received extraordinary care and attention from the entire staff.

From the RUPA database notes section: I hired on as a Flight Engineer in 1949, and retired 30 years later as a Flight Engineer. Flew out of MDW and ORD, DEN, DCA, and worked the MAC (SFO to Viet Nam) for several years. We moved to Maine in 1971 and I commuted to ORD and flew the HNL non stop until I retired in 1983. I also had a 6 year leave of absence working as an officer in FEIA, the old AFL-CIO Flight Engineer Union. After I retired we bought a super Cub, and later a Stinson 108. Betty was an ex WASP during WWII and we both worked the planes pretty hard. We lived on a Pond here in Maine and kept them on floats in the summer. A lot of fun. Take Care. RON

FLOYD G. CARLEY

Floyd Carley, 79, died January 8, 2014. He was born May 27; 1934, in Des Moines, Iowa.

Floyd served in the United States Air Force during the Korean War. He joined United Airlines in 1966 and retired in 1997.

Floyd was an avid scuba diver and photographer. he was a past master in the Masonic lodge and a past worthy patron in the Eastern Star, he was very proud of the work these groups did throughout the community. Floyd was also a Shrine member and a 32 degree in Scottish rite.

Floyd is survived by his wife, Sharon, a daughter, and many other relatives.

In lieu of flowers, the family asks that a memorial contribution be made to the Wounded Warrior Project, 230 W. Monroe St., Suite 200, Chicago, IL,

60606, or Turpentine Creek Wildlife Refuge, 239 Turpentine Creek Lane, Eureka Springs, Ark, 72632, or St. Mark's Episcopal Church in Kimberling City.

BYRON E. "BUD" LINGO

Byron (Bud) Lingo passed away on July 12 at the age of 81.

Bud was born in Kansas and raised in Nebraska. He joined the Air Force in 1953 and became a pilot. Bud joined United Airlines in 1966.

Having been stationed at Hamilton AFB in 1957 with his young wife, Carol, the couple returned to Novato in 1968 where Bud flew for United and raised a family. Bud retired from United in 1993 in Denver and returned to Novato with Carol in 2002.

He was active at St. Anthony's and Our Lady of Loretto (Knights of Columbus), and enjoyed spending time with his wife, three children, and five grandchildren along with his beloved dogs Balto and Abby.

In lieu of flowers memorial contributions can be made to Hospice By The Bay.

ROBERT E. (BOB) MCAFEE

Robert E. (Bob) McAfee passed away on August 7, 2014 at the age of 85, in his home in Livermore, CA. At the time of his passing he was surrounded by his four daughters, honoring him and his incredible life.

Born in Illinois on April 3, 1929, he dreamed of being a pilot from the time he was a young boy. After learning to fly in the farmlands of IL and marrying his high school sweetheart, Phyllis McDermith, he began his commercial career as a mechanic with American Airlines in Tulsa, OK. In July 1953, he began his 36-year career as a pilot for United Airlines, flying out of Denver, Chicago, and San Francisco, which included a hijacking in Reno in June 1972. He retired in 1989 as a 747 Captain flying the Pacific routes.

Bob used his benefits to the fullest, taking all of his children around the world, and on numerous adven-



tures in all corners of the globe. (Adventures that only non-revving travel enthusiasts can understand.)

He enjoyed many years of the airline ski weeks. Some of you skiers may remember the turn signals on the back of his parka, bell on his ski pole, and generic skis plastered in airline stickers from around the world. He also hosted "Dunk Dickie" union parties in his backyard.

In addition to airplanes and flying, he had a love of boating (co-owning a houseboat with three other UAL families), RV Rallies, and Classic Cars. He loved his family, he loved his friends, he loved his career, and he loved his life!

A Memorial Service is planned for Sept. 27th, at 12:00pm, at Cedar Grove Community Church, 2021 College Ave., Livermore, CA, followed by a Celebration of his life at his home, 546 Escondido Cir., Livermore, CA. All are welcome and encouraged to attend.

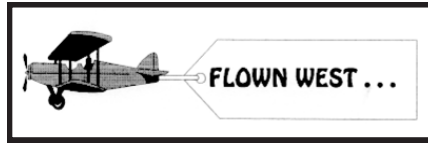
For questions, call Debbie at (925) 447-0674, or debbie.o@comcast.net.

GEORGE L. WEBSTER

George L. Webster (77), born 1/5/1937, passed away July 2, 2014 from Pulmonary Fibrosis. He is survived by his wife, Barbara, two children, and two beautiful grandchildren.

George's love of flying began at an early age building model airplanes and hanging them from his bedroom ceiling and continued in high school when he joined ROTC. After graduating from Northeastern Un. in Boston, he joined the U.S. Army where he continued his flight training in their helicopter flight school program. While in the Army, he served in the Vietnam War. After being discharged, he was hired by United Airlines in 1967 out of Los Angeles. While he had a few TDY assignments, he remained at LAXFO for 33 years until his retirement in 2000 on his favorite plane, the DC-10.

George was proud to be a part of the U.S. Army and of United Airlines during his flying career. He made many close friendships which he treasured throughout his life. George also had a love for the sea, sailing his beloved sailboat every week with his friends. Befittingly, his remains will be scattered at sea on Veteran's Day out of Dana Point Harbor, CA.



Donald F. Barnhard	Dec. 17, 2013
Floyd G. Carley	Jan. 2014
*Stephen L. McEwan	Mar. 2014
George L. Webster	Jul. 02, 2014
Byron E. "Bud" Lingo	Jul. 12, 2014
Ronald A. Brown	Jul. 21, 2014
*Joseph F. Buseman	Jul. 28, 2014
*Frederick P. Hankwitz	Jul. 30, 2014
Robert E. McAfee	Aug. 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

September, 2014 Edition

From:

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



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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco 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 Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wednesday of every month)—*Claim Jumpers Restaurant, Clackamas, OR*
Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

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

Washington D.C.

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