
rupanews



Journal of the Retired United Pilots Association



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Denver Good Ol' Boys Tom Johnston
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May thru Sept., — Jim Morehead & Art Jackson
S.E. Florida Treasure Coast Sunbirds Bob Langevin
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..... Beth Ann Raphael

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

Nevada

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

New York

New York Skyscrapers Pete Sofman

Ohio

Cleveland Crazyies Richard McMakin

Oregon

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

Washington

Seattle Gooney Birds William R. Brett
Brent F. Revert

Washington D.C.

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

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

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

President's Letter

NEW MEMBERS

Leon reports 19 more New Members....with a drum roll.... I would like to welcome Captain Jeff Berg, Poulsbo, WA, Captain John "Bill" Davis, Steamboat Springs, CO, Captain Bruce Stover, Bonita Springs FL, Captain Curtis Kekoa, Jr., Honolulu, HI, Captain Evan Miller, Vero Beach, FL, Captain Artemas "Kit" Darby, Tyrone, GA, Captain Randall Zook, Stephens City, VA, Captain Wilson B Quan, Redondo Beach, CA, Captain David Brothers, Carlsbad, CA, Captain Coleman Absher, Boca Raton, FL, Sam Montoya, Lakewood, CA, Captain Robert Ritchie, Parker, CO, Nancy Levinsohn, Sausalito, CA, Captain Fredrick Robinson, Denver, CO, Captain David Damon, Fort Pierce, FL, Captain Robert Gurl, Waunakee, WI, Captain Steve Greenhaw, Lynden, WA, Captain John Michael Frank, Alexandria, VA and Captain Donald Catalano, South Burlington, VT.

BENEFITS OPEN ENROLLMENT INFORMATION

In my Letter last month I mentioned I contacted ConU Benefits and inquired about any upcoming changes. I urged them to give the retirees early notice with ample time to research their options. I again contact them in September and received this information on September 12th. Please take note as you will only receive a post card instructing you to go online to review this information.

This year, Retirees have from November 3–14 to enroll in or change your benefits on Your Benefits Resources (YBR). The decision guide will be available online at Flying Together and also on the Your Benefits Resources (YBR) website. Following enrollment, retirees will receive Confirmation of Elections statement in the mail. Retirees can visit YBR for 2015 retiree costs and to review the updates for direct billing procedures. We also encourage retirees to go to www.unitedbenefits.ual.com and visit our Ask Alex Benefit Advisor module as well.

WHAT'S NEW IN 2015

Medicare Plan:

- To ensure Affordable Care Act compliance the Medicare Aetna Traditional Medical PPO Plan will have a new prescription drug out-of-pocket maximum of \$5,100 individual / \$10,200 family in 2015.

Pre-Medicare Plans:

- Kaiser Ohio POS and HMO are now administered by HealthSpan The plan designs remain the same.
- To ensure Affordable Care Act compliance several Aetna plans, HMOs and regional health plans will have a new prescription drug out-of-pocket maximum in 2015. Details will be provided in the decision guide.
- For 2015, the maximum contribution to a Health Savings Account (HSA) will increase by \$50 to \$3,350 for individual coverage, and by \$100 to \$6,650 for family coverage (this includes United's contribution of \$750 for individual coverage and \$1,500 for family coverage) The catch-up contribution for participants age 55 and older remains \$1,000.

All Retirees still have the option to voluntary suspend coverage if they would like. The Voluntary Suspension of Coverage Program (VSOP) allows retirees to suspend coverage during any Annual Benefits Enrollment period for retiree medical coverage under the Pre- and Post-65 United Retiree Medical Program. Retirees may also choose to suspend coverage of one or more covered dependents and retain coverage for yourself at the same time. However, a retiree may not suspend their own coverage and maintain coverage for your dependents. Retirees must maintain creditable coverage to re-enroll in the plans at a later date.

Postcards will also be sent to retirees in late September to let them know the Annual Enrollment dates and how to access the decision guide.

Good luck in your Benefits decisions!!

Jon Rowbottom,
RUPA President

About the Cover

AIRBUS A350-1000

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Cheers to all from the very warm Rogue Valley. One of those years with heat and some smoke at times with lightning caused fires. Interesting in that at times we see DC-10's flying fire suppression out of the Medford airport.

Another great time visiting with each other as we met at the Pony Espresso in Jacksonville for our lunch on August 21st. A few missing from the group as vacations beckon but a goodly number.



Around our table, seated from the bottom left Cheryl Jaeger, George Elliott, Art and Pam Lumley (good to see Art with us after his run in with the medics recently), Michael Bennett and his Clipper buddy from the Rogue Valley Manor, Marty Niccolls and Leeann Fusco.....standing from the left rear, Catherine Dimino (George's daughter), Banjo Bob Keasbey, Jim Jaeger, Bob Niccolls, Steve Fusco and Harvey Saylor.....another good group. Come join us if you can work your way up to our valley. Cheers, **Bob**

The Monterey Peninsula RUPA Lunch Bunch

We all gathered for an early lunch at Edgar's followed by our annual golf outing at Quail Lodge Golf Club, gratefully hosted by members Pete and Donna Walmsley. We had a beautiful warm and sunny day allowing us to dine outside on the terrace. Since golf tee times were awaiting, the social time before we ate got compressed.

Those eating included Phyllis Cleveland, Jack Cowles, Catlos Quintana, Paul Olson, Pete and Donna Walmsley, Lee and Nancy Casey, Milt and Sunee Jines, Diane Ellis, Brett Morris, Barrie and Sharon Nelson along with their daughter Nicola, Rex and Mardell Lawson, Diane Emerson and Jon and Jane Rowbottom. The golfers included Donna and Pet, Carlos, Rx and Mardell, Jack and Jon and Jane.

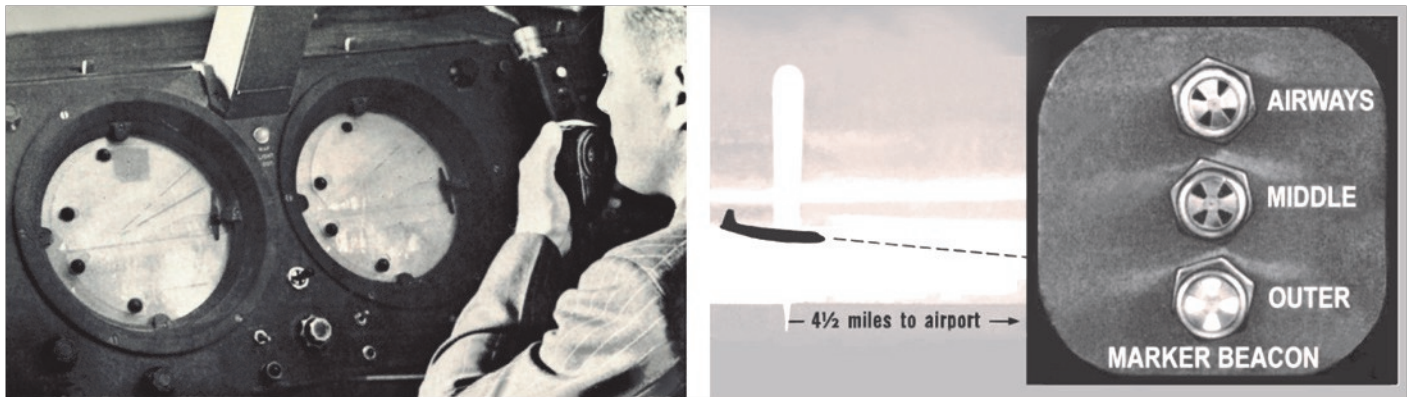
Quail had recently aerated and sanded the greens so we all decided to take up to two puts and then pick up your ball. That saved everyone from those ugly 3 putts! Following a great day on the links we all enjoyed the 19th Hole for some comradery....and adult beverages.

Our next lunch will be on Wednesday, October 8th forming up at Edgar's at 11:30. **Jon Rowbottom**...scribe



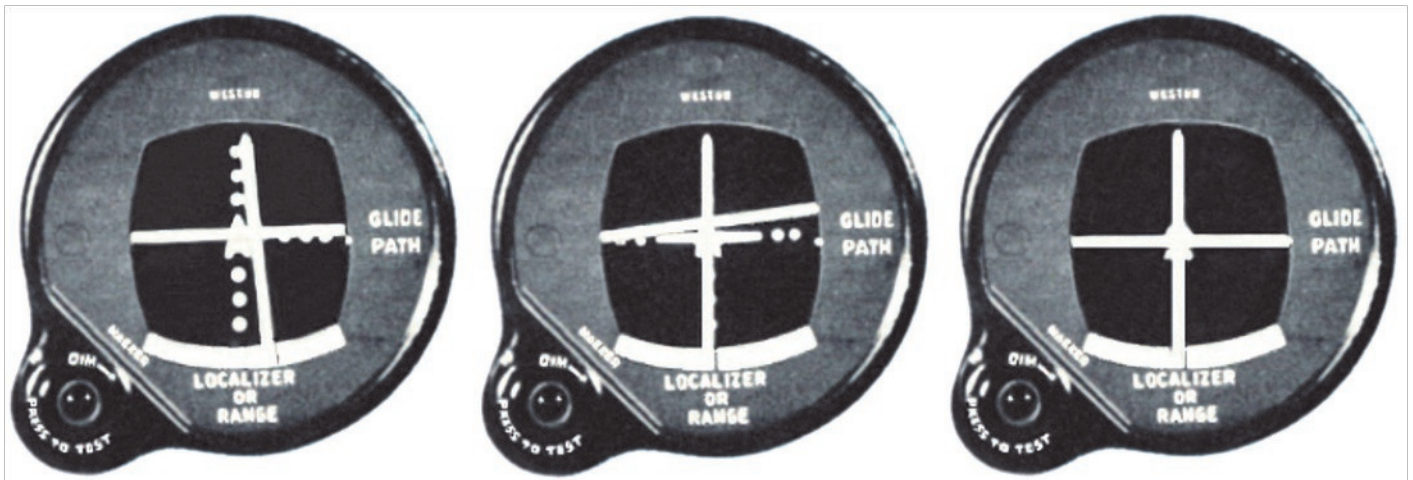
United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In 1955, **PAR (Precision Approach Radar)** located in the airport control tower monitored the progress of all **ILS (Instrument Landing System)** approaches. ILS and PAR landings were made through the overcast at four-minute intervals. Twenty-five miles from the airport the pilot contacted the tower and requested landing instructions. The control tower radar operator identified the image of the plane on a thirty-mile-radius surveillance radar screen and directed the pilot to the ILS approach area.

On the PAR screen were two line patterns, one showing the centerline of the approach and the distance to the touch-down point. The second line displayed the glide slope angle. Both lines were marked as to a plane's distance from touchdown and distance (in feet) above the ground. The glide slope line gave the track that a plane needed to follow to establish the proper approach angle.



4.5 miles from the touchdown point, the plane passes over an "**Outer Marker**" radio beacon which transmits a signal activating the blue "**Outer**" light on the cockpit "**Marker Beacon**" panel. In the cockpit, the airport's "**Localizer Beam**" activates the "**Localizer or Range**" needles when the ILS radio beam was entered approximately eight miles from the airport. - (left image) The vertical needle indicates the plane's position as slightly to the left of the runway centerline. - (middle image) The "**Glide Slope Beam**" horizontal needle indicates the plane is slightly below center of the Glide Path.. - (right image) "**On the Beam**". The pilot maintains these two needle positions while on the Instrument Landing descent.

Marvin Berryman - from the "Mainliner Flight Plan" booklet.

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

The Joe Carnes 31 North RUPA Group (September) Luncheon

31North Banquets' owner/manager Bernice Zubrzyckie and her staff prepared an outstanding Polish buffet for us from the "Old Warsaw Inn" menu of bygone years. We had an all-time-high turnout of 68 RUPA members and guests in attendance; somebody quipped it looked like we must've been airline-discounting something.

Well, we were, kinda-sorta. Though he wasn't in attendance, Captain Bill Norwood donated a copy of his book, "Cleared For Takeoff" to the most-recently retired person in the room---Captain Bob McCormick went home with the tome.

We were privileged to have three guests with us. Recent retiree Captain Ken Voelker gave us a good briefing on his involvement with (among other things) the Age 60 hearings and his future outlook for United. Guest Norma Huff had a display of original aviation art paintings and a laptop/slideshow presentation of her collection, and lastly, guest Paul van den Heuvel gave us a riveting program on ten years' of owning and flying his own MiG-21. Lots of whispered "Good griefs", "Wows", and similar comments were heard from the crowd during Paul's talk.



Enjoying flying the MiG---vicariously, anyhow---were John Anderson, LeRoy and Eva Bair, Ed Bristow, Larry Cabeen, Fred Chamberlain, Sigmund Chrzanowski, Norm Clemetsen, Tom & Barb Conley, Gary & Janice Crittenden, Barry Davidson, Carl Eberle, Allan & Diana Englehardt, Tom Faisang, Walt & Jan Fink, Tom Franklin, Bruce Green, Don & Katie Gregg, Mac Gregory, Dave Harris, Tom Helms, Norma Huff, Wendell Jelm, Bob & Carolyn Kelly, Les Kero, Dick & Maribeth Kuhn, Joe Leffelman, Karol Marsh, Jim McCusker, Bob McCormick, Barbara Mikulich, Jack Mumaw, Steen Munter, Dick Murdock, Howard & Marjorie Nelson, Warren & Michele Nelson, Glen Peterson, Jim Richardson, Jim Rosater, Gene & Bonnie Ruder, Dave Runyan, Jack Schrandt, Ole Sindberg, Mark Skoning, Sid Tiemann, Terry True, Jim & Mary Jeanne Trosky, Gus Tuit, Paul van den Heuvel, Ken Voelker, Wayne Walusiak, Jerry & Eleanor Westfall, Don Wichelt, Tom Workinger, and Frank Zackary. Scribus, *Walt Fink*

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

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

All is still quiet and slow down here in SE Florida. The BAD news part of that is that our Northern friends and members have not started to return yet -- but the GOOD news part is that we are well beyond the half way point in Hurricane Season and our WX patterns have been QUIET so far without all of that Tropical nuisance.

Let's hope that we can keep that pattern/trend going thru the end of the Season which is on Nov. 30th.

Our Luncheon at Shrimper's was attended by SIX (6) of our Members and they were: Dick Starita, Dave Hoyt, Ted Osinski, Jack Boisseau, Dave Damon and myself, Bob Langevin. Once again, we were graced with beautiful sun shiny skies at our ideal location along with phantastick food and service (thank you Josh) - - not to mention the SPECTACULAR view that Manatee Pocket provides us with each and every time.

The highlight of the day was that our own Dave Hoyt was celebrating his 75th B-Day with us. Happy Birthday Dave and thanks for joining us on your VERY Special Day. We also discussed various Medical problems in general, Dick Starita had his 'periodic' heart LUBRICATION as he describes it, Ted O. sold some property up North that he was happy to get rid of and the Luncheon was the 1st attended by our new member, Dave Damon.

If U happen to be in the Stuart, FL area on Tuesday, Oct. 14th - we'd love to have you join us at Shrimper's for our next Luncheon and the start time is 11:30 AM. Hopefully some of our Northern members and friends will be back as well. Until next monthBest Regards, *Bob Langevin*

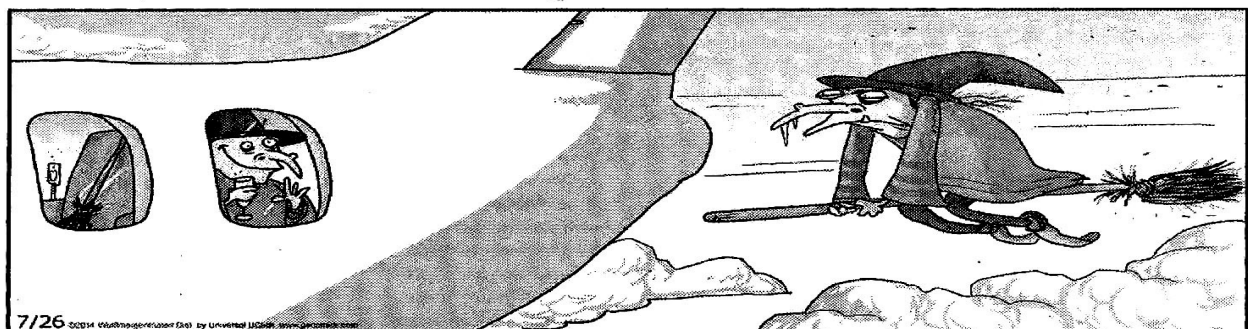
S.E. Florida Gold Coast RUPA Luncheon

We met at 1130, and we had such a good time that most of us didn't leave until after 1400. Our summer season ends after the September lunch and the Snowbirds come back for the October meeting.



And, from Ralph Rodriguez's phone, some pictures from today's RUPA luncheon at Pompano Beach. Starting on the left, there are Joe Jensen, Bob Engelman, Albert Johnston, someone I don't know, Denny Keast, Lyn Wordell (I think), Ned Rankin, Jerry Bradley, Stan Baumwald (ret. NWA), Ed Dechant, Ham Oldham, Terry Lewis, Bill Garrett, Bob Dodson, Rick Valdes, Ralph Rodriguez (still active), Ed Wheeler, and Davey Dryer.

WUMO | Mikael Wulff and Anders Morgenthaler



Gary Cook's Leesburg, VA get-together

Here is the intrepid crew again! Stalwart members of the Gary Cook Monthly Breakfast Celebration at the Bob Evans restaurant in Leesburg, VA on the First Friday of the month (September 3, 2014).



Grinning, clockwise from the left---Jim Turner, Herb Petitt, Bill Davis, me (Stokes Tomlin), Fred Streb, Gary Cook, Gil Coshland, and, at last, our refugee from PanAmerican, Charlie Schwab.

Los Angeles South Bay Luncheon

Hi from the LAX group. Our August luncheon took place as scheduled on August 14th. We thank Doug and Marcene Rankin for their great effort fighting the nasty 405 Freeway to make their appearance. Many of our other friends were off on various vacations and we missed their happy faces.

Yet on Saturday August 23rd, a great party was hosted by Kathy Hesse and Perry Cockreham who opened their home and yard under beautiful skies (no clouds or stratus). It was called the 747 Pilots Re-union. It is hard to count a moving group such as ours, but about 70 folks showed up.

All facets of United were represented. Active and retired Pilots, Flight Attendants, Mechanics, Customer Services and Michelle Botkins our previous FOSR. Many came from far away, ie Denver, San Luis Obispo, Las Vegas and LA's far away suburbs. What a great group and it certainly was great for all of us to reminisce about all the adventures we shared. Captain Bill Horne was the senior one, having started with United in 1940 and retired in 1978. He is now a very youthful 95. While many guests are still active employees, there were many retirees and we hope future RUPA members.

With that, we also would like to remind all of you of our next luncheon at the Hacienda Hotel on October 9th, 11:00am social and noon lunch.

Another early date saver for all is the 2014 RUPA Christmas Party/Luncheon. We have a signed contract for Thursday, December 11th. Also at the Hacienda and we'll have more info as to the cost and other pertinent details as we get closer to that date. Cheers to all, *Arvid*



Ohio Cleveland Crazies RUPA Luncheon

Our August meeting was well attended with 13 members, wives, and friends. We had many good stories and jokes from all members and the conversation was, as usual, lively and fun for all.

Plans for our October gathering were discussed. We will have a speaker who survived the towers on September 11, 2001. He will tell us his amazing story so anyone interested please set aside October 16, 2014, and plan to come to our meeting. All members, family, and friends are invited to come and hear his story.



Those attending in the picture below are from left to right: John Cusick, Gene White, John Hochmann, George Bleyle, Dick Sanders, Joe Getz, Bob Olsen, seated – Ken Wheeler, Diana Zaleski, Barbara Alden, John Alden, seated - Diane Johnson, our wonderful server Vickie, and Phil Jach. Cheers, *Phil Jach*

Denver Good Ol' Boys RUPA Luncheon

As has been custom for some four years, in a sort of merger with an earlier United flight wives group, our August meeting was held with a picnic at the Chief Ouray group campsite in Cherry Creek State Park and Reservoir area. It began with visiting followed with a very fine dinner featuring Greek chicken Cordon Bleu and other Greek dishes and dessert at about 4:30 pm provided and catered in by John Marino and his assistant.

Attending were Ray Bowman, Mack Connelley, Ed Cutler, David Horwitz, Al Snook, Jim and Arletta Adair, Jerry and Rosemary Baer, Gerry and Reatha Baker, Dick and Carole Bennett, Bob and Ann Blessin, Stanley Boehm and Marilyn Gifford, Jack and Angie Davis, Bruce and Marilyn Hepp, Tom and Sue Johnston, Dick and Jeanne Kobayashi, Rick and Kaye Madsen, Jim and Lynda McKinstry, David and Kathy Murtha, Steve and Mary Jo Pahs, Keith and Shirley Patton, Daryell and Terry Rice, Ron and Georgia Schafer, Duane and Mary Lois Searle, Dave and Carolyn Stahnke, Casey and Gail Walker, Russ and Pat Ward.

Eight of us stayed overnight in our RV's to visit and we had a fine breakfast the next morning.

For those of you who know Jimmy Allen he wanted me to say hello – he had a conflict – would liked to have come from his summer digs near Leadville. Respectfully submitted, *Stanley Boehm* your co-scribe

PICKLES | Brian Crane



The Big Island Stargazers RUPA Luncheon

Aloha from the Big Island. We are happy to report that all of us survived hurricane Iselle. Our Hilo members were unscathed except for a plethora of bananas and limes that fell into Gerry and Joan's garden. On the Kona side of Hawaii, we experienced very little rain and the wind didn't even blow the umbrella out of the mai tai glass.

Our group keeps growing and we welcomed our newest members, Gerry and Joan Baldwin, who drove in from Hilo. They recently moved into their new home and celebrated their 41st wedding anniversary. Regrets came from Sam Wilson, who was busy travelling now that he is retired (apparently he didn't get enough of it while he was working), Don Diedrick, who was off island for a few days and Beth Raphael who was unavoidably detained.

There was a lively discussion about vacations, family and friends, and the good luck that we have been experiencing with pass travel. During lunch we were entertained by high surf as it pounded against the sea wall, sending spray 20-30 feet up into the air. Al and Linde Rimkus captivated our attention with tales of their recent pilgrimage on The Way of St. James, or Camino de Santiago. They hiked 500 miles from Roncesvalles in the Pyrenees to Santiago de Compostella, on the west coast of Spain. The trail traversed many regions of Spain and they experienced different foods and customs along the way, and were constantly inspired by the beauty of the countryside and villages en route. We think Al and Linde are #1 on RUPA's "most active" list! This scribe missed the July meeting but Bill Cochran reported that he, David Carlson and Don Diedrick attended and had a wonderful, enlightening, entertaining discussion on various subjects. He said, unfortunately, at their age no one could remember anything that was said, but they had a really good time. The surf's up in Kona, so if you're in town join us at The Fish Hopper on the third Thursday of the month.



Photo Caption: Seated L to R: David Carlson & Winfield Chang. Standing left to right: Linde & Al Rimkus, Walt Wells & Linda Morley-Wells, Dick & Grace Slinn, Lauren & Bill Cochran and Joan & Gerry Baldwin.
Linda Morley-Wells, Scribe

Complaints Received By "Thomas Cook Vacations"

"My fiancée and I requested twin-beds when we booked, but instead we were placed in a room with a king bed. We now hold you responsible and want to be re-reimbursed for the fact that I became pregnant. This would not have happened if you had put us in the room that we booked."

Dana Point RUPA Luncheon

"For the lunch, we had the usual great weather at the harbor. Park had his usual jokes, so all had a good time. Everyone had been getting all the sales calls from roof solar companies, then Bill Stewart lorded it over us with his \$.97 cent power bill, while mine is many hundreds. Bruce filled us in with his days at the Naval Academy. Bill Rollins was relating how nice it is to not have a hole in the water where you dump money, also known as a boat. We are all in agreement with this hot weather, we are voting for fall. Hope this helps Ted...Jim".

"The following people were at the meeting today: Bruce Dunkle, Denny Giese, Bill Rollins, Jim Grosswiler, Al Pregler, Bill Stewart, John Cheryl, Bob Fuhrmann, and Park Ames. No new company business was discussed. Conversations were mainly centered on old experiences. We hope your return was normal, and look forward to seeing you next month, Ted... Bruce".

I did call Joe Udovch who usually covers...but he was on his way to the hospital to have his Knee replaced. Consequently he was not available. A follow up call when I got back finds him now at home and getting Rehab to come to his house. Hopefully he will be able to come to our next Lunch. Well wishes to get Well-Joe.

Thanks to the Guys who covered for me and got the reminders out to our RUPA group- and were able to get them to Lunch at the Wind and Sea. Reminders do help!

My wife got a call that her mother in Athens GA. had passed away! We got on the 1st available Delta flight out of San Diego that night. A packed reconfigured 767 greeted us for an all night trip SAN to ATL. Thankfully it was only a four hour trip. Delta thou has a very good emergency flight request program. They even provided an open ended return with no extra charge. We have had a lot of trips to ATL over the years and with the difficulties with even thinking about trying for a pass...well everyone knows about that! On our return flight we got a free upgrade with a vacant seat between us. Oh for good old days of passes and the F/C that we got. It was a very busy time In Athens and quite warm and humid. We had not been back to Athens in the Summer for a long time...

One thing I did think about getting was a couple of 'Knee Defenders' Leg and Knee room was the worst I have ever seen. "FAA spokesman Paul Takemoto said the clips were not against federal aviation rules as long as they weren't used during taxiing, takeoffs or landings." That was way back in October 2003! That's all for now ...Sure is nice to get back to the Beach Cheers, *Ted*

San Francisco East Bay RUPARIANS Luncheon

The East Bay RUPA group once again enjoyed the hospitality of the Black Bear Diner. We had a guest and his wife attend for their first time. Joe Leather was a member of the United management maintenance department. I work with Joe as docents on the USS Hornet and when he heard about our group, he asked if he could attend. So he and his wife Wilma enjoyed lunch with us. I hope they come again.

Not too much business was discussed. The matter of a name came up. The name "Diablos" was offered. It will be offered to the membership. No action was taken because of the small attendance. The memorial service for Bob McAfee later this month was mentioned. One member wondered if a location more to the north could be considered for the benefit of members in that area. Any other input on that question?

There is the need of docents for the USS Hornet museum at the old Alameda NAS. It was left to the consideration of the membership.

Members in attendance were: Don & Mary Merucci, Barry Thompson, Harry Stonelake, Ron Harris, Bruce Milan and Neil Dahlstrom.

Our next meeting will be on October 8th, at 12:30 PM at the Black Bear Diner in Pleasanton.
Ciao baby, *Don Merucci*

Thousand Oaks RUPA Luncheon

We had some early birds arrive seeking shade from the hot sun under the umbrellas in the courtyard in front of the restaurant. At 1130 the doors opened to the Sunset Terrace in Janns Mall.

Since this was September 11, 2014, Doug Bielanski opened the meeting with a minute of silence for those who perished during 9-11 tragedy. There were some discussions of what we were doing that day including Gary Bobcock's story of receiving messages from dispatch telling him to lock the cockpit door even to flight attendants, being directed to land at the nearest suitable airport, Las Vegas being saturated and ending up in Phoenix for the next 4 days. Doug covered some developments in electric aviation technology, difficulties in launching the B-787 and other airlines pass policies affecting retirees. Claude Giddings circulated a steady stream of humorous and interesting pages of materials. Mention was made of the coming RUAEA convention in San Diego in October, all employee groups are invited. Many discussions ensued covering a myriad of subjects. Everyone seemed to have a good time.



Going around the table from left to right are: Doug Rankin, Gary Babcock, myself, Don Hollingsworth, Lou Carson (hidden), Larry Lutz, Bob Mosher, Dave Park, Dale Myers, Nate Hall, Doug Bielanski, Kent O'Brien, Claude Giddings and Marcene Rankin.

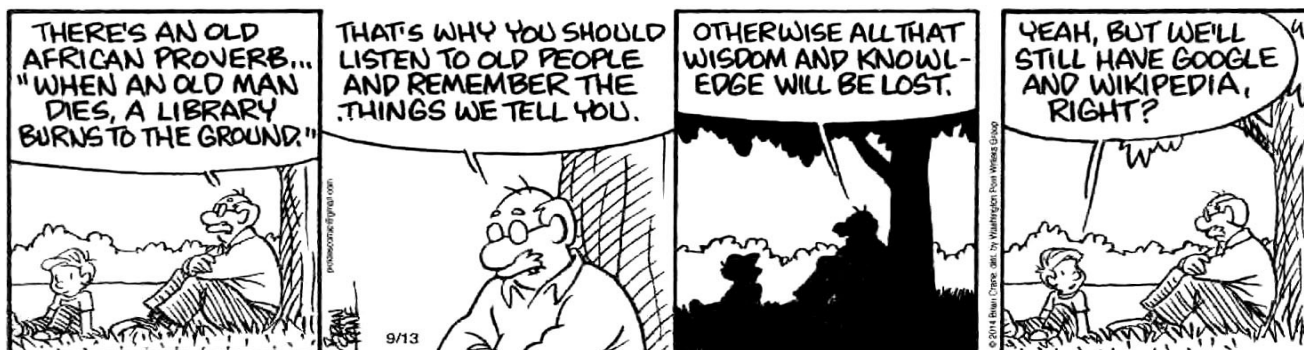
Reno's Biggest Little RUPA Group

Reno's Biggest Little Group met for lunch on our usual fourth Thursday of August at BJ's Restaurant and Brewhouse. We meet at 1300 hours each time, and extend an open invitation to all who may be passing through our fair city.

The content of our conversations is generally classified, however let it be known that no topic is off limits and those include Politics, Pass Travel, Internet Security and stories of days gone by. A number of our attendees are active in the County Sheriffs' Search and Rescue Air Squadron and in the local political scene.

Those in attendance were: Jim Nugent, Bill Shephard, Jim Whiteley, Tom Taber, Gene Lamski, Charlie Kettering, Rick Schwarze, and your reluctant scribe, *Lyle U'Ren*.

PICKLES | Brian Crane



San Diego North County RUPA Luncheon

We met at the usual place, and present were Mark and Susan Mayer, Paul Whitby, and yours truly. Susan is a lovely lady, a Hawaiian by birth. She has a really nice way about her, joined in the conversation, and apparently enjoyed the meal and the company. The Bowmans and the Paulings had previous engagements, and couldn't make it.



The members are from the left: Paul Whitby, Mark Mayer, Susan Mayer and Bob Harrell. That's all for September. Best wishes to you, *Bob Harrell*

Seattle Gooney Birds Luncheon

On August 21, 2014 we filled our meeting room at the Marriott SEATAC to capacity without bringing in more tables. We had lively conversations about past experiences and flying for UAL the way it used to be. After lunch the host made a couple of announcements and solicited news and jokes from those present. There was no news but lots of jokes. Everyone seemed to be having a good time.

Those in attendance were: Jack Brown, Tom Smith, Al Haines, Bill Stoneman, Mark Gilkey, Dave Carver, Gerry Pryde, Fred Sindlinger, Howard Holder, Dick Anderson, Chuck Westphal, Al Black, Bill Jensen, Eric Malm, Neil Johnson, Ray Hanson, Ken Case, Pat Williams, Vince Evans, George Brown, and Bill Brett.

San Francisco North Bay RUPA Luncheon

Twenty one members and three guests were at the Petaluma Sheraton for our September Luncheon. Bob called the business meeting with his trusty clicker. The first item was the news that Jim Mansfield was in the hospital with a broken hip. Get well soon Jim so you can join us for lunch. The Guppy crews were reminded that the annual get together was coming up soon. If a date was given I missed it. A few other odds and ends and then it was time to eat.

Attending: Sam & Mickie Orchard, Dick Hanna, J.R. Hastings & guest Nikki Sorenson, Ken & Shirley Corbin, George Hise, Gardner "Bones" Bride, Barney Hagen, Jules Lepkowsky, Tom Grey & guests Colleen Murphy & Birgitta Sarver, R.S. Grammar, Don Madson, Galen Wagner, Deke & Merle Holman, Bruce Milan, Leon Scarbrough, Bob & Doris Donegan and your reporter, *Bill Greene*

The Columbia River Geezer's RUPA Luncheon

Sept 10, 2014 was an all around excellent day for our Columbia River Geezers RUPA luncheon, which was held at the Claim Jumper's restaurant here in beautiful Oregon. We had a turnout of 13 exceptional individuals. Included were 3 new visitors who graced our luncheon's table for the first time.



Starting on the right moving counter clockwise were the following: Linda Trembly, and as she stated on our sign in sheet, "Butch's Wife," WA "Butch" Trembly, LAXFO, Mac McCroskey, Sam "Gordy" Richardson, Ray Reed, Paul Reed, Dick Ionata, Doug Howden, Bill Park, Wayne Walczak and Ron Blash. In the background standing on the left is Tom Krueger and Fred Krieg is on the right.

First time visitors Butch and Linda Trembly arrived via an invitation from Sam Richardson. They elected to make a slight detour, to join us, on their drive up the California Highway's then on through OR with an eventual destination in Seattle WA. From Seattle the Trembly's are flying Eastbound to Boston where they will be boarding a ship/boat to cruise north, towards colder waters. They will then fly back to Seattle and drive up into Vancouver to hang for a while before returning to Southern California. Butch retired off the 747-400 in 2002.

Another first time visitor was Wayne Walczak. Wayne retired in 2006, out of ORDFO as a 747-400 Captain. Wayne told me that one of the items on his bucket list is to attend every RUPA luncheon at some time going forward. On hearing that, I looked up the possibilities of his doing so. RUPA's monthly luncheon/social Calendar shows that there are a total of 29 luncheon/social get-togethers every month, in 12 different states, including Hawaii. Good luck Wayne? I would like to provide the readers with a little insight as to how Wayne arrived here at our luncheon. Wayne began his long sortie to PDX from his home in Austin Texas. He and his wife, Nani, a Chicago based flight attendant, flew to ORD together so she could position herself for her ORD/NRT flight. Wayne's goal was to fly to Narita with his wife so he could get "a karaoke fix" as many of you know Karaoke translates to "empty orchestra." I imagine that revisiting a Karaoke Bar may have been on his bucket list also? After spending 29+ hours in NRT, yodeling and singing Karaoke at one of NRT's finest Karaoke bars, Wayne stepped aboard a UAL red eye flight, NRT non-stop to SFO and connected to PDX. After arriving in PDX he spent a leisurely night by dropping himself into a king size bed at PDX's airport Quality Inn motel for another practice layover. He said "it took him back to the days of flying the 737." I picked him up on the morning of the luncheon and returned him that afternoon to PDX for a UAL flight to ORD then connecting on to Austin Texas. Now...., to me, that is RUPA loyalty at its finest. Wayne said, and I again quote, "I had so much fun at our luncheon he is strongly considering coming back next month." Remember Wayne, you still have 28 other RUPA luncheons to visit and I hope you choose, for the sake of your health and mental stability, a less circuitous route next time. He also mentioned that he was in first class on all the international legs of his journey as well as one or two of the domestic legs. Now! I do want him to return to our next luncheon so he can brief all of us on how he accomplished all that luxurious travel in First Class. Kidding Wayne.

Paul Reed showed up a little late to join his father Ray Reed at our table. Paul is an inflight crew member

with Alaska Airlines and has joined our luncheon on several occasions. Ray Reed is an on and off regular who, in the past, was a member of the LAXFO crew desk prior to the crew desk's centralization. When the centralization occurred a majority of crew desk employees, from all domiciles, were relocated to EXO. Looking for greener pastures Ray took a new job transferring to PDXOO in the early 80s and eventually purchased 11 beautifully situated acres with wonderful views of Mt. Hood in Estacada, OR and started a Christmas tree farm. Ray and I were talking about reserve pilots and reminiscing as to, in the old days, how they were managed in assigning the pilots for their trips (first in last out, etc.) and how the crew desk kept track of reserve rotation. A little bit of trivia here. Ray reminded me of the days before computers at the local domicile's crew desk. LAXFO (and I remember them well) used a vertical metal filing system of slots for the pilot's 3X5 reserve cards. The top card represented the pilot who was first on the list for a trip, the bottom pilot card was the last pilot back in domicile from a trip or pilots coming from days off. He casually mentioned that there were only 21 slots in the vertical file. Only 21, I asked! Why? He stated that the vertical metal files were requisitioned from reservations storage. In their time, the files were used by reservations during the DC-3 days to keep track of passenger reservations on DC-3 flights. Ray went on to explain that there were only 21 seats on the DC-3, so it followed, the reservation file would have only 21 slots. Hmm? OH! a segue here. In addition, Ray is going to celebrate is 80th birthday this coming Sat. Sept 13 with a large surprise gathering at his home, which he knows nothing about. Congratulations Ray. The Columbia River Geezers welcome retired Flight Operations employees and UAL retired or active UAL pilots to our luncheons. Our next luncheon/social gathering will be held at the same place and time, on the second Wednesday in October 2014. Blue side up. *Ron Blash and Tony Passannante too!*

The San Francisco Bay-Siders Luncheon

We had a small turnout for our September luncheon. The normal conversations was about travel and medical issues. Someone said they had heard a rumor about United and Alaska merging. Just a rumor, but something to think about. Barry Hamley said that he and his wife, Ginny, got first class from SFO to Frankfurt. It's nice to hear about some of our retirees getting first class.

In attendance were: Bob & Burkie Callaghan, Sam & Billie Cramb, Gerry Delisle, Rich & Cyndi Erhardt, Barry Hamley, George Mendonca, Bob & Craig Norris, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Larry & Pat Wright.

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

UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)		Statement of Ownership, Management, and Circulation	
1. Publication Title RUPANEWS		3. Filing Date 9/4/2014	
2. Publication Number 0 1 7 5 6 2		4. Issue Frequency Monthly	
5. Number of Issues Published Annually 12		6. Annual Subscription Price \$25	
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®) 1104 Burke Lane, Foster City, CA 94404-3636		Contact Person Cleve G. Spring Telephone (include area code) 850-349-6590	
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) 1104 Burke Lane, Foster City, CA 94404-3636		9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank) Publisher (Name and complete mailing address) Retired United Pilots' Association, 1104 Burke Lane, Foster City, CA 94404-3636 Editor (Name and complete mailing address) Cleve G. Spring, 1104 Burke Lane, Foster City, CA 94404-3636 Managing Editor (Name and complete mailing address) Cleve G. Spring, 1104 Burke Lane, Foster City, CA 94404-3636	
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.) Full Name Complete Mailing Address Retired United Pilots' Association 1104 Burke Lane, Foster City, CA 94404-3636			
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages or Other Securities. If none, check box <input checked="" type="checkbox"/> None Full Name Complete Mailing Address			
12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one) This purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: <input checked="" type="checkbox"/> Has Not Changed During Preceding 12 Months <input type="checkbox"/> Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement) PS Form 3526, July 2014 (Page 1 of 4) (see instructions page 4) PSN: 7530-01-000-5031 PRIVACY NOTICE: See our privacy policy on www.usps.com			
13. Publication Title RUPANEWS		14. Issue Date for Circulation Data Below 9/1/2014	
15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	
a. Total Number of Copies (Net press run)		3,010	
b. Paid Circulation (By Mail and Outside the Mail)		No. Copies of Single Issue Published Nearest to Filing Date	
(1) Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)		2,788	
(2) Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)		0	
(3) Paid Distribution Outside the Mail Including Sales Through Dealers and Carriers, Street Vendors, Courier Sales, and Other Paid Distribution Outside USPS® (e.g., First-Class Mail®)		0	
(4) Paid Distribution by Other Classes of Mail Through the USPS (e.g., First-Class Mail®)		205	
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4))		2,993	
d. Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3), and (4))		3,067	
(1) Free or Nominal Rate Outside-County Copies Included on PS Form 3541		0	
(2) Free or Nominal Rate In-County Copies Included on PS Form 3541		0	
(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail)		0	
(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)		0	
e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3), and (4))		0	
f. Total Distribution (Sum of 15c and 15e)		2,993	
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))		17	
h. Total (Sum of 15f and g)		3,010	
i. Percent Paid (15c divided by 15f times 100)		100%	
17. Publication of Statement of Ownership <input checked="" type="checkbox"/> If the publication is a general publication, publication of this statement is required. Will be printed in the October 2014 issue of this publication. <input type="checkbox"/> Publication not required.			
18. Signature and Title of Editor, Publisher, Business Manager, or Owner Cleve G. Spring, Manager and Editor Date 9/4/2014			
I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).			

Rupa 2015 Panama Canal Cruise



The Panama Canal – nicknamed the Big Ditch, and one of the world's mightiest engineering marvels – was one hundred years old this August 15th. It is a 48 mile world changing achievement linking two oceans across a continental divide. As early as the 16th century, the Spanish conquistadors were eyeing the Panama isthmus as a potential short-cut for carrying gold plundered from the Incas in Peru back to the royal coffers in Madrid; thereby cutting off almost 8,000 miles from the trip around the tip of South America from the route to Spain. A number of surveys were carried out between 1850 and 1875, the conclusion was that

the two most favorable routes were those across Panama (then part of Colombia) and across Nicaragua. The first serious attempt to cut a canal was made by the French in 1881. Fresh from building the Suez Canal – and led by its inspirational engineer, Ferdinand de Lesseps – they confidently boasted they would link the Atlantic and the Pacific. The construction of the Suez Canal, essentially a ditch dug through a flat, sandy desert, presented few challenges; but Panama was to be a very different story. The mountainous spine of Central America comes to a low point at Panama, but still rises to a height of 360 ft above sea level at the lowest crossing point. A sea-level canal as proposed would require prodigious excavation, and through varied hardness's of rock rather than the easy sand of Suez. Thirteen years later and with 20,000 dead and the privately owned canal company bankrupted and scandalized, after spending \$300 million for very little progress, they were forced to admit defeat, beaten by disease and the inhospitable climate and terrain. They found the digging through hard rock much more difficult going than they did digging through the sand of Suez, but a great amount of excavation had been carried out none-the-less.

Enter the United States: The United States was interested in creating a canal between the oceans through Nicaragua, but when the French ran out of money, the U.S. saw a chance to get into the game. The U.S. wanted to control the territory on either side of the canal but Colombia wasn't willing to give that concession. So, the U. S. backed a revolt in 1903 and the state of Panama was created by its separation from Colombia. The U.S. then bought the rights to the project from the French for \$40, Million and started work in 1904, completing it in 10 years. The U.S. was then an emerging world power with abundant riches and engineering know-how borne of supreme confidence and skill. If Uncle Sam wanted to build the Panama Canal, it would be built, and the Americans pledged to "make the dirt fly". And fly it did. The excavation of the Culebra Cut, one of the greatest engineering tasks of its time, involved cutting 8 miles through the continental divide down to a level of 40 ft above sea level. By August 1907 1,000,000 cubic yards per month was being excavated, this was increased again and again until at the peak of productivity 3,000,000 cubic yards were being excavated per month. Never in the history of heavy construction had so much material been removed so quickly. The canal no longer was going to be a sea level cut but require locks at each end to enable transit from one end to the other. The American solution to the French problem was Gatun Lake. Rather than dig their way across the isthmus, they created a 165 square mile lake in the middle of Panama- the largest man made lake in the world at the time- and linked it to the oceans by canals and locks. It is also the reservoir for refilling the locks. Under U.S. guidance, the death toll was massively reduced. Thanks to improved medical knowledge, it was known that the mosquito was responsible for yellow fever and malaria, not swamp gas, and they brought in methods to destroy the mosquito beds, reduced the chances of being bitten and brought about better treatment for those who had been bitten. At the conclusion of ten years surmounting impossible odds, the canal was finished and the first ship to transit the waterway was the SS Ancon on August 15, 1914.

Today, the easiest way to experience the canal is by cruise ship. **And the best time to go is either November or April.** It takes around 12-14 hours to transit the canal and saves up to 20 days and almost 8,000 miles sailing around South America and the turbulent Cape Horn. Vessels that are the maximum size for the locks, with less than 2ft of clearance on either side are known as Panamax. The sight of a massive

ship inching through the locks, guided by little trains (called mules) with cable attached to keep it steady in the center of the lock is truly astonishing. Today the canal is undergoing its first expansion, basically new, bigger locks at a cost of \$5 billion, to enable larger container ships access to the canal.

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

Pricing for this cruise

Suite SA.....\$7,299pp	Suite SB.....\$6,999 pp	Suite SC..... \$6,699 pp
Verandah SY..... \$3,999 pp	Verandah VB.... \$3,299pp	Verandah VF.... \$2,899pp
Outside C..... \$2,349 pp	Outside D.....\$2,319 pp	Outside E.....\$2,259 pp
Outside F..... \$2,229 pp	Inside L..... \$1999 pp	

This is a very popular cruise so it would be prudent to reserve a cabin early. Other categories and single pricing is available on request. Taxes are not included and are \$410.21 pp. The inside cabins at \$1999 are a real bargain, that's just \$125 per night.

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

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

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

If lower pricing or special promotions become available you will be rebooked to take advantage of the lower price or special promotion. Once final payment is made there can be no change in the cruise fare. Airfare is not included in the pricing but is available through Holland America.

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

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

Another "Able Flight" Graduate

I thought you and your friends at RUPA might enjoy this photo of Able Flight pilot and wounded veteran Sgt. Jason Gibson getting a kiss from Patty Wagstaff as she pinned his pilot's wings at our ceremony at EAA AirVenture just a few weeks ago.

Jason lost both legs above the knee due to an IED only a little over two years ago and was an outstanding student this year at Purdue. Good pilot.

Thanks for your support!

Charles H. Stites
Executive Director
cstites@ableflight.org
919-942-4699
www.ableflight.org



Pass Travel Update (September 15, 2014)

Other Airlines: 4 steps to worldwide interline travel!

If United flights are overbooked or you're going where United doesn't fly....get ID90 ZED tickets!

United has reciprocal ZED (zonal employee discount) agreements with almost 100 other airlines for interline pass travel. Many carriers have joined the ID90T or MyIDTravel website where employees/retirees can obtain e-tickets almost instantly online for a modest per person, per segment service charge (better than going to the airport to have the tickets written!). For travel on the few airlines that do not offer eTickets, ZED paper tickets may be obtained via an online request form AND a trip to a United ticket counter to have the ticket written.

1) First decide: What airline? What flight?

Use either the employeeRES>QuickLinks>“ID90T research tool” or go to

FlyingTogether>Travel> [Other Airline/Interline Travel](#) and scroll down to

“ID90T’s Other Airline Itinerary & Calculator tool.” Both links access the same tool.

Type in city names (it will give you airport codes) to see airlines, flight numbers and times. ZED fares are displayed. Compare with Seatguru, Expedia, Kayak, or Travelocity to see full-rev fares.

Once you choose the airline you wish to travel on...

2) Read United’s agreement with that airline...very important!

Go to FlyingTogether>Travel>[Other Airline/Interline Travel](#)

First read the News & Updates and country restrictions to see if that airline is affected. Then scroll back to the top of the page and use the **drop-down box** to “Select from the Interline Agreements below.”

Carefully read who is eligible to fly, the reservation/purchase process (e-ticket or paper ticket?) and how to list on that airline. Read the other information/restrictions and airline-specific embargoes; **your travel may be impacted!**

Note which ZED fare the airline gives you & your pass riders: ZED Low, Medium or High.

REMEMBER: more airlines are moving away from paper tickets to e-ticketing, if you bought paper tickets last year that airline may now be using e-tickets.

Note: At this time: 1 Enrolled Friend is eligible on Hawaiian only. “Buddies” (called Star Companions) are eligible on Air Canada, Lufthansa, LOT, Swiss & TAP; read each interline agreement carefully!

3) Book, Purchase tickets.

There are three ways to obtain ZED eTickets or ZED paper tickets. All three are accessed from the “Leisure Travel” section of the [OtherAirline/InterlineTravel](#) page on Flying Together>Travel. To determine which method is used for the carrier you wish to travel on, use the **drop-down box** mentioned in #2 above; read the carrier agreement carefully!

1) eTickets on Lufthansa, Delta, JetBlue, Southwest & TAP are purchased using the **MyIDTravel tool**.

2) All other eTickets are purchased using the **ID90T** website.

3) **Paper tickets** must be requested online from United then written at a UA ticket counter.

4) Listing, check-in and refunds:

Now that you’ve purchased your ticket, remember, many ZED tickets are “open”; you must list with the carrier prior to travel. However, some eTickets are for specific flights; no listing is required. Use the drop-down box in #2 above to learn about listing and checking-in OR visit www.flyzed.info. If in doubt, call the airline. The refund process depends on type of ticket purchased; see #5, #6 or #7 below.

For detailed information and how to purchase/list/cancel/refund tickets, scroll down to

#5 for MyIDTravel, #6 for ID90T or #7 for PAPER tickets.

Q&A:

How do we find passenger LOADS on Other Airlines?

Some carriers on ID90T display happy and sad faces for flight loads.

The 5 carriers on MyIDTravelPurchase display happy and sad faces.

Subscribe (fees apply) to ASU's "Trip Check": <http://members.asu.com>.

Or call the airline directly and ask the reservation agent.

What is a ZED ticket?

"Zonal Employee Discount" fares are used by employees and retirees to fly on Other Airlines. They are based on mileage (the further you fly, the more expensive the ticket) and tiers. There are 3 tiers (or levels) of ZED fares: Low, Medium and High. Which tier retirees pay varies by carrier depending on what United negotiated with that carrier. ZED fares were sometimes called ID90 fares because they used to be based on 10% of the economy fare.

Can we fly in First Class or Business Class on ZEDs?

Some carriers offer ZED tickets in both FC/BC and economy. If economy is full you will not be upgraded unless you bought a premium class ticket. If you buy a premium class ZED and only "Y" class is available, you will be boarded but there is no refund for the price difference. Solution: Buy both a premium and an economy ticket, then get a refund on the one you don't use.

ADVICE:

Whether obtaining e-tickets on ID90T, MyIDTravel or getting paper tickets written, always PLAN AHEAD! Do not wait until the last minute to arrange travel on Other Airlines, have a back-up plan, and pay attention to any travel embargoes/restrictions on Other Airline-Interline Travel and on employeeRES.

More detailed information follows:

5) How to buy eTickets for airlines on MyIDTravel

Currently only for Lufthansa, Delta, JetBlue, Southwest, TAP: \$2 per person, per segment fee.

a. LOGIN:

Simple; no password required! Just click on the **MyIDTravelPurchase** link on the **FlyingTogether>Travel>Other Airline/Interline Travel** page, in the Leisure Travel section. You should be taken to the MyIDTravel website. Check the "Confirm" box on the Privacy statement and hit "Next."

b. BOOK, LIST & PURCHASE:

Choose "Booking/Listing" to fill in the Traveller and Flight Query forms completely; a Flight Schedule will display. Select a flight by clicking on a radio button in the column next to the flight number (note; the colored face icons on the far right depict your chance of getting on). If there is no radio button, click the blue info button for an explanation. Now click the "next" button at the bottom to see the Shopping Basket screen with your selected flight. Click "next" for Fare Information. Click "next" and fill in the APIS secure flight info, hit "next", then fill in the Contact & Payment (credit card) information. Note: flights on LH and TP will be in euros.

The eTicket will be sent to your email address; make sure it's correct! The last screen confirms the purchase. This is an "eTicket" for a specific flight, it is not an "open" ticket; you are automatically listed for the flight! Use the PNR they email you to check-in on the airline's website.

c. CHANGE YOUR FLIGHT:

You may only change your flight times/dates online (using MyIDTravel). It cannot be done at a ticket counter. Changes to origin/destination are not allowed; you must cancel the booking, request a refund and purchase a new eTicket.

d. To CANCEL/REFUND:

Reservations may be cancelled free of charge. Refunds can be requested within 90 days from original

purchase; go online to MyIDTravel and use the Ticket Retrieval/Refund tab. Unused segments will be refunded, however the \$2 per person/per segment fees will not be refunded unless all segments are unused. Therefore it's best to book each segment separately. There's no partial refund if a first/business class ticket was purchased but you were boarded in economy.

The ID90 website has been redesigned. The WebEx guide on Flying Together about ID90T has not yet been updated. Below is an excerpt from RAFA's

OTHER AIRLINE page about ID90.com e-ticketing that reflects the new design. Read the full Other Airline page (which also discusses paper ticketing and MyIDTravel e-ticketing) here: <http://www.rafa-cwa.org/page-1836104>

6) How to buy eTickets for all other airlines using ID90T

\$2.20 per person per segment service charge

a) LOGIN:

It is best to access the ID90T e-ticketing website via the link on the **FlyingTogether>Travel>Other Airline/Interline Travel page**. Scroll down to the ID90T section and click on the blue "ID90T" website link. If you've been to the ID90T website before and set up your account, then your info will already be filled in, simply click on the big green "Log in" button to select flights and purchase your e-ticket(s) for your listed pass riders.

If you have not set up an account on the ID90T website you must choose "United Airlines" then enter your file number without the U for "username." Your password is your first initial plus your complete last name (ex. John Smith = jsmith). Then press the big green "Log in" button.

The ID90T website may also be accessed without going to FlyingTogether via this link: <https://ifc.id90.com> but you will have to input United Airlines, your username and password. For login issues call the ID90 support line: 877-298-5233.

b) PURCHASE/LISTING:

After login, fill out the form with city pairs, dates, times, airline and choose pass riders; then click on the green "Search" bar. On the next screen you may click on the flight number, city codes and fare dollar amounts to show more details. The "fare" detail will give a breakdown of the ZED fare and taxes. Clicking on the Flight Load "view" will display your chances of being boarded. On the bar above your flight info are nearby dates you can select to check your chances on those days. Click the round "SA" button next to the dollar amounts for either FC/BC (if available) or economy on the flight you desire. Now do the same for the return flight.

On the next screen is a trip summary, you may buy trip insurance and the total cost, including the ID90T service charge, will be displayed. Fill out credit card payment info, billing address and agree to terms. Click "Complete Booking"....Done! Your confirmation will be emailed to you.

LISTING: VERY IMPORTANT: If you purchase e-tickets on most of the ID90T airlines they are OPEN tickets, you must contact the carrier to list for the flight you want! Visit the drop-down box of Interline Agreements on Flying Together to learn how to list for that carrier OR check the FlyZed website, www.flyzed.info. Currently, there is no need to list on Alaska, Hawaiian, Frontier, Era, or Spirit. You may be able to use the PNR number they send you to check-in online using their website.

c) TO CANCEL/REFUND:

Visit the ID90travel website after 25 hours from purchase but before 90 days; click on "My Trips", under your name (top right of screen). Select itinerary by clicking on "show details." Choose segments you wish to refund/cancel by clicking the square box next to the fare amount. Choose all segments, the system will refund only the segments eligible for refund.

Click "Cancel/Refund", a pop-up box will appear saying your request has been processed.

For complete information, how to log-in, buy ID90T e-tickets online or by phone, e-ticket refunds, etc, see the ID90T section on the FlyingTogether>Other Airline/InterlineTravel page. The ID90Travel website has

two YouTube tutorials on their log-in page in the right column. Note: Paper tickets are no longer available for carriers affiliated with ID90T, there is no need to fill out the ZED request form; simply visit the ID90T site.

7) How to buy paper tickets for airlines not using eTickets

Find the "Leisure Travel, Paper tickets" area on the [Other Airline-Interline Travel](#) page (it's just above the electronic tickets section). Click on the blue "New Ticket Requests" link and carefully fill out the form, click "submit". You will receive a confirmation PNR# by email, then go to a United ticket counter to buy the paper tickets. Paper tickets are good for 90 days and can be refunded up to one year after issue.

Refunds: visit the [Other Airline-Interline Travel](#) page and scroll to the very bottom to the "refunds" section; download and print the form, fill it out and send to Houston with original tickets. Make copies before sending! More information, Q&As are in the Leisure Travel/Paper Tickets section of the OtherAirline-Interline Travel page.

Compiled by Kirk Moore, RAFA Travel Benefits Chairperson

New Travel Pillow that really works launched



LONDON- Oakthrift Corporation which is renowned for launching Innovative products in the home improvement market have now introduced a remarkable ALL new travel pillow called 'The Roamwild Surround Pillow'.

James Thorn, head of design at Oakthrift and ex-Dyson Designer, says, "The Roamwild Surround Pillow really does work. People have put up with sub-standard travel pillows that simply do not offer enough head support for far too long. Our design offers adjustable full head support whether you are on a plane, train, boat, car, bus, or even just sitting at home watching TV. The memory foam main pillow moulds to any contours, and the inflatable side supports can be inflated and angle adjusted to suit your comfort requirements. As soon as you put on the 'Roamwild Surround Pillow' and inflate one or both of the side supports, you will immediately notice the difference. The product 'just works' and promises

to make all travel comfortable."

When it comes to travel, be it flights in economy, a coach or train journey or a long trip in the car, every traveller has their own technique for getting comfortable. Some people rely on a book or crossword. Others require a sleeping aid and music. All very good, but true relaxation must encompass a pillow that achieves the same comfort as the one they rest on at night in bed; we believe the Roamwild Surround pillow does just that.

All employees, retirees are welcome at SFMC Family Day (October 12)

In conjunction with San Francisco Fleet Week, the Ninth Annual United Airlines Family Day at the San Francisco Maintenance Base is scheduled for 11 a.m. to 4:30 p.m. Sunday, October 12. The event showcases our maintenance center to employees, retirees, family members and friends.

This is a once-a-year opportunity for us to show off our shops, hangars and some of our airplanes, and the event includes other aircraft, a car show, a plane pull contest, kids' play area, and one of the featured acts flying in the San Francisco air show, the 6-plane [Patriots Jet Team](#).

Every United Airlines employee and retiree can request up to four entrance tickets by sending an email to: SF-FamilyDay@united.com with your name, file number, status (active/retiree), department, contact phone number and number of wristbands needed (maximum four per employee/retiree). Wristbands will be available at the will-call table on the day of the event.

We are also looking for volunteers to help staff the event. Those from outside the Bay Area are welcome but need to provide their own transportation and lodging. You can go to bit.ly/SFO-FamilyDay2014, find us on United's [VolunteerMatch](#) or send an email to SF-FamilyDay@united.com.

For more information and downloadable poster/flier, go to Flying Together> Tech Ops> [Base Maintenance](#).

UAL Completes Rollout of Tarmac Transfer Service to All U.S. Hubs



United Airlines today launched its Mercedes-Benz tarmac transportation service at Denver International Airport, offering chauffeured convenience at more airports than any other carrier. With today's expansion, United offers the service at all of its U.S. hub airports.

The Mercedes-Benz tarmac transportation service provides the airline's top frequent flyers with greater comfort and convenience, offering an additional way for these customers to save valuable time when connecting through the airline's hubs. United will chauffeur selected Global Services members and United Global First customers to their connections in Denver in a Mercedes-Benz GL350 BlueTEC SUV, powered by environmentally friendly, clean diesel technology.

United representatives will meet customers at the aircraft, escort them to the waiting Mercedes-Benz vehicle and drive them across the tarmac to their connecting flight. The expediting service gives priority to customers with close connections.

United also offers the transfer service at its hub airports in Chicago, Houston, New York/Newark, San Francisco, Los Angeles and Washington Dulles.

"We are improving the travel experience from booking to baggage claim for all of our customers, particularly those customers for whom time is the most valuable commodity," said Jimmy Samartzis, United's vice president of customer experience. "The expansion of the tarmac transfer program to our entire U.S. hub network meets the needs of more customers at more points throughout their travels."

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

Earlier this year, United opened a new Global Services reception lobby for its top frequent flyers at the airline's New York hub at Newark Liberty International airport. In October, the airline will open a Global Services reception lobby at San Francisco International Airport. In June, United unveiled an all-new United Club airport lounge and United Global First Lounge at London Heathrow International Airport's new Terminal 2, The Queen's Terminal.

US House-Passed Bill Corrects Overcharging for Multiple Flight Stops



U.S. Travel Association President and CEO Roger Dow issued the following statement on House passage of H.R. 5462, which would cap a fee charged on air passengers to fund Transportation Security Administration (TSA) activities:

"The bill corrects a fundamental flaw in the most recent adjustment to the TSA fee, which caused some travelers to be charged the fee more than once-in some cases more than \$20 extra-if their trip consisted of one or more flight connection. TSA's activities are obviously vital, but the travel community objected to the agency's implementation phase of the fee change, and we're grateful to Transportation Security Subcommittee Chairman

Richard Hudson for seeing through this effort to correct it.

"However, even with this notable improvement, we still believe the current TSA fee fails to meet a critical criterion for acceptable travel user fees. As designed by Congress, a limited portion of the funds raised go to fund TSA operations, with the rest available for use on unrelated projects. That violates our core principle that user fees must, in their entirety, benefit the users who pay them.

"We will continue to work with Congress toward funding mechanisms that maximize efficiency, transparency and value, and delivers to the American people what they expect and deserve: a transportation infrastructure that is the finest in the world, bar none."

United first airline to offer Uber service via mobile app



United Airlines became the first airline to offer customers Uber transportation services via its mobile app, further enabling travelers to use the United app for services throughout their entire travel experience.

Customers with iOS and Android mobile devices may access Uber ground transportation information in the United app's menu or in the "My Reservations" card with a current reservation. The app will display Uber information, including types of available vehicles, estimated wait times and prices. After customers select a ride, the United app will automatically transfer them to the Uber app or the Uber website to sign up for an account to complete the transaction.

Customers who sign up for Uber via the United app and complete their first transaction will receive 1,000 MileagePlus award miles for a limited time.

"Our partnership with Uber offers customers new opportunities to simplify their travel experience," said Praveen Sharma, United's vice president of loyalty. "Customers can use the app to ensure a more convenient journey, from checking in for an international flight from their home or office to finding instant ground transportation options at their final destination."

In addition to accessing ground transportation options and other features, customers can use the United mobile app on iOS and Android devices to do the following:

Book United flights, including award travel.

Scan a valid passport to check in for international flights.

Store mobile boarding passes for easy access at security and during boarding.

Select seats and choose Economy Plus seating.

Check the status of an upgrade and view inflight amenities.

Access United Club information and purchase one-time passes.

In July, United became the first U.S. carrier to offer customers the ability to scan their passports to check in for international flights via their iOS and Android mobile devices. Later this year, United will begin to introduce its all-new united.com website, providing customers a simplified, clearer and faster user experience.

United's 787-9s come with Wi-Fi as factory option



There will be at least one easy way to spot a Boeing 787-9 compared to a Boeing 787-8 when the newest variant of the Dreamliner enters scheduled service this fall – a rounded bump along the spine of the -9, which is a radome containing the antenna for Ku-band Wi-Fi connectivity.

United is the first airline to take delivery of a 787 off the Boeing production line with Ku-band Wi-Fi connectivity. Ku-band connectivity is the highest bandwidth option to come off the production line that provides our customers with global coverage.

Starting with our first 787-9, which was delivered earlier this month, all our subsequent 787s including the -8 and -10 variants will be delivered with Wi-Fi. Meanwhile, we are planning to retrofit our existing fleet of a dozen 787-8s, as there wasn't a certified option at the time of delivery.

In addition to our new aircraft deliveries coming with Wi-Fi, we will be significantly ramping up Wi-Fi installations on our international fleet this fall. Currently, we have completed 25 international aircraft installations (including all our Boeing 747s). We plan to have more than 150 international Wi-Fi enabled aircraft in service by early next year.

What's troubling United Airlines?

By Nelson Alcantara/ETN Global Travel Industry News, Editor-In-Chief

Now that it is public information that United has been busted for sending out a generic apology letter to a customer by mistake, I wonder if the airline is getting inundated with a lot of complaint letters of late. As a 1K member of United's frequent flyer program, I travel with United more frequently than I do any other airline. This being the case, I can irrevocably claim that I have been given a few good reasons to write a complaint letter myself. In three out of the five most recent United flights I have been on, some kind of trouble has been involved.

On March 30, 2014, United had mistakenly put my luggage in an earlier flight from Honolulu to Los Angeles. That flight, however, ended up returning to Honolulu International Airport (HNL) because the aircraft triggered some kind of anomaly after it took off. That flight ended up arriving much later than the flight I took, so my luggage was declared officially "lost" at the time of my arrival at Los Angeles International Airport (LAX). The communication I had with United's LAX luggage employees can best be described as almost comical. "So, you are trying to tell me that you put my bag in an earlier flight, but it is going to arrive much later than the flight I just took?" Yes, they said. "How does that make sense?" A shrug was the answer I got.

Unbeknownst to United's LAX luggage crew, I knew what happened to that earlier flight. My colleague was on that flight, so I knew about the "UA1221 from Honolulu: Scare in the sky" (<http://www.eturbonews.com/44201/united-1221-honolulu-scare-sky>) and even have a video to prove it.

I, of course, did not anticipate for my luggage to be on any flight except the one that I was on, let alone the aforementioned flight. But, it happened. Consequently, it got me thinking about United's performance based on my most recent trips. The luggage incident is the third time in a row that something had gone wrong with a flight I took on United.

Prior to the March 30, 2014 flight, I had traveled from Los Angeles to Honolulu via United on two occasions. Both of which were supposed to be a nonstop flight, but they did not actually meet the single criterion for what is considered a nonstop flight - it had to stop at San Francisco International Airport (SFO) to "refuel."

The first time that I was on a United flight from LAX to HNL that stopped at SFO to "refuel" occurred on February 26, 2014. It made no sense that the flight, which I had been on so many other times before, needed to stop at SFO to "refuel." The flight crew of UA1228 was just as unprepared for the unusual stop as I was, as they did not seem to have been given a specific course of action on how to handle the situation. The incident seemed unprecedented based on how the flight crew acted during the SFO stop. They were not sure how long the "refueling" process was going to take - no specific time of departure, no idea how long the flight is going to be delayed for much longer and no idea how late the arrival in HNL was going to be.

As a result of the lack of information and action from the flight crew, I took to Twitter to contact United during the long ordeal at SFO. My tweet on February 26, 2014 reads: "Is @LAX_Official running out of fuel, @united? Why in @flySFO for "fuel" for a flight going to @HNLAirport?" The captain of that flight shortly thereafter spoke on the intercom and said something to the effect of "due to FAA regulations, we are required to stop in San Francisco because of the aircraft size, flight load and the wind." He left it at that. Equally bewildering is the unpreparedness of the flight crew. They were, for lack of a better analogy, just as clueless. And it showed.

For the "inconvenience" of the delayed flight, one of the flight attendant announced that customers will be offered complimentary in-flight entertainment via DirecTV after takeoff from SFO. "Please go to United's website to claim your reimbursement." But, another unexpected thing happened - unfortunately the flight crew couldn't get the DirecTV feature to work once the flight finally took off. When it did, the flight was about an hour away from the already very late arrival, making the so-called customer compensation null and void.

On top of all that had already gone on, flight attendants during the stop at SFO had another curve ball thrown

at them. They had to “demonstrate the safety features” of the aircraft the old-fashioned way – live in person instead of the usual video instructions introduced by United CEO Jeff Smisek. That safety video worked at LAX, but it had some sort of “system malfunction” at SFO. As to why it was necessary to demonstrate the safety features again, the crew said it is “required by the FAA.” We arrived in Honolulu shortly after midnight, which was about four hours later than the scheduled arrival. For some, the hassles did not end there. Some missed flight connections, while others had to wake people to get picked up.

On March 30, 2014 via UA1223, United was “FAA-mandated” again to stop to refuel at SFO for a "nonstop" flight from LAX to HNL. Unfortunately, I was on that flight as well. To go through the same “inconvenience” twice in a row is unfathomable. Clearly, there was something amiss logistically. There was a noticeable difference between the two flights, however. The flight crew acted more professional, assertive and direct the second time around. More importantly, some key information was provided, such as the estimated time for the SFO stop and the estimated time of the delayed arrival in Honolulu. And, the second SFO “refuel” stop was a lot shorter than the first - it only clocked in about an hour and 19 minutes for the entire process.

So, was that to be expected for every United “nonstop” flight from LAX to HNL from then on? I was beginning to dread so. I got my answer on April 8, 2014, when I was once again on the same flight path - bound for Honolulu on a nonstop flight from LAX via UA1226. This time around, the flight did not stop at SFO to “refuel.” I was relieved, but puzzled as well. The flight was full and used a similar aircraft to the ones used previously on the two FAA-mandated flights to “refuel” in San Francisco. All factors considered and based on the information from United, I am left to deduce that the wind is to blame primarily for the “refueling” episodes. Blaming the wind would bode well if there were any major weather disruptions involved, but there were none reported on February 26, 2014 and March 30, 2014. Well and good, but this leaves my last two flights prior a mystery.

Ultimately, I’m faced with having to question what the real deal is with United Airlines? Is trouble brewing for the airline? Is filing for yet another Chapter 11 bankruptcy protection looming over the Jeff Smisek-led company? These questions spell uncertainty. While I do not mind raking up mileage as compensation for these so-called inconveniences (part of the perks of being a 1K member), United remains my preferred airline. But, loyalty program is not unique to United and loyalty must be given to those that deserve it. Getting busted for sending out a generic apology letter should have been the least of my worries. However, factoring in my recent experiences with United leads me no choice but to be worried. And, looking to take my business elsewhere.

I was recently put on mandatory flight from Honolulu to Los Angeles via Delta Air Lines in order to make my connection for a trip to China. I have not found Delta to be outstanding in the past, so I wasn’t particularly keen on flying with them. Yet, I couldn’t help but compare my previous flights with United to the one with Delta being that it was the same route. Delta won me over because it provided an overall better flight experience than United did. There were no mishaps, no technical or system malfunctions to report and it had a far better in-flight entertainment system. Based on prior trips, it is clear that Delta has upped its



game. Perhaps, this has to do with the airline's recent partnership with a certain mogul named Richard Branson. Maybe. Maybe not. What's not up for contention is this: Branson can count on his employees to never accidentally send out any letter by mistake. The rabid travel peeps from Flyertown.com are always hungry for a subject to talk about and being under their scrutiny is enough to start a digital wildfire. Right, Of the responses that I received from this article, "What's troubling United Airlines?" there were a few that stood out. One in particular is the one below, which was sent by a current United Airlines flight attendant. Upon receiving her first email, I had sent "Abby" a response asking for consent to publish her letter and offered to protect her identity for obvious reason. Initially she didn't mind using her name, but later retracted for fear of "reprimand."

She wrote: "Dear Mr. Alcantara, first, I thank you for your business. It is a most difficult time to be a United Airlines employee and your article brought to light just a few examples of how our "New United" is being managed directly into the ground. I am a flight attendant and have, sadly become accustomed to apologizing to so many, many people who come on board venting negatively about my company.

"I have been with United for 23 [years] and since the 'merger my loyalty has disintegrated to embarrassment. I sincerely appreciate you as my passenger and I pray for all of us that things turn around for this company I once was so proud to call my employer.

"I have NEVER responded to a news article, but when I read your column I felt the need to do so. I am somewhat stuck in the '90s as far as technology goes but I am trying to change.

"Hopefully, the 'powers that be' at United Airlines will actually HEAR what you have to say and make some changes as well. So despite the possibility of reprimand, YES, you may use my words. It is my opinion, which I am willing to stand behind.

"Thank you once again for your business and for caring enough about my company to want to help. Be Safe!"

Here is yet another insider response to the article, "What's troubling United Airlines?" .

The below email comes from a United Airlines' chief dispatcher at Los Angeles International Airport. His identity will remain undisclosed for obvious reason.

"I'm not authorized to speak for United, so please don't use my name should you reprint any of this.

"I'm sorry that the unusual "fuel stop" in SFO wasn't relayed to you better by the captain.

"I'm a Chief Dispatcher for United and have worked on some of the days that we had to make these stops. The reason has always been explained to the captain during their pre-flight briefing with his/hers dispatcher.

"The B737 is stretched to the fuel tank capacity for flights from the west coast to Hawaii. Most days it works fine. However during the time period you mentioned there were a combination of 2 factors affecting your flight - stronger than usual headwinds and US Military closing airspace off the coast of Los Angeles.


"To go around the closed airspace and coast out close to San Diego and the headwinds the B737 couldn't make it with a full customer load. The company decided to stop in SFO instead of bumping close to 40 customers.

"Leaving SFO with no closed airspace by the Military you were able to go nonstop with full load.

"I don't know why the stop in SFO took more than 30-40 min.

"I hope this is a better explanation for you. And YES it was an unusual situation this winter with the winds.

"Thank you for your business."



**When I get old, I'm going to
move in with my kids,
hog the computer,
pay no bills,
eat all the food,
trash the house,
and when asked to clean,
pitch a fit like it's killing me!**

United and AFA announce enhanced early out for flight attendants



United and the Association of Flight Attendants (AFA) announced Monday that United will offer our flight attendants an enhanced early out program. We also announced that we will be recalling all flight attendants who are on voluntary and involuntary furlough.

United will offer lump-sum payouts of up to \$100,000 for flight attendants who apply for the early out and meet certain service and eligibility qualifications. The company will award early outs in seniority order by subsidiary. United has committed to award at least 1,000 early outs at subsidiary UA, 1,000 at subsidiary CO and 100 at Continental Micronesia (CMI), and we may award more depending on the number of interested applicants.

“We’re excited to offer this extraordinary early out program, and we look forward to rewarding flight attendants who’ve contributed so much to United over the years,” said Inflight Services SVP Sam Risoli. “Working together with the AFA Master Executive Council Presidents Ken Diaz, Suzanne Hendricks and Marcus Valentino, we were able to develop a program that provides great benefits, minimizes disruption to flight attendants due to staffing imbalances and at the same time helps us be more competitive.”

“United’s investment in this enhanced early out benefits United and all our flight attendants represented by AFA,” said Human Resources and Labor Relations EVP Mike Bonds. “Recalling furloughed flight attendants and aligning our staffing to match our flying schedule will further facilitate the company and AFA reaching a joint collective bargaining agreement. It’s another positive step in what has become a productive relationship with AFA.”

Flight attendants who are interested in the program should review the program summary, detailed information, application and Q&A online at [Flying Together > Inflight Services > Administration](#). The application window opens Sept. 15 and closes on Oct. 30, 2014. We will notify successful applicants after Nov. 14. The company will determine exit dates by operational need, and exits will occur between Nov. 15, 2014, and Nov. 15, 2016.

NRT-based Japanese national flight attendants employed by CMI, and who are not employed by United or represented by AFA, have their own severance and early-retirement terms provided in their collective bargaining agreement under Japanese law and therefore are not eligible for the United enhanced early out program.

American Airlines retirees file lawsuit over change in free seats policy

By Lance Murray

Chicago over American's new policy on who gets to fly in the airline's empty seats, BloombergBusinessweek reported. More than two dozen retirees filed the suit over the policy that p

Some retired employees of American Airlines filed a lawsuit in its retirees behind current employees and their dependents for claims to vacant seats on flights. Previously, current and former employees are given equal priority for the seats, according to the report.

The change brought protestors in June to American Airlines Group's annual meeting in New York, who gave new CEO Doug Parker the message that they were not happy.

American also reduced the number of free, one-way buddy passes provided each year to company retirees from two dozen to eight, BloombergBusinessweek said. Current employees are allotted 16 per year, it said.

According to the lawsuit the policy change puts the retirees behind at least 500,000 people, including current employees and their spouses/domestic companions and eligible children, the report said.

The lawsuit seeks class-action certification, the report said, to cover an estimated 20,000 retired flight attendants. American, based in Fort Worth, Texas, declined to comment, BloombergBusinessweek said.

United's Fleet improvements save millions



Fuel frugal: Fleet improvements save \$49 million in half a year. In the first six months of 2014, we saved an estimated \$49 million by flying a more efficient fleet.

The vast majority of that amount comes from our fleet renewal program. For each Boeing 757-200 we replace with a brand-new Boeing 737-900ER, we save an estimated \$2 million (in fuel and other expenses) annually. As of the end of August, we have taken delivery of 22 of a total of 29 737s scheduled for this year.

While our new Boeing 787s do not replace other fleet types on the same one-for-one basis, the four we have put into service so far this year certainly enable us to fly more efficiently. We can explore new routes with less risk and deploy them with far greater efficiency on routes previously served by the Boeing 767 or 777. We will get two more 787s this year to bring our fleet total to 14.

The second-largest category of fleet improvement savings comes through upgrading cabins with new lightweight seating, which also increases capacity and improves our unit costs. We will have the entire 152-plane Airbus fleet completed by the end of this year and are retrofitting the rest of our narrowbody planes as quickly as possible.

We are also saving significant amounts of fuel by adding those futuristic-looking Split Scimitar Winglets to 737s. You'll start seeing them on our 737-900ERs starting in a few weeks.

We were the launch customer and first to operate the visually striking Split Scimitar Winglets. They were certified on the 737-800 earlier this year, and that fleet retrofit is ongoing. We plan to install Split Scimitar Winglets on about 300 aircraft by the end of 2018.

Once the Split Scimitar Winglets installation is complete, the combined winglet technology on United's 737, 757 and 767 fleet is expected to save the airline more than 65 million gallons of fuel a year.

United Airlines Express to add 50 E175 aircrafts



United Airlines today announced the company will amend its existing agreement with regional carrier Shuttle America, to add 50 E175 aircraft. Shuttle America's parent company, Republic Airways Holdings Inc., will determine which of its carriers will operate the new 76-seat aircraft under the United Express brand.

United anticipates deliveries will begin in July 2015 and continue through the summer of 2017. The new aircraft will replace large turboprop airplanes and older, less-efficient aircraft and are in addition to 70 E175s whose deliveries

began this year for other carriers to operate as United Express.

"We are pleased to offer more travelers the opportunity to experience this modern, more fuel-efficient aircraft, particularly given the high satisfaction levels our customers report when they fly our E175s," said Sandra Pineau-Boddison, United's senior vice president of United Express.

E175 Features:

The E175s will offer 12 seats in United First and 64 seats in United Economy, including 16 extra-legroom United Economy Plus seats. The aircraft also offer more personal space for customers, with wider seats and aisles than other regional aircraft; a power outlet at each United First seat; and large overhead bins that can accommodate standard-size carry-on bags.

Additional Fleet Updates:

In addition to expanding the E175 fleet, United plans to make the following changes to its United Express service:

Extend the airline's agreement with Shuttle America on 38 E170s, with new expiration dates beginning in September 2019 and continuing through December 2022; and begin removing, in 2015, 31 Bombardier Q400s operated by Republic Airlines, a carrier also owned by Republic Airways Holdings Inc.

United Airlines invests in “in-flight food” and beverage service

United Airlines unveiled new, improved lunch, dinner and beverage choices for domestic first-class customers, offering travelers' chef-inspired meals and premium beverages that elevate their in-flight experience.

Among the changes: New, premium salads for customers flying United First and United Business within North America; New, premium sandwiches and wraps, beginning Sept. 1, for United First and United Business customers within North America; Addition of Prosecco sparkling wine in premium cabins beginning this fall; Introduction of premium-cabin meals to flights of shorter duration, beginning in 2015; and Fresh meal options for premium-cabin customers on United Express flights, beginning in 2015.

Premium-Cabin Refresh: United began offering customers in premium cabins on North America flights four new salad entrée choices – a Southwestern salad, an Asian-style noodle salad, a seasonal greens with roast beef and blue cheese salad and a Strawberry Fields salad – replacing the previous chicken and shrimp salad options.

In September, premium-cabin customers on flights within North America will enjoy new chilled sandwiches and wraps – Italian prosciutto on tomato focaccia, a Thai-style chicken wrap, Cobb salad wrap and caprese on Asiago baguette – as well as new warmed options – turkey and Swiss on cranberry baguette, ham and Swiss on pretzel baguette, chicken and mozzarella on tomato focaccia and roast beef and cheddar on Asiago baguette.

Designed by United's team of chefs, the new salads and sandwiches will be made fresh daily and paired with a gluten-free soup, along with United's signature service elements, including warmed nuts, premium snacks and warmed cookies.

On transcontinental flights and on longer mid-continental dinner flights, the airline will continue to offer customers a choice between a pasta dish and a chicken or beef option.

"These changes mark the beginning of an extensive overhaul of our North America and international food service, offering travelers a level of service above that offered by our peers," said Lynda Coffman, United's vice president of food services. "Our new selections offer customers more of what they tell us they want when they travel – variety, bold flavor combinations and higher quality."

Additional Food and Beverage Changes: Beginning this fall, United will add Prosecco sparkling wine to its premium-cabin beverages on mainline North America flights.

By mid-2015, United will further enhance its in-flight dining by: Launching completely redesigned menu concepts and expanding premium-cabin meals within North America to flights that are more than two hours and 20 minutes, or 800 miles; Upgrading premium-cabin meal service on domestic and international United Express flights, replacing snack boxes with freshly prepared food; and Significantly enhancing United Economy meals and beverages on long-haul international flights.

United offers in-flight meals and snacks depending on flight duration, departure time, origin and destination. Specific breakfast, lunch and dinner parameters are available at united.com.

Customer Investments: The airline's food and beverage enhancements are United's latest investment in its customers' onboard experience. The company also offers: Premium-cabin, flat-bed seats on every long-haul international flight to and from the continental United States – the only U.S. airline to do so; Wi-Fi on more than 290 aircraft, including the airline's entire Airbus and Boeing 747 fleets; Personal device entertainment on dozens of aircraft; and Live television on more than 200 aircraft, the world's largest fleet of aircraft with live television.



United Customers test premium seat prototypes

About two dozen of our top-tier customers from around the globe have been testing new premium seat prototypes in a simulated flight experience at the Boeing Dreamliner Gallery near Seattle this week.

We partnered with Boeing to use its customer research facility to create the eight-hour experience, which included full premium cabin meal service by our flight attendants, inflight entertainment systems and simulated cabin noise.

“Our customers are the ones who will be using the seats, so it’s essential that we include them in our selection process and listen to their feedback,” said Product Development and Brand Management Managing Director Maria Walter. “With the simulated flight experience, we’re able to see how they interact with the seat storage, tray tables and other features and get honest feedback on the privacy and comfort of the seats over the time period of a typical international flight.”

Customer participants were chosen from among those who have flown in premium cabins at least four times in the past year and came from cities we serve around the world, including Tokyo, London, Brussels and Singapore and cities in the United States. A moderator held one-on-one and small-group discussions with the participants, who also kept diaries throughout their experience. Research concluded with a group discussion.

Ten flight attendants from around the system also tested the seats during a daytime session from both the flight attendant and customer perspectives.

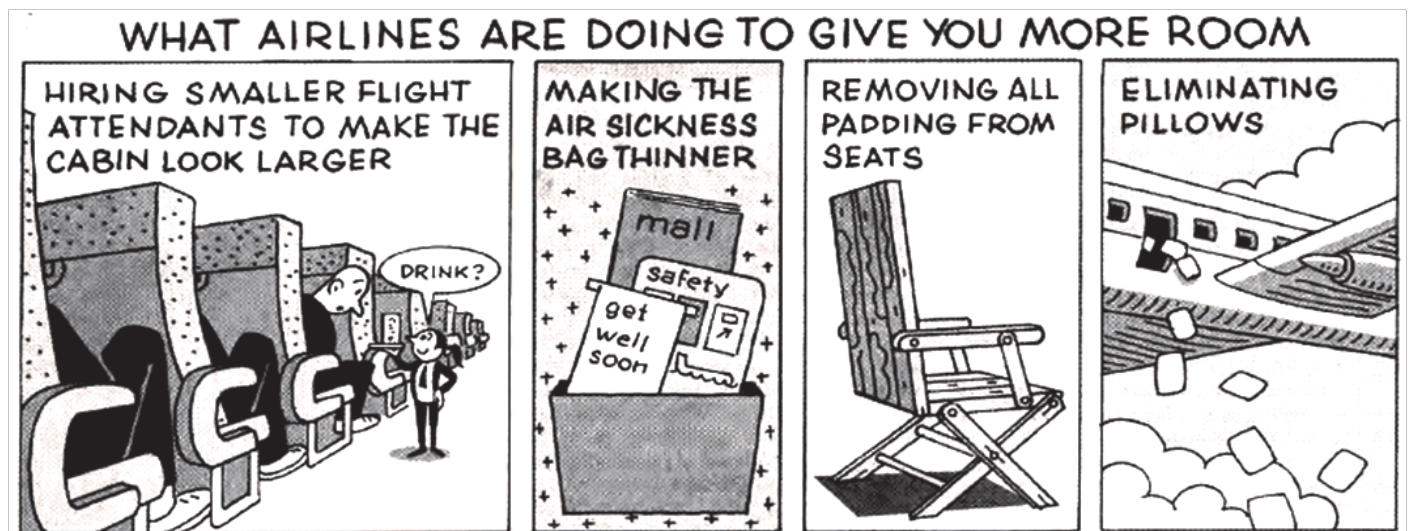
In addition to the simulated flight experience testing, last month nearly 100 MileagePlus Premier members who frequently fly in international premium cabins viewed and interacted with the seat prototypes during an event at Chicago headquarters. The customers completed surveys on the seats and their various features.



Taking a Position on Plane Comfort

By Tara Parker-Pope/New York Times

TO RECLINE OR NOT TO RECLINE? That is the question now being hotly debated among air travelers after three flights were forced to land after passengers on board began fighting about reclining seats. But are passengers really the problem? The real issue may be that most airline seats are not designed to fully accommodate the human body in its various shapes and sizes. "We are fighting each other, but the seats are not designed right," said Kathleen M. Robinette, professor and head of the department of design, housing and merchandising at Oklahoma State University. "The seats don't fit us."



Dr. Robinette would know. She is the lead author of a landmark anthropometric survey conducted by the Air Force with a consortium of 35 organizations and published in 2002. It is widely used by seat makers and other designers. The survey, called the Civilian American and European Surface Anthropometry Resource project, measured the bodies of 4,431 people in North America, the Netherlands and Italy. The survey collected a voluminous amount of data about its subjects, ranging from height and weight to shoe and bra size. Dr. Robinette and her colleagues made 3D scans of their subjects, allowing for detailed measurements in sitting and standing positions.

For seat designers, the most relevant data came from measurements of people sitting, which included distances from the buttock to the knee, the breadth of the hips and the height of the knees. The data gave an accurate view of the variations in the human form, Dr. Robinette said, but the measurements have not been used correctly. Seat designers often make the assumption that nearly everyone will be accommodated if they design a seat for a man in the 95th percentile of measurements, meaning that they are larger than all but 5 percent of other men - and, theoretically all women. But even in that group, there are big differences. Take the buttock-to-knee measurement of the largest men in the study: In the North American group, the average measurement was 26.5 inches, but the Dutch men were larger, measuring 27.6 inches. Factor in the fact that nobody on an airplane sits upright with the knees bent at a 90 degree angle, plus variations in calf length and thigh length.

The result is that the measurements don't really account for different body shapes and variations in the way people sit. In addition, choosing the 95th percentile of men as a cutoff means at least 5 percent, as many as 1 in 20 men, on the plane will be using seats that are too small for them. "That's about 10 people on every plane who are dis-accommodated, as well as all the people sitting next to them," Dr. Robinette said. A big flaw in seat design, however, is that men in the 95th percentile are not necessarily larger than women, particularly in the parts of the body that are resting on the seat. In terms of hip width, women are bigger than men. In the study, North American women in the 95th percentile had hip breadth measurements of 19.72 inches, compared to 17.15 inches for North American men.

According to SeatGuru.com, which collects data on seat sizes from dozens of airlines, the typical economy class airline seat ranges from 17 to 18 inches across. This means that seats will be snug on many bodies; for about 1 in 4 women, the seat will be too small at the hips, causing them to spill over into the adjacent seat. Further, the widest part of the body is actually the shoulders, which is why so many of us end up knocking elbows and shoulders with the passengers next to us, or leaning into the window or aisle to avoid pressing against our seat neighbor.

The issue goes beyond passenger com-fort. Dr. Robinette notes that travelers who are squeezed together and touching continually are more likely to spread cold viruses or other illnesses to a fellow passenger. People who are confined to tight seats and who can't move comfortably are at risk for painful "hot spots" - precursors to the bed sores that occur in nursing home patients who aren't moved frequently. Of greater concern is the risk of blood clots, including a potentially deadly condition called deep vein thrombosis. "When sitting in a way so you can't move, you start to get spots that are compression spots after maybe a half-hour or so," Dr. Robinette said. "Pain and discomfort is your body telling you something is wrong, and on an airplane there is a risk of blood clots. It's a serious problem that we are all discounting."

When it comes to reclining a seat, the most important measure of comfort is seat pitch, which is the distance from any point on one seat to the exact same point on the seat in front or behind it. According to SeatGuru, seat pitch is a good approximation of how much seat and leg room a passenger can expect. The measurement on short-haul flights averages about 31 inches on most flights, ranging from a tight 28 inches on some airlines to a roomy 38 to 39 inches on a few. Seat pitch is what most fliers are concerned about," said Jami Counter, senior director of SeatGuru and TripAdvisor. "When you are talking about 31 inches as the standard, that's pretty tight; 28 inches is incredibly tight. Airlines are feeling really crowded and really cramped."

Officials at Recaro Aircraft Seating, a German seat manufacturer, said that seat design had to take into account safety requirements, weight, passenger comfort and airplane space needs, and have enough

flexibility that seats can be used in various aircraft layouts.

Recaro has introduced a new seat with a slimmer back rest, giving the passenger behind the seat more space for knees and shins. The designers also moved the seat pocket above the tray table to allow for more knee room. Recaro has received orders for more than 200,000 of the seats since introducing the model in late 2010.

"Of course, it is possible to install seats in an aircraft at a more comfortable distance from each other, so that everybody has sufficient knee and leg space," Rene Dankwerth, the vice president of research and development at Recaro, said in a written response. "However, the ticket price would definitely rise."

At 6 feet 6 inches, Chicago economics professor Devin Pope knows the risk of sitting behind someone who chooses to recline the seat. Dr. Pope likened it to a classic economics experiment called the Dictator game, in which a person is given \$10 and allowed to keep it all, or share it with another person. Surprisingly, the dictator often chooses to share the money.

"It suggests that people really do care about other people sometimes," said Dr. Pope, associate professor of behavioral science at the University of Chicago's Booth School of Business. "I think it suggests why a lot of people don't lean the seat back."

Airport food: Is it any better than airline food?



Airline food. We all love to whine about it – or the lack of it. But what about airports? With new swanky lounges popping up all over the globe, is the food fare keeping pace with the luxury of the surroundings?

Qatar Duty Free has opened three new restaurant concepts at Hamad International Airport: Soprafino, Qataf Café and Le Grand Comptoir. Located in concourse C, close to the iconic lamp bear, the new restaurants raise the bar yet again in airport dining by providing a sophisticated environment offering world-class cuisine.

"We are looking forward immensely to welcoming both international and regional travelers to our restaurants, which will offer an even more sophisticated level of dining at Hamad International Airport," says Qatar Duty Free Senior Vice-President, Keith Hunter. "These unique concepts expand passenger choice for

authentic and quality cuisine all within a contemporary setting," he adds.

Qataf Café, which is named after the Qatari national flower, the Qataf, combines traditional Arabic hospitality with a contemporary design. The interior of the café contrasts the warm and rich ambiance of a majlis – complete with comfortable Arabic cushions and intricate Moroccan lamps – with a modern, copper and stainless steel counter that was handmade in Ireland exclusively for Qataf Café. A focal point of the café is the 1940s Italian Elektra coffee machine that also gives the café design a retro look and feel. Together with coffee and Arabic sweets, the Qataf Café menu offers a selection of mezze style platters for sharing and other traditional Arabic dishes with a modern edge such as the classic Moroccan tagine.

Soprafino is Qatar Duty Free's Italian "al fresco" style restaurant brought to HIA in conjunction with celebrity chef Massimo Capra. Well-known for his simple and uncomplicated approach to classic Italian cuisine, which is executed with a sense of flair and fun, the chef always adds a contemporary twist to traditional dishes such as his signature minestrone soup, risotto and tiramisu. The menu at Soprafino embodies core Italian family values and offers child-size portions of any dish for children who are made very welcome at this friendly, family restaurant.

Le Grand Comptoir is a classy brasserie style restaurant that evolves throughout the day from a chic breakfast venue in the morning, where passengers can take their pick from a variety of international breakfast options, to a relaxed evening destination with low lighting and a pianist providing entertainment for diners. Meanwhile, at lunchtime, Le Grand Comptoir is the ideal place to enjoy a light bistro-style dish such as a fresh salad Niçoise or other classic French dish such as a croque monsieur.

The airline market is not working



Imagine you are in your favorite supermarket, looking for a specific item, but find only one brand on each shelf. The overhead index says □Bread □Aisles 2, 5, 8, 11, 15, or Milk Aisles 1, 4, 9, 13, 16. The owner has the idea that if he makes it harder for shoppers to compare products and prices, more will buy the store-branded items, which are conveniently placed closer to the checkout, even if they cost more. This eliminates the shoppers' ability to efficiently compare product qualities and prices. The only way to

do that is to run all over the store taking notes and calculating the final cost of discounted items. While you were comparison shopping, other shoppers scooped up the products you wanted, and the shelf is now empty.

This concept of a not-so-super market is a fable, of course, but the idea behind it is a reality for consumers of air travel. About six years ago the major airlines began charging separately for services that used to be included in the airfare, a process called unbundling. While many travelers don't like this approach, it permits each consumer to pay for the services she uses and these fees have resulted in billions of dollars of profits for the airlines.

But, like the not-so-super market in our fable, the airlines have separated some of the goods in a way that prevents more than half of consumers those who need or want to use an independent intermediary (traditional travel agent or online agency) from effectively comparing the total price of air fares and the unbundled services they want. The availability and pricing for most unbundled services are available only on individual airline websites. The travel agencies, traditional and online, whose greatest value was the ability to enable comparative shopping regarding the character and price of all available options in each market, are shut out from access to real-time, for-sale-now ancillary fee information. Such information is essential to help consumers complete their air travel purchases with the assurance that they have understood the options and made an optimal decision.

You may ask: how can this be? You may have thought that airlines were, as they often claim, vigorous competitors and that their need for revenue would lead them to help intermediaries sell services that earned revenues for the airlines. You may even have thought that since more than half of air travelers buy their fares from intermediaries, the airlines would be sure that these unbundled services were available for sale through them in the more than 143 million consumer transactions they make in a year. Well, if you thought any of that, you would have been wrong. The airline industry is not your grandmothers' supermarket.

The airline marketplace is simply not working for anyone but the airlines. For example, the airlines largest customers are corporations, many of whom have multi-million-dollar travel budgets. It is critical to these companies to manage their travel expenses by understanding what is being spent, by whom and for what. These large consumers of air travel typically turn to travel agencies called travel management companies (TMCs) to help them transact their travel purchases and manage their complex travel policies. These large corporate consumers of air travel have been demanding for years that the airlines make their unbundled services available for purchase and accounting through the TMCs they have chosen. The airlines have refused these demands from their largest customers.

Other groups of customers have expressed their concerns about these practices through a petition (more than 50,000 signatures) against hidden fees to the U.S. Department of Transportation (DOT) and groups that traditionally represent consumer interests before the government have called on the airlines to distribute the services and fees through intermediaries. The airlines response: fuggedaboutit.

These refusals to honor the demands of consumers for access to information and purchasing are indicators of a failing market. This situation has persisted for several years. Among the consequences are increased consumer search times trying to find and acquire unbundled services, consumers paying more than they should for services whose prices are not influenced by

“The most memorable people in life will be the friends who loved you even when you weren't very lovable.”

competition and many consumers being unable to buy the services they want. These are the natural result of consumers being unable to engage in robust comparison shopping.

To be sure, one or two airlines have recently made purchasable access to their upgraded economy class seats available through some independent sources, but even those airlines stop short of committing to robust and complete disclosure of the dozens of separate services and associated fees through independent retail sources.

So what is the solution? There is one: the DOT can adopt a regulation that compels the airlines to disclose the full array of unbundled services and fees in ways that enable consumers to see the total price of air travel, and pay for it, at any retail source where airlines choose to sell their tickets. DOT has in fact issued a notice of proposed rulemaking on the subject. But while moving toward greater transparency in the disclosure of ancillary services and fees, DOT has declined, at least in the opening proposal, to force airlines to let consumers buy ancillary services at the same time and place where they buy their airfares.

Unless DOT can be persuaded to move more boldly, those consumers who want or need the services of third party sellers, such as travel agents, will have to commit to their ticket in one place, then go to the airlines website for the unbundled services they want to buy. This entails risk for every such consumer because even the short time between those events can result in missing the chance to book seats together.

Unless and until DOT acts to fix the situation, the not-so-super market for air travel is just going to get a lot more difficult for consumers. *From the American Society of Travel Agents*

Even if attacked, an airline could be liable in crash

Associated Press

Families of passengers who were on the Malaysia Airlines plane shot down over Ukraine are starting to sort through the long process of gaining compensation for their loss.

Officials in the Netherlands, where the majority of Flight MH17 victims lived, say that Malaysia Airlines has been making \$50,000 payments to the families without admitting any wrongdoing in the crash.

Such payments may create goodwill, lawyers say, but they are not likely to discourage some families from seeking more than the amount promised under an international treaty - about \$174,000.

Since the early days of commercial aviation, international agreements have governed compensation for crash victims. It is a no-fault system - the airline pays a standard compensation even if is blameless. Under a treaty called the Montreal Convention, families can sue for more if the airline or another party was negligent.

Aviation-accident lawyers say it would be almost impossible to collect damages from Russia or the pro-Russian rebels accused of shooting down the plane with a far-reaching surface-to-air missile. Malaysia Airlines will be left as the prime - maybe the only - defendant and lawsuits are likely to hinge on the plane's planned route from Amsterdam to Kuala Lumpur on July 17.

Malaysian officials have said that the route over eastern Ukraine was deemed safe by international aviation authorities as long as the plane flew higher than 32,000 feet - below that, Ukraine had closed the airspace, presumably because of the threat posed by pro-Russia rebels armed with shoulder-held anti-aircraft guns, which have a limited range. While the U.S. Federal Aviation Administration had prohibited flights over the Crimean Peninsula, the U.S. ban did not extend to eastern Ukraine until after the shoot-down.

And, Malaysian officials have noted, other airlines continued to fly the same route, even on the day that Flight MH17 was shot down.

But some aviation lawyers say that the families could have a strong case by arguing that Malaysia Airlines should have stopped flying over eastern Ukraine after the rebels shot down military jets earlier in July.

"The idea that somebody else was equally as stupid as they were is not that good of an argument," said Jonathan Reiter, a New York personal-injury lawyer who has handled many aviation cases.

Under the Montreal treaty, lawsuits can be filed in the home country of the victim, the country where the airline is based, where the ticket was bought or where the plane was headed.

World's Busiest Airport Upgrades :National Airspace System



Defense and security company Saab has received a contract renewal from the City of Atlanta Department of Aviation to expand its Aerobahn airport surface management platform in use at Hartsfield-Jackson Atlanta International Airport (ATL). This will bring a number of new and advanced products and tools to the ATL airport operations community that will further enhance the collaboration and efficiency of the world's busiest airport.

A number of new functions will be added to ATL's Aerobahn Surface Manager (SMAN), including an extended range display that provides a National Airspace System (NAS)-wide view of all inbound and outbound ATL flights for greater proactive management of air traffic, and real-time flight cancellation notification and reporting, giving users up to two days advance and historical view of all cancelled flights for improved management. This is the first deployment of the Aerobahn SMAN with the extended range display.

The Aerobahn Vehicle Tracking system at ATL will be enhanced by incorporating portable Wi-Fi hotspots to enable vehicle operators to access Aerobahn's real-time view of airport activity, enable expanded vehicle data collection, support dispatching and communications, and ultimately improve ground efficiency. In addition to vehicles equipped with Saab's custom vehicle tracking devices, Aerobahn is also capable of displaying vehicles equipped with ADS-B or Mode S transponders. With Aerobahn, users are able to see and track vehicles equipped with any of the three vehicle tracking technologies, all on an integrated aircraft and vehicle display.

ATL will also be adding the Aerobahn De-icing Manager, a set of specialized decision support tools that help reduce taxi times and increase airport throughput during de-icing events. The tool incorporates several of Aerobahn's unique capabilities to facilitate accurate management of the de-icing process, including tracking and projecting de-icing pad queue lengths, monitoring of occupancy times, and automatic recording of de-icing process milestones.

"Atlanta has continually seen a decrease in delays and improved overall operational performance since deploying Aerobahn in 2010," said Paul Meyer, Airport Assistant General Manager for Operations. "These achievements are possible due to the airport-wide collaboration fostered by the airport community through the use of a common surface management system."

Since deploying Aerobahn and its own surface multilateration system, ATL has created a collaborative environment where all stakeholders (airport, airlines and the FAA) have a common platform to improve overall airport operations. In 2012, ATL saved 36,400 hours in taxi time and 64,400 hours in schedule delay per year, saving airlines \$97 million annually with delays at their lowest level since measurement began in 1990 (10.1 per thousand operations). This reflects a 21% improvement in addition to a 54.7% delay reduction achieved in 2011. The airport has also experienced no U.S. Department of Transportation long on-board delays since deploying Aerobahn with its advanced event alerting functionality.

"The latest Aerobahn advances, such as integrated NAS-wide situational awareness and surface vehicle tracking and management solutions, enables ATL to attain new heights in efficiency and collaboration," said Ken Kaminski, general manager of Saab ATM. "The result is an improved experience for the passenger, where delays and disruptions are at a minimum."

The Aerobahn Product Suite (Surface Manager, Departure Manager, Airport Status Dashboard and De-icing Manager) is improving the efficiency and collaboration of airport authorities, airlines and air navigation service providers. It is the industry's most widely-deployed airport operations management system, currently in use at 26 airports world-wide, including seven of the 10 busiest airports in the U.S., by movements (Atlanta, Charlotte, Chicago O'Hare, Denver, Houston, Philadelphia and Phoenix International Airports).



US travel and tourism industry supports 7.6 million jobs

WASHINGTON, DC - Under Secretary of Commerce for International Trade Stefan M Selig announced that total US travel and tourism-related employment increased to 7.6 million jobs in 2013, up 146,000 jobs from 2012. New data also shows that US travel and tourism industry-related spending increased by 4.1 percent in 2013 from the previous year, totaling nearly \$1.5 trillion.

“The data reiterates the critical role of the travel and tourism industry to the U.S. economy and the jobs it supports in communities across our nation,” Selig stated. “It is our nation’s leading services export, and the sector’s \$78 billion trade surplus in 2013 was its largest ever. The industry’s continued growth brings us closer to achieving President Obama’s National Travel and Tourism Strategy goal of attracting 100 million international visitors annually by the end of 2021.”

The United States leads the world in travel and tourism exports, with the sector’s exports more than doubling since 2003. Travel and tourism exports account for nearly one-third (31 percent) of all U.S. services exports, and more than 9 percent of total U.S. exports - goods and services.

The United States welcomed a record-setting 70 million international visitors to the United States in 2013 - a five percent increase from 2012 - and spent a record \$214.8 billion. International visitors injected nearly \$590 million each day during their travels to the United States last year.

In 2012, President Obama launched the National Travel and Tourism Strategy, which set a goal of drawing 100 million international visitors by 2021. The strategy is expected to generate \$250 billion in visitor spending annually by that same date.

Southwest Airlines introduces state-of-the-art Listening Center



Southwest Airlines unveiled a Listening Center devoted to engaging with Employees and Customers in real time. Located at Southwest Airlines Headquarters in Dallas, the Listening Center is the first of its kind in the domestic airline industry. It serves as the airline's nerve center, integrating traditional media, social media, and operational data to allow various functions to move quickly and efficiently from insight to action.

The Listening Center is staffed seven days a week with Southwest Employees from the Customer Relations, Communication, and Marketing departments. The Employees are available around the clock to answer questions, engage with Customers, and share feedback across the organization to enhance the Customer experience.

"The Listening Center symbolizes our commitment to listening to our internal and external Customers, and taking that feedback to make smarter business decisions," said Linda Rutherford, Vice President Communication & Outreach at Southwest Airlines. "As we continue to evolve as a social business, we'll connect with our Employees and Customers in ways that are meaningful to them."

The Listening Center works closely with Southwest's Network Operations Control center (NOC), and has staffed a satellite Listening Center within the heart of the NOC to relay real-time feedback from Customers as operational challenges arise. The satellite Listening Center allows Employees on the Social Media Team to proactively communicate with Customers as operational updates become available.

"The best companies are innovating at the speed of the customer," said Scott McCorkle, chief executive officer, Salesforce ExactTarget Marketing Cloud. "Utilizing our technology, Southwest Airlines is connecting with their customers to deliver a phenomenal customer experience."

Southwest Airlines is regarded as a pioneer in the social media space and has been recognized in many ways for embracing social technologies. The Nuts About Southwest Blog is a PR News Hall of Fame inductee, and many social media campaigns and Social Media Team members have been awarded best-in-class recognitions.

The Listening center was designed by Corgan and built by Structure Tone. The visualizations displayed within the facility are powered by Salesforce ExactTarget Marketing Cloud's Radian6 Command Center and Crowd Reactive. The technology allows Southwest to quickly identify hot topics, influencers, trends, and consumer-generated media.

Trouble Looming for the Regional Airlines?

For passengers traveling between smaller cities and large hub airports, the ticket may say Delta, American or UNITED, but they're likely flying on a regional airline whose planes are painted in the major carrier's colors. This arrangement helps the big airlines pack their planes more cheaply and contributes to recent record profits. It isn't as wonderful for the regional airlines, however. Their profits are shrinking, costs are rising, and they're having trouble finding enough pilots to work for the salaries they pay.

Consumers should be concerned. Fares could rise as regional airlines are forced to raise pilots' pay. Aviation experts predict that some regional airlines may fail, which could lead to reduced service at smaller airports.

In September, an airline industry group said that 86 communities — from former hubs such as Cleveland and Memphis to small cities like Dickinson, N.D., and Hollis, Alaska — have lost at least 10 percent of their flights since last year. Regional airlines say the trend will get worse this winter and next year because of a pilot shortage.

About half of all passenger flights in the United States are operated by regional airlines. The planes don't say Republic, SkyWest or Mesa on the side — they are painted in the colors and logos of brands such as Delta Connection, American Eagle or UNITED EXPRESS.

A decade ago, many of the regionals were earning steady profits. That began to change when several of the big airlines went through bankruptcy and rewrote their contracts with regional airlines to cap the small guys' profit margins. Regionals that boasted 20 percent profit margins in the late 1990s suddenly had their margins capped at around 12 percent, a level some don't even reach, says Robert Mann, an airline-industry consultant. The most successful regional airlines are still making money, but far less. SkyWest, which earned at least \$110 million each year from 2005 through 2008, made just over \$50 million each of the past two years. Republic earned about \$80 million a year from 2006 through 2008, but earned just \$26.7 million last year. It lost money in 2010 and 2011.

Many regional pilots look to move up to the bigger airlines — and better pay — after a few years. But with recession, the 9/11 attacks, retrenchment at the big airlines, and an increase in the pilot retirement age to 65, it turned into “a lost decade” of career stagnation, says William Sprague, a pilot for American's Envoy Air subsidiary. He expected to spend five years at a regional; it has turned into 17. Now American is shrinking Envoy's fleet in a cost-cutting squeeze. “The future of our carrier looks bleak. I've never seen morale lower,” says Sprague, who is a union leader. He says many pilots are bolting for low-cost carriers like Spirit, Allegiant and Frontier, or even to fly corporate planes. The regional airline industry may soon experience the kind of consolidation that thinned the ranks of the largest airlines between 2008 and the end of 2013.

Helene Becker, an analyst for Cowen and Co., says the regionals face a basic problem: Their fares are set by their contracts with big-airline patrons. That leaves them little control over revenue and limited ability to pass along higher costs. “When fuel prices go up, the major airlines can raise ticket prices,” but the regionals must wait several years until they can renegotiate their contracts with the major airlines, Becker says. She recently predicted that Envoy and SkyWest's ExpressJet unit could be shut down as the sector consolidates.

Competition among the regionals is fierce. “The biggest cost they can control is what they pay their labor,” says William Swelbar, an aviation researcher at MIT and board member at Hawaiian Airlines. “You need to squeeze labor to be competitive and win flying contracts.” The result is that pay for regional first officers, or co-pilots, starts around \$22,000 a year, according to the Air Line Pilots Association. That's after applicants might spend more than \$100,000 for



education and flying time to qualify. Union officials say such low wages discourage many qualified pilots from signing up.

The regional airlines blame the pilot shortage on a new federal rule that requires shorter days and more rest for pilots, and another that raised the amount of flight time needed for beginning airline pilots from 250 hours to 1,500 hours. That narrowed the pipeline of potential pilots, according to Roger Cohen, president of the Regional Airline Association, the industry's trade group. "Even if you were to double or triple the salaries tomorrow, that is not going to increase the pipeline of pilots overnight," Cohen says.

Regional airlines have cited the shortage in cutting service this year. Republic grounded 27 planes, and a smaller regional, Great Lakes Airlines, ended government-subsidized service to several small communities.

The regionals agreed to the conditions, so they can't whine — they just have to adapt, says Bryan Bedford, the CEO of Republic Airways Holdings Inc. If pilot salaries rise, Bedford says, it is his job to find offsetting costs and live within the contract. "It's not Delta's problem, it's not UNITED's problem, it's not American's problem — it's Republic's problem."

Top ten airlines from the holistic safety profiles

The independent Swiss rating agency "Air Transport Rating Agency" (ATRA) is releasing the 2014 holistic safety rating for commercial airlines.

2014 is a black year for air disasters. Four major accidents occurred in only 5 months (flights MH370 and MH17 from Malaysia Airlines, GE222 from TransAsia Airways, and AH5017 from Air Algerie), then many passengers experienced new symptoms of fear of flying with these particular Airlines. However, accident records is not the only criteria for Airline safety, since accident rates cannot be used to derive any valid statistical interpretations. Whatever, case-by-case learnings are useful for the aviation community to understand and improve safety procedures.

Such as individuals, the general health of the company is a very important safety factor. An "healthy" company would have less risk of accidents compared to companies in financial difficulties. For example, potential cost cutting strategies could significantly impact fuel management, suggesting to favor direct routes in minimizing storm avoidance, or flying over countries in conflict, which would increase external risk.

Although most Airlines reach a very high level of safety requirements, there are real differences in terms of safety profiles among companies, but very poor information is currently available to compare Airlines according to multiple criteria.

Unlike Airlines rankings based on passenger satisfaction surveys, which used to promote Asian and Middle East companies, the Air Transport Rating Agency is the only rating agency using an objective mathematical multi-criteria approach, which takes into account the complexity of air safety in order to obtain results which are tangible, meaningful and that can be reproduced without any arbitrary weighting systems: the ATRA holistic safety rating.

Using mainly available public data sources, ATRA has selected 15 criteria contributing to a general safety profile. Quantitative parameters (such as financial benefit or the average age of the fleet) or qualitative parameters (such as the homogeneity of the fleet) were computed using mathematical algorithms in order to generate a synthetic indicator and to present a meaningful scientific rating. For example, Malaysia Airlines was at the 26th rank in the 2011 ATRA rating. It earned tree ranks one year later at the 23rd position in 2012, before falling at the 42nd rank in the last 2013 ranking. A situation which could be explained by the impact of important financial lost in the last years, which ATRA consider as a risk factor.

The innovative and unique approach of the ATRA holistic safety rating is to take into account a number of parameters, which contribute to general safety, without being necessarily directly attributed to safety management or accident history.

The quality and originality of the ATRA scientific multi-criteria approach adapted to the aviation sector, explains why a number of financial analysts, insurers and travel agencies use the ATRA holistic safety rating as reference.

From a dataset of the 94 most important airlines in term of financial revenues, the top ten airlines 2014 (2012 data) from the holistic safety profiles are (by alphabetic order):

- Air China
- Air France KLM Group
- AMR Corporation
- China Southern Airlines Group
- International Airlines Group
- Delta Air Lines
- Lufthansa Group
- Southwest Airlines
- United Continental Holdings
- US Airways Group

Of particular importance, the top 10 airlines represents the most important companies in terms of turnover, number of aircraft, employees, etc. This is because all these criteria directly or indirectly contribute to the general safety profile.

The full rating of the 94 most important Airlines and their exact ranking details are available in the frame of technical reports for professionals (insurance companies, financial analysts, investors, etc.) under request to the Air Transport Rating Agency.

Car-sharing system offered at Frankfurt Airport

Frankfurt recently became Germany's eighth city to receive the "car2go" car-sharing service, which has been introduced by car2go Europe GmbH. This joint-venture service between Daimler and Europcar is also being offered directly at Frankfurt Airport (FRA). Initially for one year, Car2go has leased some 20 parking spaces at the P29 parking area next to Arrivals Hall A (ground level) of Terminal 1.



The car2go product is considered to be the first free-floating car-sharing system in the world, whereby customers can rent the Smart Fortwo model without any pre-determined return time. Also the car does not have to be returned to a specific location in the city; instead the Smart Fortwo vehicle can

be dropped off at any public parking area or designated parking garage within the Frankfurt am Main city boundaries. Since the rental process is fully automated, customers have 24-hour access to the car2go service.

At short notice, registered users can conveniently reserve their car2go Smart vehicles via the provider's app or the Internet.

The rental begins as soon as the customer successfully identifies himself with his membership card. To register as a car2go member, you have to pay a one-time fee of 19 euros. Using the vehicle costs 29 euro cents per minute and 14.90 euros per hour.



Airships 12 miles up could boost research

Airships are dusty relics of aviation history. Lighter-than-air vehicles conjure images of the Hindenburg, in its glory and destruction, and the Goodyear Blimp, a floating billboard that barely resembles its powerful predecessors.

But now engineers are designing sleek new airships that could streak past layers of cloud and chart a course through the thin, icy air of the stratosphere, 65,000 feet above the ground - twice the usual altitude of a jetliner. Steered by scientists below, these aerodynamic balloons might be equipped with onboard telescopes that peer into distant galaxies or gather oceanic data along a coastline.

"Stratospheric airships could give us space-like conditions from a space-like platform, but without the spacelike costs," said Sarah Miller, an astrophysicist at UC Irvine.

High-altitude airships are still in their relative infancy. None has ever flown at 65,000 feet for longer than eight hours. But a recent study from the Keck Institute for Space Studies at the California Institute of Technology suggests that a more capable airship may not be far off. And NASA is expected to sponsor a contest to build better airships, breathing new life - and funding - into the idea.

'How hard can it be?' These airships would not be the first vehicles to venture into the stratosphere, of course. Rockets and satellites routinely whiz past 65,000 feet into earth orbit and beyond, and weather balloons already bob about in the upper reaches of the atmosphere. "Balloons have been around for 200 years, so everybody thinks, well, gosh, it's such old technology, how hard can it be?" said Steve Smith, an aerospace engineer who in 2005 designed one of the first successful stratospheric airships. "That's the farthest thing from the truth."

Unlike free-flying weather balloons, a blimp can be actively maneuvered, providing the control necessary to carry out advanced missions with expensive equipment. But that maneuverability is compromised the moment it begins to lose its aerodynamic shape. For that reason, airship design is a balancing act. During the day, the helium inside the balloon warms and expands; at night, it contracts as the temperature drops. "That's the real technical challenge," Smith said. "You want enough gas in there so that it won't collapse at night and strong materials so it won't burst during the day."

This problem is compounded in a stratospheric airship, which must maintain its aerodynamic shape as it ascends through rapid temperature and pressure changes between layers of the atmosphere. For Smith's first successful stratospheric airship, the Hi-Sentinel 20, he chose a milky white polyester fabric that was tear-resistant and highly flexible. The U.S. Army commissioned test flights of the Hi-Sentinel 20 to determine whether blimps could hoist communications satellites above enemy territory. The airship took off from New Mexico in 2005 and remained aloft only about eight hours, but it proved that an unmanned blimp could be steered through the stratosphere by a team of engineers on the ground.

Other test ships - the Hi-Sentinel 50 and the Hi-Sentinel 80 - were also successful. But the Army's interest waned with the end of the Iraq War, leaving Smith and his team short on funds. In search of a new market, he approached scientists with his promise of an inexpensive aircraft that could carry remote-controlled telescopes above the clouds.

Seeing possibilities: Enter Sarah Miller, who was then studying for her doctorate in astrophysics at Oxford. "I took one look at the picture in the press release and I said, 'Oh, you could put a telescope on that,'" she recalled. Her research on hydrogen emissions in early galaxies had been stymied by a lack of space-based instrumentation - even the Hubble Space Telescope was incapable of studying these particular emissions - and she had been looking for a more convenient way to get her experiments above the clouds. But after a few



phone calls, it became clear to her that stratospheric airships were not ready to play host to her research. Smith's successful test flights had remained in the stratosphere only a matter of hours, a time limit that would make long-term research impossible. And Hi-Sentinel had never been tested with heavy scientific equipment on board. "They weren't at the technology readiness level that we'd entrust a large mission to them, or even a small mission, for that matter," Miller said.

To get a better idea of how stratospheric airships might fit into scientific research, Miller and colleagues prepared a lengthy analysis at the Keck Institute for Space Studies. The paper, published in February, found that conventional space satellites could cost up to 100 times as much as low-altitude, non-stratospheric airships. (There have been too few stratospheric airships to analyze their cost.) And while satellites end their missions by falling to Earth, incinerated beyond repair, airships could theoretically land, swap out their payloads and lift off for another round of research.

As part of the study, Miller and her colleagues asked other researchers whether they thought they might benefit from access to a stratospheric airship. To their surprise, they found that climate scientists were just as interested as cosmologists were in developing a low-cost, reusable platform for their research.

"Really, there are two very broad scientific applications of stratospheric airships," said Jason Rhodes, an astrophysicist at NASA's Jet Propulsion Laboratory and a co-author of the study. "You can look up and do astronomy, or you can look down and do earth science."

View of ecosystems: For years, climate scientists have used low altitude blimps - and their lighter-than-air cousins, weather balloons - to sample atmospheric gases and have a bird's-eye view of local ecosystems. But high-endurance, high-altitude airships would allow scientists to study phenomena like the carbon cycle over extended periods at varying altitudes, and sample some of the less-understood greenhouse gases that contribute to climate change. Meteorologists could fly stratospheric airships over hurricanes and tropical storms, tracking extreme weather in real time. Geologists told Miller's team that they would use such airships to explore layers of volcanic plumes. The only problem, the team found, is that stratospheric airships are expensive and complicated to test. Many qualified engineers had fled the lighter-than-air market after their projects were scrapped for lack of funds. To revitalize the airship market, the Keck study suggested that an institution offer a prize to the first civilian team to build a better stratospheric airship.

Unconventional Idea: In April, Rhodes took the Keck study's suggestion to his NASA colleagues. Keck studies carry substantial weight with NASA: A recent Keck paper suggested that the United States lasso an asteroid, a highly unconventional plan that NASA hopes to execute in 2018.

Rhodes proposed that NASA fund a Centennial Challenge to bring engineers back into the airship market. Centennial Challenges offer millions of dollars in prize money to civilian teams that build innovative technologies for NASA missions. Over the next few months, Rhodes will research and refine the rules of the challenge, and explore how to push the limits of airships' payload and endurance. If NASA accepts the terms of the challenge, the race for a science-worthy stratospheric airship will begin shortly afterward.

Airships would not be the only research platforms in the stratosphere. Free-floating balloons routinely fly at 65,000 feet and higher, tethered to expensive scientific equipment. Barth Netterfield, an astrophysicist at the University of Toronto who was not involved in the Keck study, has been launching lighter-than-air telescopes over Antarctica for years. But he said powered airships would probably serve a different purpose from his simpler balloons. "We don't care where we are as long as we're up," he said. "So I'll launch from Antarctica, and the balloon just floats around there. That's fine." often crash into the sea, ending their voyage by destroying everything aboard. "With a free-flying balloon, yo

Level of reliability: Powered airships, by contrast, could provide a level of reliability that scientists need for advanced, expensive missions. Like conventional space satellites, balloons you may get stuck dropping your payload into the ocean," Netterfield said. "With a powered airship, you can bring your payload down exactly where you want to." Airship designers will face other obstacles, he said, including the question of weight. "The big challenge is going to be getting the payload up to a useful mass for scientific experiments, and that's about one ton," he said, adding: "It's a long road ahead. But if they pull it off, it could be quite interesting."

Scandal

By Gerry Baldwin

Much has been written about the demise of the United Pilots' "A Plan;" and much more will undoubtedly follow. The nine beneficiary categories recognized by the Pension Benefit Guarantee Corporation, PBGC, along with their many subdivisions and definitions are too convoluted for anyone to fully comprehend. How the United pilots' plan became the first in history to be snatched by PBGC, and why, generates much confusion. The nature of the "A Plan," actually the United Air Lines, Inc. Pilots' Fixed Benefit Retirement Income Plan, is much discussed yet little understood. The United Air Lines, Inc. Pilots' Directed Account Retirement Income Plan or "B Plan" is a whole other ball of wax. I will attempt, here, to shed a little more light on only the A Plan and its demise.

The defined benefit plan started in the early 1960s as a voluntary, contributory plan. As the general population began to see the benefits of such a plan, United's Air Line Pilots Association, ALPA, Master Executive Council, MEC, in about 1975, negotiated mandatory participation in the A Plan paid by payroll deduction. Note that I say payroll deduction, for the plan continued to be, in part, contributory. Here is language from the August, 1983, Summary Plan Description:

Paying for the Plan: *The Company makes regular contributions to provide the benefits payable under the Program. The amount of contributions to the Fixed Benefit Plan is based on factors such as the number and ages of participants, their earnings and participation. Out of these contributions, an amount equal to 4⅔% of your earnings (as defined below) is credited to your contribution account described below.*

For each month of your participation (as hereinafter defined) the Company contributes an amount equal to 9% of the earnings you receive that month to the Directed Account Plan.

Your "earnings" are the cash compensation you receive for services as a Pilot during the time you participate in the Plan. This includes overtime, sick leave, training and vacation pay, but excludes all other forms of compensation of any kind such as travel and moving allowances, furlough pay and awards.

Contribution Account: *Each participant has a contribution account under the Fixed Benefit Plan. The amount in the account includes your contributions made during the time when contributions were required in order to participate in the Plan and Company contributions made to the Plan for your account. The amount in your contribution account includes interest on the Fixed Benefit Plan contributions. That interest is credited at the rate of 3% per annum compounded annually until payments begin or an earlier pay-out is taken.*

Your contribution account is always fully "vested." That is, you or your survivors, as defined, or your beneficiary are assured of receiving at least the full balance of the amount in your contribution account.

Thus, the plan was contributory from beginning to end, voluntary or involuntary. Each pilot was supposed to have a fully vested Contribution Account equal to 4⅔% of earnings plus interest of 3%. I say, "Supposed to," because that did not exactly happen. Remember the Broadway play, "A Funny Thing Happened on the Way to the Forum;" a not so funny thing "happened" to our Contribution Accounts.

During the lifetime of our A Plan, and prior to its becoming mandatory, Congress saw fit to guarantee employee defined benefit pension plans. The Employee Retirement Income Security Act of 1974, ERISA, set up the PBGC, and set rules for administration of defined benefit pension plans. One of those rules mandated that plan administrators keep Contribution Accounts separated from other accounts. It further mandated that each pension plan be kept separate from every other pension plan. United failed both of these laws and comingled pilots' Contribution Accounts with Company paid accounts; and they further comingled Directed Account Plan funds with pension plan funds of other classes and crafts of the Company.

In about 1987, the MEC Retirement and Insurance Committee, R&I, discovered that United did not have an accounting of pilots' Contribution Accounts. This was precipitated by early retirements where partial lump sum distributions, i.e. Contribution Account balances, were given without rhyme, reason, or accounting. That discovery led to a negotiated formula to award partial lump sum distributions. The R&I Committee did not even consider that the Company might have also been comingling pilot pension funds with other *employee* pension accounts, though they were.

I could go deeply into the how's and why's of the way that the A Plan found itself underfunded a decade

ago; but suffice to say that law changes and the recession in that era resulted in all of United's pension plans being underfunded. Did I say, "All?" In fact, as it turns out, United had only one defined benefit pension plan.

In 2001, legislation was signed allowing much looser restrictions on underfunding of defined benefit pension plans. The same law, the Economic Growth and Tax Relief Reconciliation Act of 2001, EGTRRA, also allowed much more liberal policies in funding defined contribution plans. These two changes caused many companies to repudiate their defined benefit plans in favor of defined contribution plans. United, facing bankruptcy, wanted desperately to join this group.

The biggest obstacle in United's path toward ending defined benefit plans was the pilots. Even after EGTRRA and no further A Plan contributions by United, the only thing needed, in theory, to return the A Plan to solvency was an uptick in the stock market. The MEC had acquiesced to many Company demands for contractual relief but balked at terminating the A Plan. The Company engaged in a carrot and stick strategy, offering a onetime \$550 million note to induce ALPA to stand down while threatening to petition the bankruptcy court for termination absent the note. The note, then, was not a substitute for the A Plan; it was not a supplement to the A Plan; it was not even an appendage to the A Plan; it was a bribe; and it worked.

ALPA's attorneys took the posture of "a bird in the hand is worth two in the bush" and advised accepting the note and promising to hold the Company harmless in terminating the A Plan. The MEC took the bait. Much has been written about the distribution of the proceeds of the bribe or note; and much more will undoubtedly be written. That, though, is hardly the issue.

Clearly, if one reads the plain language of the Summary Plan Description, one sees that over half of all contributions (4 $\frac{2}{3}$ % vs. 4 $\frac{1}{3}$ %) were fully vested in each participant's Contribution Account. The Company was clearly liable to distribute that portion to participants upon plan termination. Neither they nor PBGC had the authority to take away individually vested retirement balances. Indeed, the PBGC is charged with protecting pensions. Only the MEC under the tenants of the Railway Labor Act, RLA, could do that; and they did.

Let me summarize the scheme under which that all transpired. United admitted, nay trumpeted to PBGC that they, contrary to law, had comingled Contribution Account moneys with other A Plan funds. They further bragged that, despite ERISA, they had comingled all A Plan funds with those of other pension plans on the property. PBGC thence determined that because the moneys were all comingled, United had only one pension plan.

On paper, the A Plan was the richest plan, so PBGC wanted it. They wanted it for two basic reasons, firstly it brought the greatest pot of money, and secondly it would have required a much larger payout even if assumed later by the PBGC as a separate plan. ERISA mandates that the proceeds of a plan assumed by PBGC must be used only for the benefit of plan participants. If the A Plan had been taken as a pilots', only, plan, the proceeds would have yielded benefits far greater than the PBGC maximum guarantee of about \$24,000 per annum if started at age 60.

By assuming only one United plan, PBGC is able to use the A Plan proceeds to pay all United employees; and the other plans were far more distressed than the pilots' plan. PBGC grabbed the plan early to prevent any further vesting and any threats of a fight by the MEC.

It is instructive to point out that the proceeds of the note were taxable and not qualified as pension plan money by the IRS. ALPA did go to bat for those receiving note proceeds and got the IRS to qualify the note payout as a 401(k) contribution if regurgitated on an individual basis and paid into a 401(k) plan. That, though, occurred well after the fact and date of distribution, years later in fact. It was wholly unrelated to the A-Plan.

As a footnote, American Airlines tried a similar ploy in their recent bankruptcy, asking the PBGC to assume their pilots' pension liabilities. This time, the PBGC said, "No." and required American to fully fund its pilots' pension plan to the date of reorganization. All accounts vested to that date are intact; and American's pilots will enjoy the fruits of their labor.

A former United MEC Vice Chairman, Gerry Baldwin was elected four times to local council office and served on too many union committees to enumerate. He took early retirement in 2012 - Editor

Designed By Committee: The Douglas DC-4E OR -4X

By -Warren M. Bodie

Many of you have probably heard the old maxim that a camel is just "A horse designed by committee." Well, sometimes, that maxim can be applied to humans, too, including automobile and airplane executives and designers. Many successful companies have been afflicted by groups of well-meaning men who were fundamentally controlled by their diverse needs.

In the early 1930s, Douglas Aircraft, flush with the success of its DC-2 and DC-3 all-metal airliners, listened to executives who dreamed of transcontinental airliners with twice as many passengers in plush accommodations. Ultimately, the nation's "big four"-American, Eastern, TWA and United-agreed to share the cost of developing an affordable, but superb, multi-engine airliner with double the passenger capacity of the DC-3/DST (which had sleeping berths). But cost, an unreliable engine, size and maintenance loomed as problems.



Engine manufacturer Pratt & Whitney promised a new Twin Hornet engine that would be both powerful and economical. Hamilton Standard and Curtiss promised more efficient propellers (that eventually resulted in a proper constant-speed hydromantic unit). Meanwhile, each airline's design team had its own ideas about the luxurious accommodations, which included bars, pressurization, several lavatory units and dining facilities. Such aircraft would need more crew members to tend to all the passenger accommodations, which ranged from sleeping berths for 30 to recliner seats for up to 52. Also, the vertical stabilizer heights of the new tricycle-gear designs were too high for existing maintenance facilities. Most of the tail-dragger airliners didn't have this problem. That's why Douglas and Lockheed went to a vertical tri-tail. It provided the required surface area, but at a lower height. Lockheed's Kelly Johnson also advocated this design because it had solved the Electra 10's problem of engine-out directional control.

Eventually, the tri-tail prototype DC-4 (sometimes called "DC-4X") appeared bearing a simple "DC-4" designation on the outboard faces of the two outboard fins and the NX18100 license number. It flew proofing flights with all four "sponsor" airlines, but not one approved it for operational activities. The engines were unsatisfactory, and the airliner, in its routine functions, was excessively complicated. TWA bolted; it preferred the new pressurized Boeing 307 Stratoliner, especially because it used many proven components, including the wings and engines of Boeing's B-17D (a military aircraft that was already in service with the Army Air Corps). P&W's Twin Hornet engine proved to be troublesome, so they turned their efforts to developing the R-2000, which was eventually used in the DC-4E.

While this was going on, the Japanese saw an opportunity to gain valuable information about what they considered to be advanced structural technology in large aircraft. They negotiated with certain company executives, including Carl Cover, who had been a test pilot and head of sales at Douglas' Santa Monica, California, headquarters (it had failed to market its DF flying boat and to sell the Navy its XP3D patrol flying boat). The prototype tri-tail DC-4 most likely gained the "E" suffix when it was exported to Japan.

Based on the DC-4E's design, Nakajima was awarded a contract to build four of the long-range bombers under the designation "G5N1" and given the name "Shinzan." Two improved G5N2s were ordered and built, but their performance was disappointing, so the two G5N1s and two G5N2s were converted into transports. All four were redesignated "G52N-L." None of the 138-foot-wingspan Shinzans ever had a central fin and rudder. With the tail turret and a small tailwheel, they was no need for a long skid.

(See Herb Mark's Letter about the DC4 on page 51, Ed)

Early Signs Of Dementia Raise Risk Of Death

By Jeanna Smialek/San Francisco Chronicle



People with early signs of dementia are at a higher risk of dying as medical conditions go unattended while their mental health worsens, a study found.

The research, presented at the Alzheimer's Association International Conference in Vancouver, found that older people with early signs of memory loss have twice the risk of death than those without mental impairment. It also found that those already with dementia had three times the risk of dying during the study.

Mild cognitive impairment can be a precursor of more severe dementia and Alzheimer's disease, according to researchers. Attention to early Alzheimer's symptoms can help improve all-around health and reduce risks of illness that can lead to a premature death, said Mindy Katz, the study's lead author and a senior associate of the neurology department at the Albert Einstein College of Medicine of Yeshiva University in New York.

"It's known that people who have dementia are at higher risk for death, and the earlier you detect this precursor state to dementia is an important issue," Katz said. "They're at risk, so everyday situations that we take for granted may be a problem for these people. The caregiver needs to be aware."

The researchers followed 733 people over the age of 70 for an average of five years. While the trial didn't explicitly study cause of death, co-existing diseases and disorders and higher degrees of depression also were associated with higher death rates.

Social withdrawal: Those with mental impairment might withdraw from society out of embarrassment, leaving them at higher risk of depression and with fewer people to help meet their needs, said Beth Kallmyer, vice president of constituent services at the Alzheimer's Association in Chicago.

Kallmyer's statements are supported by another study presented Monday. Researchers from the Oregon Health and Science University found that people with mild cognitive impairment increasingly stayed at home as the disorder progressed. The study monitored 148 adults averaging 84 years old for about 3 years on average.

"One of the reasons that these studies are so important is that it gives us information about what might be going on with people in these early stages," she said.

At the study's outset, both those with and without impairment spent about 4.5 hours outside of the home. By the study's end, however, cognitively intact patients went out for 3.8 hours a day while those with impairment left for just 2.4 hours daily.

Dentist's story: Alexander "Sandy" Halperin, a 62-year-old from Florida, was a dentist and lecturer before he learned in 2008 that he had mild cognitive impairment. He said although he accepted his condition, he initially felt a lack of purpose and had trouble with social situations.

He said that changed after he began working with the Alzheimer's Association as an adviser. He said he thinks social engagement is essential to dealing with the condition.

"I'm peaceful right now," he said. "Since I'm in the early stages, it does give me a chance to be an advocate."

The association has begun a pilot program in 18 U.S. cities that helps people with early Alzheimer's to meet together for social activities. The goal is to improve quality of life and help them to aid one another, Kallmyer said.

"Maybe one of the reasons the mortality rate is higher is because they aren't able to address their other co-morbid conditions," she said. "Maybe they'll take their medication more regularly. Social engagement can also decrease depression."

The program began in June and runs through September. Participants decide themselves what to do - activities can range from bowling to volunteering - and will provide feedback on their experience to be evaluated at the program's close.

LETTERS

ROSS "RUSTY" AIMER—San Clemente, CA
Like most of you, I was lucky to retire under the old age 60 rule. While I could still remember that I was no longer the rich, handsome, sharp, strong and witty ace that I was at age 59 and a half! :-). Some may ask; Why you old fool, aren't you still flying for food?...What the hell is the difference between flying a widebody Boeing for United Airlines or flying a LBF Phenom jet at JetSuite? To which I would respectfully respond, "There are a lot of differences between the two jobs, my friends!"

At United I basically had everything done for me before I sat in the seat, put the key in the ignition switch and flew to Hawaii. My helpful copilots were very seasoned, experienced and knowledgeable as well. Some were even Captains previously but didn't quite have the seniority yet. I was well protected by a strong union and watched closely by experienced and well trained dispatchers and mechanics who had access to everything that possibly I would need to do my job safely.

At the current job, I am responsible for just about everything. I am the Captain, CSR, catering dude, Flight Attendant, dispatcher, weatherman, mechanic, fueler, aircraft cleaner, honey bucket dumper, bag smasher, security coordinator, hotel and transportation finder, flight planner, load planner, and most importantly the guy who has to watch every step me and the young copilot take, because there may be a land mine under our feet or an FAR violation around every turn.



The rent-a check airman at the training center we go to once a year, doesn't know much about the aircraft I fly or our SOP's. However, he expects me to fly the hand flown single engine ILS upside down and with my eyes closed, or make that 360 degree steep turn within a foot of where I started. (Like I used to when I was 25!)

For my God like abilities they pay me a fifth of what I was making at the airlines and let me keep my Medicare! But I get free coffee and popcorn at just about every FBO we fly into!

The good news is that if I screw up now, I would only kill myself, the young and inexperienced copilot and 4 passengers sitting behind me. Instead of 500 in my old 747.

If the a\$\$hole CEO at United had not stolen my pension and benefits after driving my airline into bankruptcy, I wouldn't have to still get up at O'dark thirty at the tender age of 70 to make my 5AM show in beautiful downtown Midland-Odessa!

Did I forget to mention I get free coffee and popcorn at most FBO's? :-)

NEW RULES FOR PILOTS OVER AGE SIXTY

The recent change that allows airline pilots to continue flying past age 60 has generated some interesting discussion.

The following rules for 'older' pilots were recently proposed at several major airlines:

1. All pants must fit and not be up in your armpits.
 2. You must walk without shuffling your feet.
 3. No Depends on the flight deck.
 4. When using a toothpick, you must leave your teeth in your mouth.
 5. If you need more than tri-focals, you are DONE! (period!)
 6. No pictures of great-great-grandchildren.
 7. Anytime you call the other guy "Sonny", he can hit you.
 8. Never, ever mention AARP.
 9. When in a restaurant with your crew, don't request the senior discount.
 10. When checking into the overnight hotel, don't ask if the exercise room has shuffleboard.
- And finally!!!!
11. No more messing with flight attendants! (You could have afforded to retired at 60 if you hadn't done that earlier).

Ross "Rusty" Aimer (LAXFO) Currently KSNA

WALLY AMLING—Encinitas, CA
RUPA, sorry I'm late with my dues. Please note change of address. 1650 Leora Lane, Encinitas, CA. Old age has finally caught up with me and I am no longer able to surf, play tennis, or golf. *Wally*

DICK ANDERSON—Seattle, WA
Time to report as this is my birthday month.....87, still here but slowing down!
We have sold our Maui home and cars so now are down to just one car in Seattle where it is used mostly during the daytime - those freeways are busy and frightening!

Laurie is very busy here at the "Old Folks Home" where we live (Horizon House), as well as being involved as Travel Chairman, food services committee, resident photographer and sings in the chorale as well as being involved with her high school reunions and scholarship committees. When she's not doing that she finds things for me to do!!

We did manage to travel back to Maui to our partnership condo and had two wonderful cruises this year. One was on Celebrity "Solstice" from Oahu to Vancouver. The other one was on Un-Cruise Adventures SS "Legacy" - an 87 passenger vessel which started out in Seattle and ended in Juneau but visited small ports of call such as Petersburg, Wrangell, etc....places those BIG ships can't go. At the last minute prior to sailing, we were offered the "owner's suite" at a reasonable increase and we jumped at the chance to spend 11 days in a 600 sq. ft. cabin. Great way to travel. We'll be taking another trip with the "Legacy" next year with three other couples we met on-board....this time the Columbia River/Snake River trip. Another fun trip was to the Broken Islands on the west coast of Vancouver Island with 3 nights at the Best Western Plus in Port Alberni. A great trip as we travelled by motor coach, by ferry, by train, and by local ship taking passengers and supplies to the area; lots of good food and great company. Now we're looking forward to a great football season for the U of W.

Want to also thank the group who puts out *RUPANEWS*; we look forward to every issue. *Dick*

JOHN H ANDERSON—McHenry, IL
When I was 79 I went on a quest to shoot my age before turning 80. Not even close. My pro and I lost contact when he stopped taking my calls. How-

ever, the quest is back now at 89 to shoot my age before 90. That's ten shots easier - bogey golf - and this time I'm doing it on my own and not waste money on some ass-hole Pro. *John*

MRS LOIS BENEDICT—Glen Ellyn, IL
Hi, it's Lois Benedict, wife of Captain Ross Benedict, retired, deceased.

Flowers - I love them! I'm known as the "flower lady" to everyone. Quite often it's only one carnation with a leather leaf (costs \$1.00) or if I splurge, it could be one rose with baby's breath (\$5.00) or maybe a small mixed bouquet (if they're on sale). They aren't costly, it's the idea. People love it because it's a surprise. I take flowers to friends, when I visit, to friends in nursing homes, when I'm meeting someone for lunch, etc etc etc. I enjoy it more than the recipients.

One time I was in Jewel buying on carnation and one leather leaf to Sheli Runser (husband Bob, United). The lady in the checkout lane in front of me turned and said "how pretty." I said "I'm taking it to a friend." She headed for the door - I paid and followed her out and said "I'd like you to have this." She said "Oh no, I can't take it," and I said "Of course you can." We both parted smiling and I went back in and bought the very same thing for Sheli.

Another time I was headed for Drury Lane Dinner Theatre to meet my group, and I got the idea, I'll take each of the women a rose, so into Jewel for five individual roses with a leather leaf, packaged in five separate sleeves, and of course, I had to have the little green containers that hold water for the flowers. They were all smiles as I handed them the flowers as we left the play.

My daughters often send or walk in the door with arrangements. I've told them, "I don't need them at my funeral," so they are making sure I enjoy them now. Really, what's the sense of all those beautiful flowers when a person dies? Think about it, a donation to a charity, or for Catholics, a Mass. Sooo when I "pass on", if you come to my wake or funeral, don't expect to see flowers, all you'll see is me!

Thanks for your wonderful work getting this magazine to us! Sent my dues to Vineburg. *Lois*

DENNY BERG—San Diego, CA

Sorry, for the first time I blew it! The birthday didn't creep up this time, it went so fast I forgot to renew.

We sold our condo downtown San Diego, bought an older house in Point Loma in the wooded area and are in the process of putting our signature on it with some casual remodel. We're close to Sunset Cliffs and great surf, so that's still part of retirement.

Mexico is still in the picture, but we're thinking of selling and using the money for travel and visiting places we haven't experienced.

Our son graduated from USC medical school and is now an MD in his first year of residency as an emergency medicine doctor at Los Angeles County hospital.

Everything is still great health wise for Nancy and me, and during our 43rd anniversary in August we visited Panama, which we both enjoyed very much. Thanks to all who keep the publication going.

Denny

JIM BERTELSON—Ivanhoe, IL

My thanks to Captain De Forge for informing our fellow pilots of the story of the "in-betweeners" published in the August 2014 *RUPANEWS* (page 37).

On a positive note, I enjoyed knowing most of my fellow airmen and looked forward to many of the layovers. I do not miss the feds, management, revisions, TK, or the painful sunrises over the North Atlantic.

Thanks to a criminal/inept management, a complicit federal government, and a management-friendly



The Cat In The Hat On Aging

I cannot see
I cannot pee
I cannot chew
I cannot screw
Oh, my God, what can I do?
My memory shrinks
My hearing stinks
No sense of smell
I look like hell
My mood is bad -- can you tell?
My body's drooping
Have trouble pooping
The Golden Years have come at last
The Golden Years can kiss my ass

bankruptcy court, I had stolen from me 60% of my pension. And the PBGC considers us retired five years early at 60, with the commensurate penalty. Let us not forget that the Social Security Administration considers anyone younger than 66 at retirement to be early, with a penalty, of course. Was it the FAA who changed the retirement age to 65, or a federal law replacing an FAA regulation?

I have the additional burden of coming over from Continental after the sham bankruptcy (Lorenzo) and ensuing strike. Thus, only 22 years at UAL. Unfortunately, I was a member of the 570, losing my rightful seniority for a time. Was this actually a "career?"

Twenty/twenty hindsight shows us that we should have pushed more for a defined contribution plan and less for a defined benefit. We should remember.

Thanks for allowing me to vent. It is needed every few years.

On the more fortunate side, I put in the extra work to earn a pension from the Navy Reserve. Having lived frugally and invested well, I have not been forced to seek other employment since being fired for being too old at 60. Health for first wife, Linda and myself is good. Son and daughter are off the family payroll. Grandkids are great.

All things considered, life is good. No thanks to CAL, UAL or ALPA. I have nothing to do with any of them except for retiree groups and the infrequent airplane ride. *Jim*

JACK BROWN—Tacoma, WA

Dear Leon, Sorry to make your life difficult. Too many senior moments. Thought I had sent a check in June as I knew I would be in Italy in July on my birthday. Didn't happen, so am sending for two years since next July we will be in Iceland and Greenland on my birthday.

It's hard to believe I have been retired 22 years. Where have the years gone??

Thanks for your service to all retirees by accepting this job. I really appreciate all of you who keep it going. *Jack*

MRS. CECILIA COLES—Belvidere, IL

Dear Cleve. Don's birthday just passed so it's time to renew with a check.

I read all the issues of the RUPANEWS and find it interesting to follow retirees life issues and use of time and money. The health articles are educational.

Keep up the good work.
Sincerely, *Cecilia Coles*
Widow of Don Coles

BUD COCHRAN—Amarillo, TX
My very sincere thanks to all you dedicated people who keep RUPA going. I know more about the important issues because of you than I would ever know from UA. Too bad you aren't running our company. *Bud*

SHARON CRAWFORD—Redondo Beach, CA
Greetings. We finished landing our plane in all of the states (rented one in Hawaii) several years ago. Last year we finished golfing in all the states, and now have only 3 of the presidential libraries to go before looking for another list.

Flying our plane to the convention in Oshkosh was fun, but amazing to see the decline of General Aviation at airports across the U.S. The price of Avgas explains a lot of that. *Sharon*

DON DIEDRICK—Kailua Kona, HI
Greetings/Aloha from the Big Island, where our RUPA lunch group meets on the third Thursday monthly.

This past year our home building project was activated and hope to move in by end of October—a bit slower pace here, perhaps appropriate. Jen is back in the Hotel industry, matching travel accommodation cost with my airline passes—a good deal. Two of our kids spent time with us here already and we just returned from visiting with them in Chicago and Washington D.C. where we met old friends and saw a few museums, plus the West Wing of the White House—enjoyable trip. A visit to San Diego before our daughter transferred to D.C. was another pleasant outing, using vacation passes eased the concern of seats available. Once settled, next year we hope to enjoy a cruise to the Mediterranean for the first time.

While enjoying the diversity of content in *RUPANEWS*, the use of photographs has greatly improved the product, and thanks to all of your Staff for keeping us well informed.

Enjoy the rest of your year and keep sending those health articles monthly. Let's try to stay fit and healthy!

Regards, *Don & Jen* (ORD Ret. 2002)

WAYNE ERB—Lake Hopatcong, NJ
Fellow Ruparians, Today is August 12, 2014, "National Youth Day," and today I turned 80! It's time to celebrate and send in my dues, and I will!

There are still flowing rivers to paddle and trails to hike, good books to read and music to fill my soul, good wine to drink and good comrades, friends and family with whom to share this great journey. The pace has slowed a bit, but the joy and wonder of it all still inspires me, and once in a while I even get a glimpse of the "Big Picture!"

Perhaps a passage from Max Ehrmann's "Desiderata" says it best for me.

"You are a child of the universe - no less than the trees and the stars, you have a right to be here, and whether or not it is clear to you, no doubt the universe is unfolding as it should - be careful - strive to be happy!"

Tally Ho and Godspeed, *Wayne*

DOLORES FRANK—San Mateo, CA
Hi - Thanks for the *RUPANEWS* - great magazine. I love reading about the articles and info with pictures of SEA, CLE and SFO bases where I worked. Miss the "good old days" like everyone!

I just returned from England and a cruise around England, Ireland, Scotland and a stop in Normandy. Great trip and international flying was "like the old days."

My best to all, and again, I appreciate all the hard work many retiree's do for me!!

Warmly, *Frankie* (Retired SFOMD)

JOHN HEBBE—Fairfax Station, VA
Eighty one next week. Certainly not the oldest retiree on the mailing list.

Still working; teaching high school nearby. Not even the oldest guy there! Some other fellow is still on the books. He's 82. Right now, I'm 98.780 % as old as he is. Next year it will be 98.795%. Getting closer.

It certainly is a pleasure finding *RUPANEWS* in the mailbox from time to time. *John*

DAVE HOYT—Tequesta, FL

After 5 consecutive days of 10 degrees for high temperatures in Connecticut, decided the time to move to Florida was decided by Mother nature. After being a "snowbird" running my own boat to Jupiter, FL for 8 years and then my 4 year gig captaining a 63 ft motor yacht for winters in Palm Beach and Fort Lauderdale have become a full-time snowbird.

Don't know if the serious back operation I had a year and a half ago had anything to do with the cold having so much of an effect on me. Growing up in the Boston area and then Connecticut for the last 45 years should have had me in an "accept" the cold winters, but not so. Here now and will identify with family and friends still in New England with their shoveling snow, etc.

Ellie and I are still in the move in process to our new home in Stuart, FL. I have reconnected to the Treasure Coast RUPA group and am looking forward to the guys I know from past winters here. 15 years into retirement and who'd a thunk it!!!

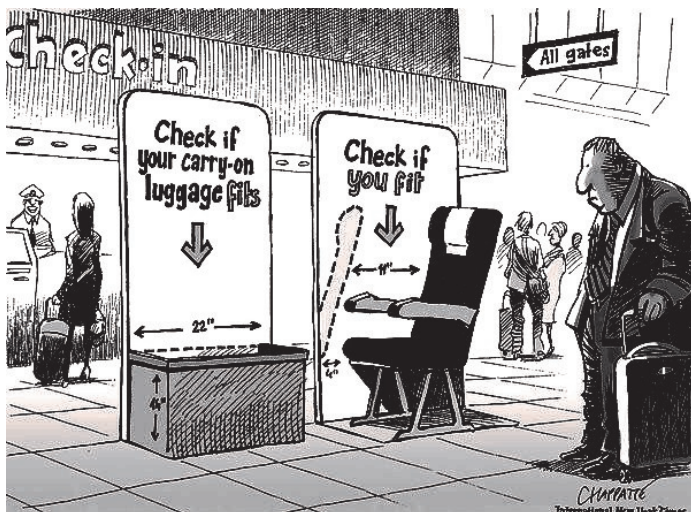
Regards to all. *Dave*

GARET JENKINS—San Juan Capistrano, CA

I got the check in the mail but thought I'd add a little info as everyone's nice letter writing makes me feel a bit antisocial.

Coming up on number 83 next week and it's always close to Labor Day which my departed mother used to say was named after her giving birth to me as a twelve pounder. Still hold the record in Centreville, Miss.

We've had a pretty good year, considering the time of life. My wife, Wendy, has gotten just about all her parts replaced, lens, hips, etc., so she's doing



well and traveling all over the world without me, as I have had enough of airports and hotels to last me the rest of my time here. I'm still functioning with the myelofibrosis as the drug, Jakafi, seems to be holding it off pretty well with a few side effects. I'll see my oncologist tomorrow and see what she thinks about my situation.

We just had our daughter Christine and her son and husband from the UK for a nice long visit that we get once a year, as she is a permanent resident in London working for World Fuel Corp.

I guess I'm going to have to sell my Kawasaki Concours soon as I don't feel real good about riding as my physical condition becomes a liability. Hate to admit it, but you have to face the facts.

I spend more time trading the stock market than doing much moving around as the anemia leaves me very tired. I do make it to the gym every day and ride the Life Cycle along with my afternoon walk. It gets tougher to do though, but I know I have to keep at it or I'll vegetate.

Think about flying a lot, but strangely enough it's mostly the flying I did in the Navy as a carrier pilot and the fun I had rather than the 35 year career in the airline. I guess being 21 made it a lot more fun than the years in the airline that always had the responsibility attached. Still, it has been a great life and one that I would never feel cheated in living.

Hope I'll be writing another letter this time next year. *Garet*

DAN JESSUP—Seattle, WA

Reading an article in a recent Aviation Week regarding ILS glide slope anomalies triggered a very old memory of a startling experience with a humorous ending.

On that day, long ago, I was flying a yo-yo type trip in the 727 which stopped here and there down the west coast on a beautiful summer day with a copilot I flew with often. It was always interesting to talk with him regarding the many types of smaller aircraft he was involved with as I also enjoyed flying small land and sea planes. He was easy to hear and understand as he spoke slowly, clearly and not softly, in a very deep melodious voice. It was my leg to fly and we were just approaching Sacramento. Having noticed a terse comment in the aircraft log book that the required periodic automatic autopilot approach was overdue, I decided to get that auto-

matic approach done. With my hands on the controls I could feel the auto pilot smoothly keeping us right on the ILS cross bars. Just seconds away from touchdown, the aircraft SUDDENLY pitched very nose high and airspeed dove, just as suddenly, very low. My hands did their thing without me having to tell them, so the engines roared to life and the nose dropped back down. It was all over in an instant except for my heart rate which didn't stop complaining for a minute or so. As the passengers deplaned I stood at the flight deck door in case there were any questions (the co-pilot stayed in his seat). The last passenger was a well groomed middle aged gentleman in a fine looking suit. He stopped in front of me and said "you shouldn't make those kinds of maneuvers so close to landing, because I have an important appointment here in Sacramento very shortly and I THOUGHT WE WERE GOING TO GO TO ANOTHER AIRPORT." As I took a moment to form my answer in my head, the Co Pilots DEEP, MELODIOUS and LOUD voice clearly announced only seven words. "I THOUGHT WE WERE GOING TO DIE." I couldn't help but laugh. After explaining what had occurred, the inquisitive gentleman seemed pleased with both of our answers. That's another thing I enjoyed about this co-pilot, he had a keen sense of humor.

Dan, SEA 1954 - 1984

HERB MARKS—Seattle, WA

It's August and again time to try to get something you'd be interested in. Since we've given up pass riding and the cost of gas has darn near grounded the motorhome, it's getting more difficult since nothing much happened.

In the past few years I've dwelt on some of the past airplanes that I've flown for United. There was the DC-3, Viscount, and the Convair. This year it will be the DC-4, which won't take up much space because it was such a just a plain old unpressurized 4 engine passenger airplane.

The original design came out with twin rudders. This must have been back in 1940 or 41. That's my guess and I'm sure there are others who flew them who can improve on that as well as most everything else I'm writing about. Anyhow the twin rudders were soon changed to single vertical stab and rudder. United called it the Mainliner 230, indicating it cruised at 230 mph. This was considerable optimistic because with normal cruise power setting it

would cruise comfortably around 200 mph. I think the engines were P&W R-2000 putting out around 1500 h.p. They were very reliable engines. I flew them maybe 1,000 or 2,000 hours in the ten year span that I flew them and can recall two engine shutdowns in that time.

One engine failure that happened on another flight (not mine, another crew thankfully) between PDX and SFO. Can't recall the Captains name but my good friend Ken Corbin was copilot. It was a night flight and all was going along smoothly until in the vicinity of Crescent City, CA there was a terrific bang and a big lurch of the airplane. After the required "WHAT THE F- - - WAS THAT?!!" they checked the engine instrument showing that #2 engine was not putting out power so they tried to feather it but the feather button popped back out. Ken was told to go back and look out to see what he could. The wing light was not much help but he could see what he thought was the cowling with a bunch of wire and plumbing wrapped around the front. He came back to report that the prop was missing. They flew on to SFO and had the shock of seeing that the engine was missing. Not 'running rough missing' - it was just plain gone.

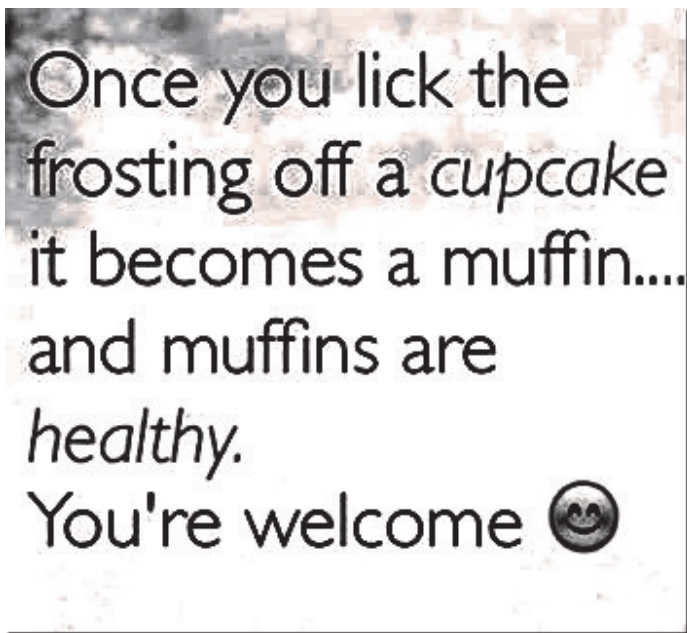
The airplane was just being put into airline service when the WW II military saw its usefulness and took over immediate delivery of all that Douglas could build. They carried thousands of wounded troops out of combat areas to medical facilities and everything else that needed to be moved quickly. They even carried coal into Berlin about 1946 when the Russians closed ground transport into the Russian sector of Germany. Their normal civilian max gross weigh was 64,000 lbs, but being used to supply Berlin with everything from coal to t.p. but this max gw was overlooked regularly, especially for coal loads. The weather was a problem but they continued to fly into the Berlin airport using GCA radar (Ground Control Approach). The Russians gradually backed off when they saw they were losing.

United started buying DC-4s from Douglas and I think they also acquired a great number of the military surplus C-54's and R5D's and had them converted to United specs, mostly passenger but quite a few cargo liners. Passenger planes were configured in all coach class with 64 seats and one potty. Several times we had passengers come through the cockpit door looking for another potty. (No cockpit

door locks were used at that time.) It was too early to have a radar set, but it had a good autopilot but no approach capability. It was pretty heavy on the controls as there was no control assist equipment so an ILS was hand flown. Thankfully it was a very stable airplane but it was still a chore.

An interesting event on a military charter out of McChord Field in Tacoma WA to Honolulu. It was a long stretch even for this airplane and about half way across the navigator came forward to inform the Captain that they were in the exact same place that they had been in an hour before. After two or three more sextant shots it was confirmed that they had not made any forward progress. Only by accident was it discovered that the autopilot control handle on the pedestal was displaced about an eighth of an inch out of center causing a very slow turn. They had made a huge circle taking a full hour to complete. Now they found that reaching HNL was doubtful and called in for the Coast Guard to send out a plane to escort them in. They made it, but just barely. I'll never know why somebody didn't notice their change in direction each time they reset the gyro compasses, which was necessary every half hour or so.

They were a safe airplane. I can only remember losing one which flew directly into a rock cliff just west of Laramie, Wyoming. It was a night flight but they were going the wrong direction and altitude at the crash site. It was never confirmed but it seemed that because the crew cabin heat was located in the ceiling above the cockpit and it may have developed an exhaust leak and cause crew in-



capacitation.

That's all I can think of about this airplane. Now let's hear the response from everyone else who remembers it some other way, or a better way.

Things around the Mark's house have remained about the same this past year, and that can be a good thing. I have completed 27 years of retirement and you can figure out the rest. I recall that Dean Martin once quipped, "If I'd known I was going to last this long, I'd have taken better care of myself."

I can't believe that our beloved airline has recessed into something terribly different. I am surprised that it is still referred to as United. Thank God for PBGC for without them I'm sure United would have taken our retirement fund and headed south with it. After 27 years with a fixed retirement income, I'm forced to start withdrawing from my B-fund investments. I know I'm lucky to have what I have left.

In conclusion (finally) I must add my thanks to the staff of RUPA magazine. Keep up the good work, knowing that we all appreciate it. And as usual, TCITM (The Checks In The Mail).

Best Regards, *Herb*

(Read the DC4 article on Page 44, Ed)

JOHN MATOL—La Valle, WI

It is hard to believe 8 years have passed since I walked away from what I felt was the best job in the world for me.

Janice and I are still enjoying our life on the lake in Wisconsin and winters in South Texas. She continues to paint and I enjoy golf and making artistic things on the lathe.

I recently received a letter from the PBGC that their "calculations was done badly," and "they were sorry" and I "deserved and apology." I was underpaid! I was mentally preparing for a big celebration until I got to the bottom line. I had been shorted 26 cents per month for the last 8 years. It will be a very small party.

Miss all the great people I got to work with.

John, JFK, ORD 1979-2006

WALT MCNAMARA—New Bern, NC

Hello to all my fellow RUPArians, Every Monday morning, I wake up thinking: great I've got all week to get stuff done, but then, in the blink of the eye, it's Friday night and I wonder....where did the week

go. For that matter, where did the last 50 years go? I'm getting to the age where "everybody's got something." Unfortunately, for me, my something is a rare form of neuro-endocrine cancer which started in an unusual place (the upper part of my stomach) and then metastasized into my lymph nodes, liver and bones. As if that isn't enough, the endocrine part of the cancer has given me diabetes and severe, chronic, constipation. Yeah, I was one of those young smart-asses who joked about old people and their need for prunes. Constipation is nothing to joke about, last year; it put me in the hospital for 4 days. Who knew? There's basically no treatment for this type of cancer which I found out after 18 weeks of chemo and a much more specific diagnosis. (The chemo wasn't horrible, by the way.) I've since had radiation for the bone pain, one type was the conventional kind with exposure to radioactivity and another type was an infusion of radioactive material. I'm still on a daily chemo pill which lists at over \$350 per. Thank God for the, so far, very good insurance coverage we have. Also, I thank God for my lovely life-partner, Lorraine, who couldn't be more caring. Because of Lorraine, I feel truly blessed. After my diagnosis, I spent a lot of time getting my affairs in order; it gave me great peace of mind knowing all my loved ones will be taken care of the way I want them to be. No one's told me what my life expectancy is, and, I'm not asking. I'm not going to deliver to you the platitudes such as "each day is a gift," even if it is, but I will say that YOU might not have as much time left as you think you do.

Lorraine and I have done some traveling since I last wrote in two years ago. Just about all of it has been to maintain our connections to family and friends. Of interest to those of us who are former military was the change of command ceremony at Eglin AFB on 28 Feb when my son-in-law, Lt. Col. J.T. "OD" Bachmann was given command of VMFAT-501, the F-35 training squadron for the Marine Corps. After about 4 months, that squadron was moved to its permanent home at MCAS Beaufort, SC. The city of Beaufort had a welcome back home ceremony in July for the squadron which, I believe, was designated VMF-501 when it was based there some years before. The ceremony, or I should say ceremonies, since there was one held on the base and another held in downtown Beaufort on the waterfront, were quite impressive. It was obvious that

Beaufort is happy to have the "Warlords" back at the base. Warlords is an unusual name for a training squadron, but when 501 was activated at the end of WW 2 they were flying Corsairs and then several other types of combat aircraft during several other conflicts; so the traditional name was kept. Our four daughters and nine grandsons have been scattered from Destin, FL (now Beaufort, SC) to Allentown, PA, Rye Brook, NY and Concord, NH. Getting to see them all, especially for the big "life events," has involved a lot of traveling, as I said. We also had a family reunion out in Orange County, CA. My tolerance for sitting in coach is less than four hours. Even though I have accumulated enough points to fly to Hawaii, first class, and to stay at a top resort for seven weeks, I'm not going to do it because I can't face sitting on an airplane for all that time. How I commuted to LAX and SFO from JFK and then flew the Pacific, only sixteen years ago, I'll never know. It was, basically, to get more variety in my schedule since JFK had only NRT to fly to on the -400.

I've been lucky all my life. Thinking about being an airline pilot, starting out today, makes me feel I wouldn't want to do it. Although, thinking it through, I did have the privilege of working with many of you fine folks and you were a huge part of what made the job so enjoyable, so too, the new airline pilots of today may have the opportunity to fly with great people themselves. If you have in common a love of flying, it really is a bond. I'm just glad I don't have to deal with the TSA, FAA, airline management, unruly passengers, passengers who are trying to kill me, extreme political correctness and all the rest. We really did have the best time of the job.

I had to put my Seabee project on hold when I was diagnosed. The mechanic who was helping me to restore my bird with Oshkosh-Grand-Champion in mind, went bad on me. I finally got out of my relationship with him for about 8 cts on the dollar of what I had in her. Also, as you might imagine, my goals in life changed when my medical condition changed. Probably none of you own a Seabee, but if you do, email me at walt3@suddenlink.net and I'll fill you in on the outrageous way I was treated by this mechanic so that you will be fore-warned. After my stint in Marine aviation and United Airlines, I have been shocked at the lack of honor and the outright lies told to my face by someone smiling at

me and telling me that "you're the big brother I never had." On a happier note, flying the Seabee was the most fun I've had in an airplane except for carrier-qualifying in the T-28C on a nice calm day in the Gulf of Mexico. Owning a Seabee was the fulfillment of a life-long dream, even after my experience with this individual, I'm not sorry I got to own and fly one. As Sinatra sang: "Regrets, I've had a few, but then again too few to mention." And, that's a lot of what it's all about.

Best Regards to all. Until next year.

Walt '65 - '98 JFK, EWR, ORD, DCA, LAX, SFO

CHUCK MUHL—Fallbrook, CA

I B FOUR SCORE ALT!

With apologies to the Canton, OH, NFL Hall of Fame Ceremony.

Thanks for life's many aviation memories.

Thanks for my wife Margie, daughters Marina, Laura and families.

Thanks for aviation friends (W2215767), good instructors and;

Thanks to all the mechanics that maintained my flying machines.

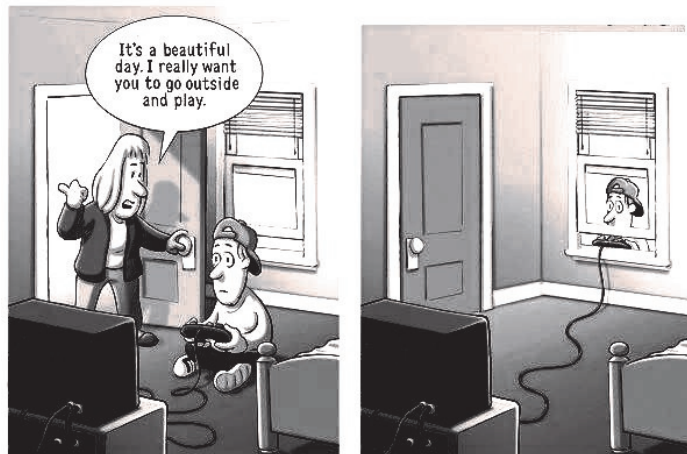
Thanks for LAXFO Sue, Eve & Ray.

Last, but not least, thanks to "all-wx" ground personnel and Navy plane captains. mess cooks who prepared my chicken and apple box lunches for those 8-10 hour AD-7 flights. *Chuck*

GEORGIA NIELSEN—San Jose, CA

Hello Leon, The RUPA magazine for this month (September 2014) is chocked full of great information. Jobs well done in my opinion.

The RUPA president's letter was very well written and timely. This historical cover story on the 707



and the impact on commercial aviation was interesting as was the UAHF submission by Marv Berrymann.

The information features for living today and into the future on everything from tips on how to save money when exchanging currency to updates we may use from United Daily. The features in the space allotted to health issues was well selected.

It is good to see that Phyllis Cleveland is still on your board. Give her my best regards and thank you, Leon, for your ongoing contributions to all retirees. *Georgia*

DOT PROSE—Osprey, FL

Cleve – have paid the dues to Leon plus some extra to keep the newsletter going on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD), who flew west in 2010. I read every issue in its entirety.

I've been able to attend the SW Florida RUPA luncheons in Fort Myers over the past year and keep them going with Gary Crittenden. Also, have continued to provide the liaison with the OX-5 Club in Lakeland, FL for our annual RUPA Day at the Sun-Fun Fly-In at Lakeland.

The Commemorative Air Force B-29 Superfortress "Fifi" came through Sarasota, FL in March and I was able to capture one of the eight available seats for a one hour flight. Cost was \$570 but it's 75%



tax deductible and they give you a receipt. My seat assignment was Gunner Compartment Seat 4 amidships. There were three seats in the cockpit area but they cost twice as much. The 80+ year old gentleman who sat next to me was a Korean War vet who had flown B-29 missions in Korea. He had some difficulty getting into the aircraft and when he finally sat down he said "it was a lot easier when I was 18!" He gave the rest of us, plus the younger crew, a first-hand briefing of what a mission was like, recalling everything as if it were yesterday. Quite the privilege to have his expertise first hand. Well worth the expense for a once in a lifetime experience. The pilot was an American Airlines re-

tiree who seemed to be having the best time of his life. Photo is of "Fifi" taxiing to pick us up.

On a week-long trip back to Chicago in August I stopped in Muncie, IN to visit the National Model Aviation Museum to see if they would accept some-time in the distant future a home built Waco UPF-7 u-controlled model dad had built back in 1942.

Bought the kit and engine on a layover in Denver, he said. Flew it once and got scared to fly anymore as it was underpowered. I inherited this aircraft now in my den, but reluctant to part with it. The museum is exceptionally well done, covers aero-modelling history, control line, free flight, model manufacturers, radio control, and engines. A great place for adults and kids. This location is also the headquarters of the Academy of Model Aeronautics (AMA) where national championships are held every year with thousands of contestants. I'm sure many are aware of this but it was nice to see such an organization and museum first hand.

Another discovery, quite by accident on this trip, was the birthplace of Wilbur Wright and a museum, not far from Muncie. He was born in Millville, IN in 1867 which I found surprising as most of us think of the Wrights being from Dayton, OH. His home was restored and there's a life-size replica of the Wright Flyer and replica of his shed and campsite which he and his brother constructed at Kitty Hawk, NC for the 1903 flight. Quite interesting but one has to dedicate a day to find the museum on the back roads of Indiana cornfields but well worth it. There are road signs.

For planning purposes, the next RUPA Day at the Sun-n-Fun Fly-In at Lakeland, FL will be Thursday 23 April 2015. The fly-in itself runs from 21-26 April 2015.

I really enjoy everyone's letters and still learn much! Thank you for such hard work month after month! *Dot* CAPT, USN (Ret.)

MRS. EMILU RICHARD—Littleton, CO

Dear Cleve, thanks to all of you for the great job you do in putting the *RUPANEWS* together every month. There are so many interesting and informative articles which I always enjoy and look forward to receiving each month.

Enclosed is my check for dues and my thanks for all you do, Cleve.

Sincerely, *Emilu Richard*
(Wife of Ken Richard)

BOB SCHNEIDER—Cincinnati, OH

I'll add my thank you to Cleve and all the folks who volunteer at RUPA.

UAL service CVG-ORD has gone from 5 737's daily to 1 737 and 4 small jets. A 50% reduction in seat capacity. The Delta CVG "hub" has fared much worse, going from 300 flights daily to less than 80.

I'm glad I'm retired and have no desire to travel!

Bob

TED SHOLL—Coronado, CA

Hi All, Another year just shot by and I remember how happy I was to retire at 60, and except for the non qual and ESOP money, got by fairly lightly, so am now enjoying what's left of my A Fund, my DAP (Thanks Doug Wilsman, Al Santmeyer and the other tireless guys who secured those things for the rest of us.

After living in Hawaii for the last 2 years, Marion and I have returned to Coronado and live in the Cays. Both of us have had some health issues (I won't bore you with details) and wanted to move closer to family and good health care. Hawaii was fine but our Son and family (including our first great grandson Nolan) live close by and have been great in helping us to transition back to the mainland.

After spending 2 years as a docent at the USS Missouri and the Pacific Aviation Museum, I have returned to my first love, the USS Midway, where we spent 5 years previously. The Midway is really a first class operation and I love guiding tours there.

Thanks to all for the fantastic job you do holding the organization together and publishing the Magazine. I look forward to it each month.

Best to all, *Ted* UAL 1968-1995

HAL SPROGIS—Incline Village, NV

Well, here I am in my middle 80s, learning to practice the art of "fixing." It's "fixing this" or "fixing that!" No, not to my house or car, but to myself! These are those things that come up that need the attention of a hospital or doctor. However, that is the way it works for many of us and I am happy to still be able to make "repairs." My daughter, Jennifer, now helps as my personal medical guide and advocate concerning these matters.

However, last year a truly sad part for me was when

I lost Gloria, the love of my life, after only 6 years of marriage. She was 80 and I was 77 when my daughter Kimberly introduced us. We became addicted to each other and soon my dozen years of being a bachelor came to a happy conclusion. We were strongly in love, but we were practical as well. She and I talked about how either of us should continue after the loss of the other. We did this and as the survivor, such an idea enabled me to clearly progress forward, as it would have for her, if I had passed first. Gloria did not want me to choose grief as my new identity, but to choose life, as she would have. She was an amazing and intuitive lady.

On the bright side, we spent a great deal of time living and loving life together. There were several cruises, many travels within the U.S. as well as abroad, dancing at various balls, partying and just having fun everywhere! I have to chuckle though, because she once told me how she envied the airline crews that she saw together around the country, going to their layovers. It looked to be so romantic and fun. Well, I guess as I look back, our crews did have some nice times together. For me it turned out to be 50 years in aviation (46 with United and 4 with the Air Force). Happy times they were!

In the future, I hope to see and visit with many of my "crew comrades" that I had the pleasure to fly with, at the various area organizations and events.

To everyone, "Thanks for the memories!" *Hal*
LAX, SFO, SFOEG (Flight Test), JFK, IAD, HNL & MIA

ROBERT SWANSTON—Washington Island, WI
77 years and still upright, taking nourishment. The years are speeding by so fast that I hardly have time to make any interesting stories for you.

Still fishing but in a smaller boat. Still golfing but shorter drives and embarrassing putts. Still flying the 172 in the summer. No problems there, can still grease them on. Going to bed and getting up ear-

**FOR THE RICH THERE'S
THERAPY
FOR THE REST OF US THERE'S
CHOCOLATE**

lier. Soon I won't recognize night at all.

Our 1884 log cabin is still for sale but price is reduced. Still driving motorhome back and forth between Washington Island and Wickenburg but roads are getting longer and trucks are getting bigger. Truckdrivers getting ruder. Friends are getting older. Many of my x-RCAF comrades have flown west.

I spent most of the summer with a chainsaw cutting fallen trees, chopping and splitting wood, spraying the lake for emergent weeds, and repairing docks from last winter's ice shoves. Fishing in AZ is drying up along with the reservoirs. The last time we camped and were having a beverage after a hard day on the lake, there was a Mojave Rattler sunning himself about six inches from my dog's snout. We managed to get the dogs in the RV and take care of the intruder before anyone got hurt. The lake is an hour and a half from any medical help if any of us got bit. We may cancel those adventures too.

I still have great memories of the wonderful people I flew with on United. The Military History channel keeps me occupied if I have any boring times. Looking forward to getting back to AZ and stopping at casinos along the way. We make monthly trips to Laughlin, NV for some R&R. My wife gets the travel bug from time to time but I'd prefer to stay home with the dogs and the remote control.

Thanks to all the volunteers who put the *RUPANEWS* out and to all members, readers and writers that make it so interesting each month.

Check is in the mail. *Swanny*

ERNIE THOMAS—St. Helena Island, SC

RUPA limerick

A certain old pilot, getting weighty,
His hair turning just a bit slaty,
Gave up some toys,
Shed some avoirdupois.
Instead of expiring, he turned eighty.

Ernie Thomas

DON WEBER—Federal Way, WA
Hi Leon and the Gang; Hard to believe the year passes so quickly. It's been 18 years since UAL quit calling. My gig at the Boeing Company finally came to an end last February. As most probably know, they decided to relocate all the simulators to Miami. No one in my division of instructor pilots was offered a job there. They are now using only

part time labor to run the facility. We were given a nice severance package, after 15 years, and let go. I officially retired on February 1st. I had to go back to UAL for secondary medical coverage & that wasn't easy. I had to prove to Aetna that we had continual medical coverage thru Boeing since my retirement date from UAL on October 1st, 1996. That seems simple enough but Boeing only keeps such records for the past 10 years and that left 5 years unaccounted for. Finally got it resolved thru lots of letter writing from Boeing.

Being retired has really been grand. Lots of time on our little American Tug but the best part is no caring what day of the week it is. One long cruise last year from Sydney back to Seattle. 28 days and it was great. Took a chance and cancelled our Air New Zealand reservations and tried UAL from SEA-SFO-SYD. The computer showed open seats and that proved to be true. Business class to SYD was wonderful.

Vicki is also doing fine. She volunteers 2 days a week at her favorite places and keeps busy containing me the rest of the week. All our "kidlets" & "grand Kidlets" are fine. They are all growing much too fast.

We really enjoy the magazine. Lots of useful information in each issue. Jon, you are doing a great job but after working with you at Boeing, I knew you would. Sorry to hear that Cort's hip replacement wasn't easy. I had mine done last November and it was a non-event. If anyone is planning on doing that, please call me first. There are 2 types of procedures. The best one is anterior while posterior requires a lot more follow-up and post-op caution.

The check is in the mail and thanks again for everyone's effort in putting out a fine magazine.

Don & Vicki

BARRY WILSON—Tiburon, CA

Greetings! Here's an enthusiastic 1st renewal of my RUPA membership. Thanks so much for everything you do!

Fran and I have had a rather easy transition to retirement although I wasn't sure it would be. Although I miss the layovers and camaraderie of the crews, we have settled contentedly into a do-it-on-weekdays routine. Great to see so many new names on the retirement list each month -- soon I won't be the youngest attendee at North Bay RUPA meetings. We're reconciling with life on (diminished) fixed-

income, traveling and pursuing several long deferred maintenance projects. We're also involved with local issues including our homeowners association and an effort to save some nearby open land from development. My mad money went to buy a pickup truck to haul construction material or kayaks and bicycles as appropriate. I'm learning a bit about filmmaking and managed to crash a quad-copter drone while training to take aerial pictures. So far, George Lucas has nothing to fear from me.

Although there is plenty of spectacular scenery here in Marin County, we have done a bit of traveling. We spent January in Florida, Palm Desert part of March and 2 weeks in the English Lake District in early May. If you're a hiker, there's no better place in the world than the Lake District-unless you're uncomfortable with the ever-present chance of the "odd rain shower." For inspiration, watch the movie "The Trip" available from Netflix or your library. It was easy to manage all travel arrangements, including UA passes, with the just a mini-iPad.

As an R&I Committee rep, I wrote "Planning for Retirement" in the 1990s when much of our effort focused on mitigating the tax impacts of the A and B Plans and ESOP stock. After I joined the MEC R&I Committee, almost everything in that article was shredded by the bankruptcy. On the bright side, there's very little remaining to be taken away if history repeats.

Fran has been appointed Tiburon's member of the Marin County Commission on Aging and has been immersed in orientation work. She'll be a great resource for me if I ever get older!

Thanks for putting out a first-class retirement publication. It occupies a place of honor in our prime literature rack where it slowly gets read it cover to cover.

Barry, 1978-2013; SFO-JFK-IAD-ORD-JFK-SFO (Last legacy UAL guy to retire at #1 seniority for about 6 years.)

GREG WHITING—Puyallup, WA

Hello to Cleve, Jon and all the rest of RUPA.

Thank you for a well-planned and delivered document. It is always informative to read the *RUPANEWS*. Thank you for all the hard work to keep us informed.

I retired in January, taking advantage of the "Early Retirement" program. Frankly, I looked at the op-

portunity as retiring 3^{1/2} years late as opposed to 1^{1/2} years early. It was a great ride, but I had seen much too much of NRT and the "New Management" was not always my cup of tea. It was certainly not the UAL I joined 34 years ago and it was time to find new adventures.

Jo and I spent January in Palm Desert trying to get the moss between our toes to dry out. We have traveled at least once a month since that time. Did a little scuba diving in Aruba, biking in Washington and Oregon, kite flying at Cannon Beach, and exploring the wine country in Napa Valley. It was an adjustment for both of us to be in each other's space 24/7, but we made the transition. It is really nice to be with your best friend on a regular basis.

I signed a couple of contracts for some consulting work and have enjoyed keeping my mind in the game. We are off to Vancouver at the middle of the month where I am presenting at the annual SWIFT conference. Should be a nice time of the year to explore the west coast of British Columbia after the conference concludes.

Thanks again for all involved in the *RUPANEWS*.
Greg, 1979-2014, SEA, SFO, LAX,

DAVID "MIKE" WOMACKS—Scottsboro, AL
Thanks to all who keep the *RUPANEWS* going.

Well, late again so added a little extra for your trouble.

Not much has changed with us since last year. Still flying a Citation CJ for a local company and staying fairly busy. Also flying my Viking and Yak-52 when I can save up gas money.

My son will graduate from the University of Alabama in December and that will sure help the finances. I might even retire again after that.

Wife wants to move down to Florida where we have a home.

Anyway hope all is well with all. *Mike*



IN MEMORIAM

WALTER H. GEHLAAR

Walter H. Gehlaar (94) of Johnsburg, Illinois passed away, August 26, 2014.

During WWII, Wally was on loan from United Airlines, flying in the co-pilot seat next to Weldon E. "Dusty" Rhoades flying General MacArthur to the different theaters of war. During the Vietnam war he was again on loan from United Airlines flying MAC. Wally retired in 1978 after 37 years flying for United.

Wally is survived by a son, a daughter, four grandchildren & five great grandchildren. He was preceded in death by his wife of 60 years, Virginia Rohr Gehlaar in 2007, who was a Stewardess for United Airlines before they married in 1947.

He was a Master Bridge player, well known in the highest levels of Bridge in the United States.

FREDERIC E. RACHFORD

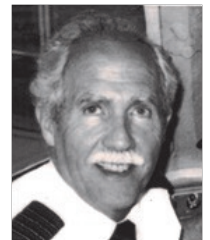
Fred Rachford, 81, of Woodstock, Illinois, passed away in May of 2013. He was born in Chicago in 1931.

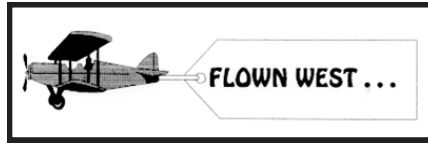
Fred started with United Airlines delivering office mail while he was yet a student at St. Rita High School and United was at Midway. He served in the Korean War as an air traffic controller, and upon returning to Chicago, he continued on with UAL and moved on to the cockpit. In the early 1960's, he and Kay moved their growing family to Woodstock, into the house that was later used in the film "Groundhog Day."

Fred retired in 1991 as Captain on the DC10. He was based in Chicago (MDW/ORD) his entire career. On his last flight, he was accompanied in the cockpit with his eldest son, a pilot, too. Fred continued to play baseball and softball and ice hockey into his mid seventies, and ever enjoyed spending time with his ever expanding family.

He is survived by his wife Kady (Kay) of 61 years, 8 children, 16 grandchildren, 3 great-grandchildren, 2 brothers and a sister.

Fred will continue to be missed by many, yet he is now home in peace.





Frederic E. Rachford	May 16, 2013
Paul A. Azzi	?
*Jack E. Rayner	Aug. 02, 2014
M. Ray Randall, Jr.	Apr. 05, 2014
Robert W. Bell	Aug. 18, 2014
Walter H. Gehlaar	Aug. 26, 2014
Joseph E. Purves	Aug. 28, 2014
*Erin G. Kullander	?

**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

October, 2014 Edition

From:

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



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

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson Toros (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 Ruparians (2nd Wed. 12:30 PM)—*Black Bear Diner*, Pleasanton, CA, Call 925-846-8436
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