
rupanews



Journal of the Retired United Pilots Association

Merry Christmas
and a
Happy New Year



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

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The Columbia River Geezers Ron Blash
..... Tony Passannante
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President's Letter

New Members Through October, 2014, 165 new members have joined our ranks. This month we have another 15 to add, bringing our total to 180. Please welcome Captain James Daily, Snohomish, WA, Captain Richard Dornlas, Las Vegas, NV, Captain Perry Cockreham, Rancho Palos Verdes, CA, Captain Jay Santiago, Wheeling, IL, Captain Raymond Lauer, Amissville, VA, Captain Herbert Hunter, Ormond Beach, FL, Captain Robert Butler, Tomball, TX, 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 Michael Sherman, Indianapolis, IN, Captain Clarence Copping, St Charles, IL, and Captain Robert Lambert, Lake Geneva, WI.

Benefits Open Enrollment The CONU Open Enrollment for Retirees kicked off November 3rd and, as I write this on November 14th, the two week enrollment period is coming to a close. I received just a handful of inquiries from members regarding the enrollment, so I hope things went smoothly for you. It is my understanding that if you wanted your benefits to remain as they were for 2014, in 2015, there was no need to go online. For those of you who did make a change, you should expect a letter from CONU in the mail in December confirming your new elections.

RUPA Directory January is the month we update the RUPA Directory and mail it to you in lieu of the *RUPANEWS*. Our faithful Secretary/Treasurer, Leon Scarbrough, "Keeper of The RUPA Database", needs any changes you wish to make to your listing by December 15th. You can drop him an email at rupasectr@aol.com with your information and we will do our best to publish it. After the 15th, the information will be sent to our printer and the presses will begin to roll. Again, as a reminder, we all are very careful to protect our privacy. Please treat the Directory as "SECRET NOFORN", for you ex-military types, and do not share the information with others for commercial purposes. We all dislike those calls around dinner time from people who are trying to solicit you and your hard earned retirement. We can all help by keeping our information protected by our members.

Looking Ahead for 2015 It is not too soon to consider running for office in 2015. The three elected positions that comprise the RUPA Executive Board are President, Vice President and Secretary/Treasurer. Their term expires on August 31st. The term runs for two years. We will be soliciting members to run for office in April with the Election by the RUPA Board of Directors to be held in August. Please consider giving something back to the organization and run for office. If you have any questions regarding what the Officers do please give me call or email and I would be happy to fill you in.

A Thank You As your President, I would like to thank our Board of Directors for their support and Cort dePeyster for his hard work as your Vice President. I think most of you know how hard Cleve Spring works publishing the *RUPANEWS*. It is the thread that keeps us together and so very well informed. Cleve's work is the envy of many organizations like ours and we each need to know how devoted Cleve is to RUPA. In that same regard, Leon Scarbrough is a workhorse as our Secretary/Treasurer. Leon's work over the years keeps our machine well-oiled and he has a wonderful historical perspective that I can tap when I wonder why we do things a certain way. I would also like to thank our Membership Chairman, Bob Engelman for all his hours of service getting those New Member Packets out to the folks I welcome each month. Lastly, I thank our Eblast Coordinator, Phyllis Cleveland, for her willingness to drop whatever she is doing to get the timely information out to our members. All these folks make my job so much easier and I am deeply appreciative of their effort.

Reflection As our year comes to a close, it is time to reflect back on 2014. We will miss our members who Flew West. These Airmen were United Professionals who made our company what it was before Ferris. After Ferris, we had to pick up the pieces to ensure United survived. We welcome all our new members to our fold. I wish you all a wonderful holiday season with your loved ones and only good things for you all in 2015! We are UNITED!

Jon Rowbottom
RUPA President

Vice-President's Letter

Season's greetings fellow Ruparians. Hope this issue of *RUPANEWS* finds all well. The state of RUPA as we approach 2015 is excellent, thanks to all of you.

It is so gratifying to see new retirees joining monthly and to read missives like Al Snook's comment last month about rejoining RUPA and how this publication had matured into a true magazine, (except no ads) with great articles, during his absence. We are so fortunate to have our long serving editor Cleve Spring at the helm.

The efforts of our Secretary/Treasurer, Leon Scarbrough, our Membership Chairman, Bob Engelman and the leadership of our President, Jon Rowbottom are the engines behind this success. We are set on an excellent course for the future of this fine organization.

A big thank you to all of you, the members for sending in your annual stipend on time and taking the time to write a note regarding your latest activities and adventures, for old friends to keep abreast of your life events. Best to all you for a prosperous 2015.

Cort de Peyster

RUPA Vice President

DCA Marco Polo RUPA Luncheon

Here are the assembled DCA RUPA Guys and Gals at the Marco Polo Restaurant in Vienna, VA, on October 16, 2014.

The meeting was highlighted by the very informative talk by our guest, Clay Caldwell of Retirement Advisors of America, on a wide-ranging discussion of Estate Planning and Survivor Issues.



The following list of attendees will include everyone, whether visible or not. (In alphabetical order) Eleanor and Jim Anderson, Al Badrow, Jon Beckett, Ray Best, Clay Caldwell (Guest Speaker), George Candelori, Hall Cockerill, Kate Connelly (guest of Barb Ryan), Linda and Gary Cook, Gene Couvillion, Peg Duffy, Cathy and Jim Foster, Mike Frank, Paul Gilson, Jerry Goebel, Betty and Bob Goodman, Bob Huguley, Fred Keister, Roger Lemieux, Claudette and Clyde Luther, Jo Beth Lynch, Lew Myer (with new knees!), Dolores and Ed Miller, Edna and Bill Nolan, Barbara and Ward O'Brien, Faith Osborn, Marilyn and Ralph Pasley, Laura and Herb Pettitt, Catherine and Don Reinhard, Theresa and Bud Ruddy, Barb Ryan, Bill Salisbury, Jack Sodergren, Fred Streb, Skip Strickler, Stokes Tomlin, Bernie and Wade Weeks, Denise Wiitala (guest of Skip Strickler), Betty and EK Williams. Thanks, *Stokes Tomlin*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

November is a GR8 month here in So. FL....our Northern RUPA buddies start to return to the Stuart area; our Hurricane Season will OFFICIALLY be over in about 16 days from the date that I'm typing this; Thanksgiving will be here in less than 2 weeks; Football (Pro & College) Season is generating a lot of excitement and anticipation and then there is CHRISTmas and New Years to look forward to as well. AND (especially this year) - all of the Political phone calls, ads and mail propaganda has stopped. 🙄 Yes, for the most part, LIFE is GOOD!

Once again, our Luncheon 'experience' at Shrimper's was PHANTASTICK in every way. The WX, service, conversation and food were ALL Outstanding. The conversations included but were not limited to: UAL as well as individual flying experiences, Health and Life Insurance, Co-Pilot flying stories (NO 'good' ones in this category 🙄), car race driving courses and experiences and our Good Ole Days at United in general B4 it got all screwed up by the 'clowns' with Masters and PhD. Degrees from Harvard, Yale and THE Wharton School of Business!!! Oh well, History is just THAT, HISTORY!! 🙄 As the current saying goes, "it IS what it IS"!!! 🙄

The following 12 guys were in attendance: Ted Osinski, 4 Long Rangers from the FLL RUPA Group (Jerry Bradley, Ham Oldham, Art Jackson and Ed Wheeler), George Kane, Dave Hoyt, John Pinter, Jim Dowd, Jack Boisseau, Dick Starita, Bob Langevin and we were served by Taylor who did one helluva fine job in every way.

In the Holiday Spirit, our December Luncheon (on Tues., Dec. 9th) will be Co-Ed (wives and lady friends are invited) and will be held at Spoto's Oyster Bar on the Shores of the St. Lucie River here in Stuart. Our starting time will be 11:30 as usual. So, if you happen to be traveling and are in the Stuart area on the day(s) of our Luncheons, please join us, we'd love to have you. If you need any information or have any questions, my Email address is: BobL34997@aol.com.

That's all for now, but I do want to wish everyone a Happy and SAFE Thanksgiving Holiday along with a Merry, Joyous & Blessed CHRISTMAN. Your TC RUPA Scribe, *Bob Langevin*

The Ham Wilson S.E. Florida Gold Coast RUPA Luncheon

We had 18 cheerful RUPA Members for our November Luncheon at Galuppis Patio Bar and Restaurant in Pompano Beach.

Another perfect day in Paradise had the following members attending; Bob Langevin (Rep from Treasure Coast in Stewart), Joe Jenkins, Lyn Wordell, Bill Garrett, Jim Good and Dennis Didonna (from Naples area), Mike Warde, Ham Oldham, Ed DeChant, Murray Warren, Ed Wheeler, Rick Valdes, Wes Fetzer, Art Jackson, Dan Petrovich, Neil Hennigan, Jerry Bradley, and myself Ned Rankin.

We missed our long time member, Hamilton (Hambone) Wilson, who passed away this past year. We voted unanimously to rename our Lunches *The Ham Wilson S.E. Florida Gold Coast Luncheon*.

Next meeting is Thursday, December 11. We hope everyone had a pleasant Thanksgiving and wish all a Very Merry Christmas and a Happy New Year. *Ned*

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

The Columbia River Geezer's RUPA Luncheon

The Columbia River Geezers met this past Wednesday November 12 at the Claim jumpers Restaurant at Clackamas Town Center. The outside environment was windy and cold, yet, a sunny day. Outside temperature was in the mid 30s and we were all thinking about the Pacific Northwest's Winter Storm Warning that was forecast to go into effect later in the evening. Well, it did, bringing winds, moisture and plunging temperatures, causing freezing rain, ice and some snow which permeated many parts of the Willamette Valley. The winds were also whipping eastward down the Columbia River Gorge and tumbling across PDX international airport. I can only imagine what the reported braking actions at PDX airport were going to be. Ahaaa! the days of flying the Basic 737-200 "Guppy" into and out of PDX/SEA during the winter months here in the Great Northwest. Yes, those were the days, rocking and rolling slipping and sliding.



Above left to right are: Sam "Gordy" Richardson, Mac Mc Croskey, Fred Krieg, Rich Warden, Ron Blash, Doug Howden. Also, earlier, joining us at the table were Ray Reed and his Son Paul Reed. However, they had to leave early and I did not have a chance to include them in the picture as I was away from the table. Next time Ray.

Our next RUPA get together is scheduled for the second Wednesday in December, which falls on the 10th. See you then at 1100. *Ron Blash*

Denver Good Ol' Boys & Girls RUPA Luncheon

Our October monthly meeting was held at American Legion Post One on the third Tuesday October 21. Social hour began at 11:00 with lunch served at 12:00.

After lunch Stanley Boehm set the mood with some humor. Newly retired members Rob Schmidt and Chris Bruce attended for the first time. Retired Captain Duane Searle gave a short talk about his flying career. He began with the U.S. Air force in 1945. He was hired by United in 1951 serving as copilot on the DC-3. He concluded his career with two years as Captain on the B747. Several members spoke up about good times flying first and second officer for Duane.

Attending were: Ray Bowman, Stanley Boehm, Bill Hanson, Tom Johnston, Dick Brinkworth, Casey Walker, Daryl Ankeny, Al Dorsey, Dwayne Searle, Ted and Rose Wilkinson, Rob Schmidt, Bob Dietrich, Bill and Eve Hoygaard, Bob Crowell, Rick beebe, George Maize, Dick Kobyashi, Denis Getman, Chris Bruce, Bob Blessin, Jack Davis and Bill Fife accompanied by daughter, Claire and Mark Brown. Your Co Scribe, *Tom Johnston*

Attention All Members!!!!

As President Jon said in his Presidents Letter, if you want to change any personal information that will be published in the 2015 Directory, you have to send it to or Sec/Treasurer, Leon Scarbrough, by December 15.

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

Greater Chicago Area RUPA Group Luncheon

The Greater Chicago RUPA Group held its regular luncheon at Nick's Pizza & Pub in Crystal Lake on November 11th. Forty-one RUPA members and guests gathered on a day when a somewhat precipitous overnight drop in temperature got us hardy Illinesians thinking we might change into long-sleeved shirts. But ah, it's not even cold yet, only in the 20's---however, we did opt to sit indoors rather than on the patio anyway. Conversation's easier.

Because it was Veterans Day, several of our folks wore their old flight jackets and caps in remembrance. The timing of our meeting closely reflected the phrase, "The eleventh hour of the eleventh day of the eleventh month" which in 1918 marked the cessation of hostilities on World War One's western front. Initially known as Armistice Day, it was changed to All Veterans Day and later, Veterans Day, in the US (Remembrance Day in Canada and the UK) to honor all veterans. Jim and Corinne Boyer added some insight into the day from a school presentation they attended, one of many Veterans Day observances in the area.



Those in attendance for good food, good stories, and better company were: Dale Bird, Jim and Corinne Boyer, Bruce Carey, Bill Cherwin, Tom and Barb Conley, Clarence Copping, Jim Downing, Bill Duzet, Walt and Jan Fink, Jim Gesler, Mac Gregory, Vince Hammond, Bob Helfferich, Mike Hepperlen, Jim and Marianne Kehoe, Dick Kuhn, Chip Little, Bob McCormick, Don Mosack, Jack Mumaw, Glen Peterson and his son Mark Peterson, Tom Roskens, Dave & Dick Schultz, Bill Silvester, Ole Sindberg, Jim Stuntz, Bill Thompson, Sid Tiemann, Orrin Towner, Jim & Mary Jeanne Trosky, Don Upton, Tom Wedel, Paul Wember, and Don Whitmore.

The next scheduled Greater Chicago Group luncheon and meeting will be at Nick's on Tuesday, March 10th, 2015. Scribus Embarrassus, *Walt Fink*

San Francisco East Bay RUPARIANS Luncheon

We have a very active group of retirees. This was reflected in the turnout out for the November lunch. Many things going on in the schedules of our group.

In attendance were; Neil Dahlstrom, Rich Bouska, Ron Harris, Don & Mary Merucci.

One thing we did achieve at the meeting is that we are trying a new location for our next lunch. Our December lunch will be held at The Brass Door, at 2154 San Ramon Valley Blvd. in San Ramon. Phone # 925-837-2501.

This is in response to requests for a more central location. This will be closer for Contra Costa County residents. Neil Dahlstrom agreed to check out arrangements for our group. One thing the "Door" requests is that we give them a head count a few days before our lunch date so they can prepare a spot for us.

Our next lunch will be December 10th at 12:30 PM, so please let me or Neil know by Dec. 7th. We will still be able to order from the menu and receive individual checks. A service charge will be added to the bills. The amount will depend on if we eat in the dining room or in the larger meeting room. *Don*



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The Washington Area Eddie O'Donnell RUPA Luncheon

Our October 16, 2014, luncheon was held at the Marco Polo Restaurant located in Vienna Virginia. We had a nice get together with members and guests before the start of the "official" luncheon.

The served lunch consisted of a mixed salad followed by a chicken plate for the women and a fish plate for men. Dessert was chocolate cake.

After dining, we were pleased to have as guest speaker Mr. Clay Caldwell. Mr Caldwell is a Certified Financial Planner and was an adjunct faculty member of the College of Financial Planning. His expertise includes individual retirement accounts, taxation, wills, trusts, family estate reviews and life insurance. Clay was hired as an Eastern Airlines pilot in 1979, after serving six years in the United States Air Force. He gave a very informative presentation.

The attendees were: Eleanor Anderson, Jim Anderson, Al Badrow, Jon Beckett, Ray Best, Clay Caldwell (Guest Speaker), George Candelori, Linda Cerisano, Hal Cockerill, Kate Connelly, Gary Cook, Linda Cook, Gene Couvillion, Peg Duffy, Cathy Foster, Jim Foster, Mike Frank, Paul Gilson, Jerry Goebel, Betty Goodman, Bob Goodman, Bob Huguley, Fred Keister, Roger Lemieux, Clyde Luther, Claudette Luther, Jo Beth Lynch, Lew Meyer, Dolores Miller, Ed Miller, Bill Nolan, Edna Nolan, Barbara O'Brien, Ward O'Brien, Faith Osborn, Marilyn Pasley, Ralph Pasley, Herb Pettitt, Laura Pettit, Catherine Reinhard, Don Reinhard, Bud Ruddy, Theresa Ruddy, Barb Ryan, Bill Salisbury, Jack Sodergren, Fred Streb, Skip Strickler, Stokes Tomlin, Wade Weeks, Denise Wiitala, Betty Williams, E.K. Williams. Ralph Pasley was our Senior Officer Present having retired in 1978

A special thanks to: Teresa Ruddy for providing the nice table flower arrangements. Gary Cook and Hal Cockerill for handling the check-in. Jerry Goebel for handling the door prizes and 50/50 drawings. E.K. Williams for his excellent performance as our local host.

Our next scheduled luncheon will also be at Marco Polo Restaurant on Thursday, January 15, 2015. It will be for members only. *Jon Beckett*

Seattle Gooney Birds (October) RUPA Luncheon

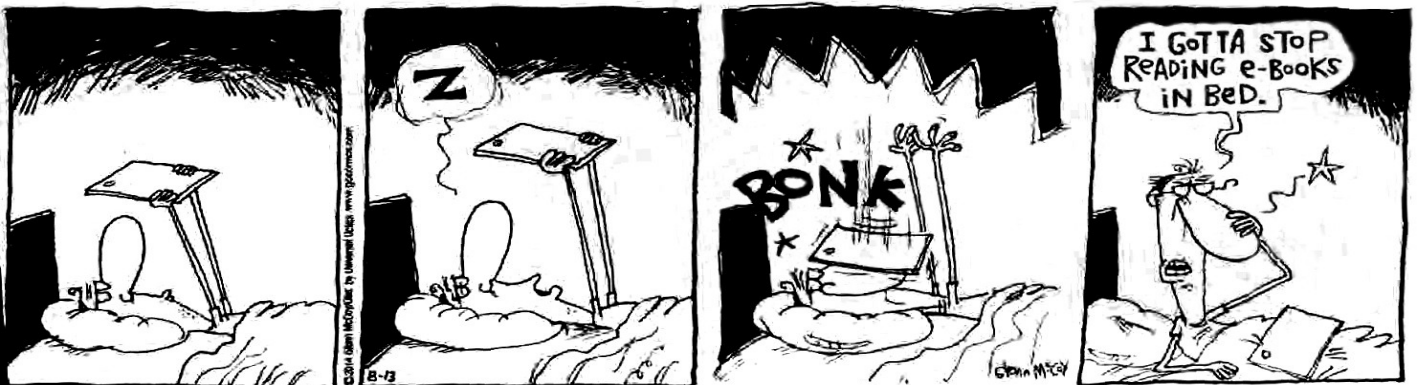
We filled every chair around the tables as they had been arranged by the restaurant staff. It's different every month but this was perfect for the group and the many conversations and good natured kidding of the day.

After lunch and the parking tickets had been validated, the host announced the sad news of the passing of Dan Jessup, former Flight Manager, ALPA Chairman, and all around good guy. We'll miss you, Dan, and may you Rest in Peace.

We then discussed the probable closing of the Seattle pilot base, which as of this writing has been officially announced. A few jokes and we adjourned until next month.

In attendance: Bill Stoneman, Bud Granley, Gerry Pryde, Howard Holder, Bill Lamberton, Chuck Westfphal, Al Haynes, Jack Brown, Dave Carver, Dick Anderson, Bill Shumway, Mark Gilkey, Jim Barber, and Bill Brett.

THE DUPLEX | Glenn McCoy



The Big Island Stargazers RUPA Luncheon

It was another day in paradise for members and guests who gathered in Kailua-Kona. However, preparations were underway for hurricane Ana that was scheduled to pass by the Big Island two days later. Fortunately, Ana's track was to the south of the island and we were spared the strong winds and heavy rains—and all the mai tai umbrellas were accounted for.

Unable to attend were Dick & Grace Slinn who were back on the east coast, Al & Linde Rimkus and Beth Raphael who reported that she was having a good time on a cruise.

Pre-luncheon entertainment was provided by Bobby Michael who serenaded members with his ukulele and great singing voice. There was a lot of discussion about previous lives in the military, and the stories only got better! Bill Cochran briefed our group about the recent PBGS Final Appeal for United Pilots for Justice (UPFJ). Because of UPFJ's persistence and financial commitment, hundreds of United pilots will see an increase in benefits. For more information, log onto the RUPA website, click on *Info Links, Specialty, United Pilots for Justice*. Linda Morley-Wells brought her brother, Rich, to the meeting. He recently became a part-time resident on the Big Island and was welcomed with true aloha spirit—even though he flew for American Airlines. It is that time of year when the snowbirds and vacationers arrive on the island. If you are planning a trip to Kailua-Kona, please join us at The Fish Hopper on the third Thursday of the month.



Bobby Serenades Lauren & Joan



Photo L to R: Bill & Lauren Cochran, Joan & Gerry Baldwin, Don Diedrick, Sam Wilson, Rich Morley, Linda Morley-Wells, Bobby Michael, Linda Chen, Walt Wells. Arriving too late for the photo op was David Carlson. Aloha, *Linda Morley-Wells*, Scribe

San Francisco North Bay RUPA Luncheon

Not a very large group for the November luncheon. I guess everyone was taking advantage of a warm and sunny autumn day here in wine country. Only sixteen of us hard core regulars showed up.

The business meeting had one item of importance on the agenda which we vote on every November. Should we have our toy drive again this December where we collect new toys for the Toys For Tots? Each year the vote is a unanimous yes.

Attending: Dan Porter, Bill McGuire, Dick Lammerding, Deke & Merle Holman, Wayne Heyeriy, Bruce Milan, Ken Corbin, Jules Lepkowsky, Tom Grey & guest Colleen Murphy, Galen Wagner, J.R. Hastings, Bob Donegan, and a guest from Arizona, Tom Dunipace.

Submitted by, *Bill Greene* **ALERT! CHRISTMAS**

San Diego North County (October) RUPA Luncheon

Greetings, Cleve. We had a nice group on our Tuesday October 14 luncheon. Present were: Bill and Evelyn Pauling, Robert and Ruth Bowman, Brad and Rhonda Green, Snuffy Smith, Paul Whitby, and me. Mark Mayer is on a trip somewhere.

As usual, there was no shortage of friendly chatter and chuckles. The topics varied, but mostly on pleasant things, not the ISIS or Ebola.

Until our next meeting, we wish you, Cleve, and the rest of the hard workers who keep the *RUPANEWS* going best wishes. You are all very much appreciated. Fraternally yours, *Bob Harrell*

San Diego North County (November) RUPA Luncheon

Hello Cleve- We made the deadline for print okay this time. It was appropriate that we met on Veteran's Day.

Present were Bill and Evelyn Pauling, Brad and Rhonda Green, Mark Mayer, and me. Bill was in the Air Force and flew in the Berlin Airlift. I'm not sure about the rest of the men. I was a submariner during WW2, and our missing man Paul Whitby was an Air Firce guy, but he didn't show this time. His excuse was valid, as Evelyn Pauling had been in touch with Paul and found out he got married. He had been a widower for too long, I guess, and he found a wonderful lady. One of our former regulars Pete Moyer flew F-86s in the Canadian Air Force, however, Pete got remarried and now lives in Arizona with his lady Ellen. Mark iterated his recent travel. He and wife Susan flew to Honolulu, and is staying a bit longer I believe, with her parents and others in her family. Mark also did some stateside travel. When he is home, he regularly rides his motorcycle. I recall that when I was still on the airline and was telling my F/O and F/E that I had recently become a motorcyclist they both offered to buy all the fuel. Those guys just wanted to move up one in the seniority list. I had suddenly become popular! Those rasquals!

All in all, we six had a great time with good food, good service and good conversations. It was mostly about food. How 'bout that?

Best to you, and the hardy workers, Cleve. *Bob Harrell* (still a widower, but I ain't worth much)

Reno's Biggest Little RUPA Group Luncheon

Reno's Biggest Little Group met for lunch on our usual fourth WEDNESDAY of October. Had a good turnout this month with 12 Retirees in attendance, including a visitor from out of town. Captain Dick Bellack from Florida was in town on business and enjoyed seeing his old friends as Dick was a Reno resident some years back.

Those in attendance included: Harry Adair, Jim Whiteley, Rick Schwarze, Dean Shuff, Gary Dyer, Dick Bellack, Ken Miller, Bob Mierau, Gene Lamski, Chuck Kettering, Sam Jacobsen and your Reluctant Scribe *Lyle U'Ren*.

PICKLES | Brian Crane



The Monterey Peninsula RUPA Lunch Bunch

We all gathered at the appointed hour for lunch at Edgar's at the Quail Lodge Country Club hosted by Pete and Donna Walmsley. We got spoiled over the summer months dining outdoors overlooking the Driving Range in the glorious Carmel Valley sun. But alas, the winter weather has finally arrived and we moved to the inside dining room...which is also very nice.



We had 23 present including; Pete and Donna Walmsley, Phyllis Cleveland, Carlos and Judy Quintana, Mike and Mary Lynne Donnelly, Barrie and Sharon Nelson, Jack Cowles, Bob and Cindy Benzies, Brett Morris, Diane Ellis, Will and Fran Blomgren, Lee and Nancy Casey, Phil and Pat McClain and Jon Rowbottom.

At Pete's suggestion, we all discussed our individual Medicare Supplement choices in the hope of comparing notes. Those that utilized Aetna through CONU were happy with their coverage and service.

As a reminder, our upcoming Christmas Luncheon will be on December 11th at the Monterey Peninsula Country Club Beach House at 11:30. We are limited to 50 guests so please RSVP to Judy Quintana early to save your spot. *Jon Rowbottom* scribe

Phoenix Roadrunner (October) RUPA Luncheon

We met for our first luncheon of the fall on Tuesday October 14th at our usual place the Bobby Q Restaurant. This restaurant takes good care of us all the time.

Those in attendance were: Frenchy & Joan Bourgeois and his son Larry Bourgeois, who came in from Cincinnati, Werner and Cindy Schmid, Dennis and Darlene Leahy, Ken & P J Killmon, Mike Carlin, John Gordon, Dave Specht and Charlie Schwob.

Great to see the members back from their summer journeys to mostly cooler climates. We had some time spent on what was available for the new selections for our upcoming decisions on our health care plans. Everyone seemed to enjoy the time spent together. Our next luncheon is planned for November 11th.

Ken Killmon

Dana Point RUPA Luncheon

Veterans day-- Remembrance day in Canada. Weather cooled down- but still warm ...some thought of going inside --- then the sun came out and we were settled on the Deck!

Some fourteen regulars and five guests arrived. Guest included two of Joe Udovch's daughters- Carynne Udovch and Christi Udovch-Gottdank with her children Bense age 10 and Belca age 6. (hope I got that right). Regular pilots included: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Bruce Dunkle, Butch Trembly and wife Linda, Denny Giese, Jerry Meyer, Jim Grosswiler, Joe Udovch, Park Ames, Rusty Aimer, and Ted Simmons.

It was show and tell as Jim Grosswiler presented a instrument from an old 727 cockpit. Simple as it seems- a wind up clock. Many hours on the aircraft and I couldn't remember every winding the 7 dayclock as part of my set up. Jump forward and we where on apps for I- phones like an altimeter...handy if you are driving over high mountain passes and app Swing by Swing for golf courses. The upcoming movie Unbroken was discussed. Notable was the B-24 the Louis Zamperini was flying when he went down at sea. Both Bill Stewart and Jim Grosswiler were able to hear Louis talk when he was in our area a while back...Louis called that particular B-24 the dog of the fleet. Should be a good Movie when it comes out next month. Laura Hillenbrand brings a sensational tale redemption by Louie.

Sorry to see the SpaceShipTwo disaster!! The cover of last Month's *RUPANEWS* had a beautiful picture of the same. Speculation that getting a picture like that again might be long to get another clearance to SFO. The next SpaceShipTwo is 60% built and should be ready to test in six months...according to their site. I wonder about the passengers.

One of our members told a very funny story about a charter company called "The world's greatest bullshipper" Maverick Airline, part of PAM at that time. He was to command a flight from Amsterdam to Moscow's old Sheremetyevo Airport using a 707-320C. This was in 1978 and prior his to coming to United. On board were 200 head of prize heifers each weighing about 2,000 pounds from Canada to the Soviet Ministry of Agriculture. The cargo aircraft was modified to circulate a high flow of air at very low temperatures in order to keep the cattle from suffocating in their own body heat and CO2. Part of the 'crew' were two large French-Canadian cowboys...cowboy boots, hats and cattle prods. Thousands of pounds of sweat, urine and cow manure had to be contained on heavy tarps and in sawdust on the floor. Trip went fine. Part of the contract was to have the aircraft cleaned and washed down by the Russians before departure from Moscow. They would not do it and told the Captain to get his aircraft with an American flag, off the airport!! "In no uncertain words."

The Canadians had an idea and asked for brooms and shovels after confirming that a door could be opened in flight. The 707 had an aft passenger door that could be opened. Flight departed late that evening with all the manure stacked at the back. Traffic was light with snow falling. They used a very shallow climb and flaps 14 and 120 knots climb. The aft passenger was cracked open and S/O and Canadian cowboys shoveled several tons of cow manure 'out the door. The beautiful Advanced 707-328C, now a bit lighter to cruise and to their destination AMS.

Before the Crew finished their celebration their "uneventful flight" in Amsterdam, the word had got back to Pan Am dispatch in Kennedy and around the aviation circles in New York that a Maverick 707 just bombed Moscow with 6 tons of unadulterated cow Shit. Cheers, *Ted*

Human Mysteries

The human lungs contain approximately 2,400 kilometers (1,500 mi) of airways and 300 to 500 million hollow cavities, having a total surface area of about 70 square meters, roughly the same area as one side of a tennis court. Furthermore, if all of the capillaries that surround the lung cavities were unwound and laid end to end, they would extend for about 992 kilometers. Also, your left lung is smaller than your right lung to make room for your heart.

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Greetings once again from Southern Oregon. I'm way late this month in getting a note to Cleve so may miss an issue though we did meet and have lunch on October 16th.

Fall is upon us here in the Rogue Valley and with it the colors of the season. Not the expanse of the reds of New England, but more yellows with some red plus our green from the firs and pines.....beautiful. Here the stream running through the town (Bear Creek, a tributary of the Rogue River) has the Fall salmon run going on so fun to catch a look there.



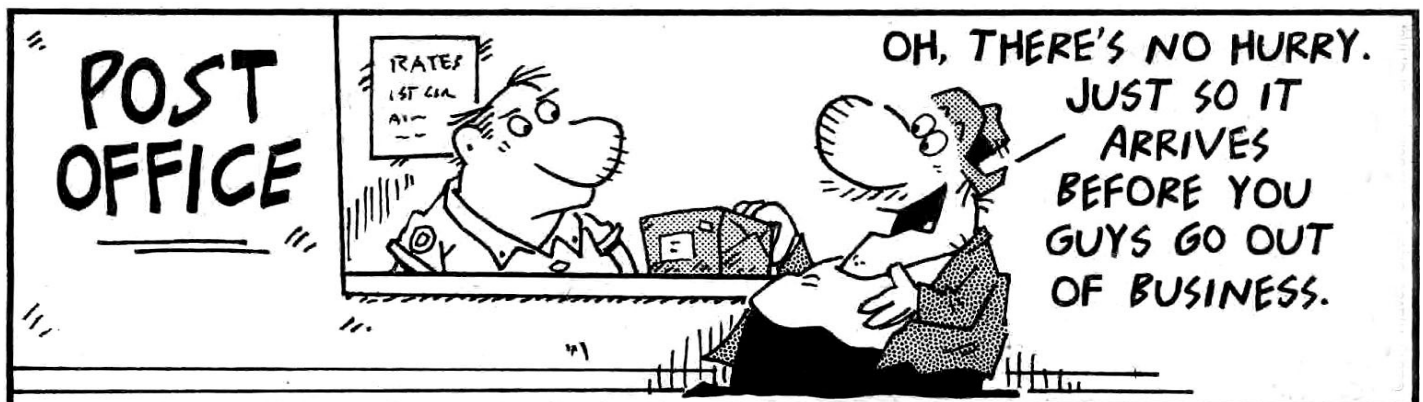
Again a delightful time with our group at our favorite, The Pony Espresso in Jacksonville. A smaller group this month, but many of the usual suspects. Starting on the left is, George Elliott with his daughter Catherine Dimino, and behind then, Steve Fusco, Dan Kurtz, Marty Niccolls and Harvey Saylor. Standing behind, Scot Lee, Bob Niccolls and Jim Jaeger. Cheers, **Bob**

Southwest Florida RUPA Luncheon

Warm sunshine greeted fifteen (15) members and guests of the Southwest Florida RUPA Group for the first meeting of the 2014-2015 season. It was good to see Chuck Monahan attend after an extended absence. At one time Chuck was our area representative. There were the usual lively conversations throughout the lunch. Attending (* denotes guest): Harvey Hallberg, Neil Brethauer, Buzz Osterbusch, King Purton, Chuck Monahan, Rip Curtiss, Norb Cudnowski, Dick Travis*, Faith Osborn*, Gene Chapman*, Don Sullivan*, Jim Sutton*, Mimie Thompson*.

Our co-host, Dot Prose is enjoying a visit to Australia. Our next meeting will be Monday January 12th 2015. Yours truly, *Gary & Janice Crittenden*

Frank and Ernest/Bob Thaves



San Francisco Bay-Siders' RUPA Luncheon

We had a beautiful Fall day for our November SFO Bay-Siders' luncheon, and it seemed especially appropriate that Harry's Hofbrau always has turkey and all the trimmings on the menu.

There was a very good turnout and we were all surprised and happy to welcome back a still recovering George Mendonca. The main topic of conversation among the pilots was George's recent misadventure.

While, for some unknown reason, Buddy Poppies for Veteran's Day were in short supply around here we were moved by pictures of the beautiful tribute at the Tower of London of ceramic red poppies. If you haven't seen it, you can find it on the internet.

In attendance were: Rich & Georgia Bouska, Ned Broyles, Bob & Burkie Callaghan, Gerry Delisle, Rich & Cyndi Erhardt, Gloria Green, Dick & Jeri Johnson, Norm & Karen Justesen, Neil Kelly, Bill Madsen, Ed & Pat Manning, Kay Mazzola, George Mendonca, Bob & Dee Norris, Craig Norris, Richard Pfeifer, Jerry Quitney, Walt & Mary Ramseur, Rose Spring, Isabell Traube, Gene & Carol Walter. Unfortunately, I was unable to attend do to getting a tooth implant, so Rose had to carry the load.

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 Airlines launches four new Pacific nonstop flights



United Airlines has launched four new Pacific routes. From Los Angeles – Melbourne route six times weekly with the new Boeing 787-9 Dreamliner aircraft. United is the North American launch customer for the 787-9, and this will be the carrier's first international deployment of the aircraft type.

New daily flights between San Francisco and Tokyo's close-in Haneda Airport complement United's existing service between the hub and Tokyo's Narita International Airport. Flights from San Francisco to both Tokyo airports maximize choice and convenience for customers traveling from across the Americas to Tokyo, and to points beyond on United's joint-venture partner ANA. The flight schedules enable customers to use convenient public transportation between Haneda Airport and central Tokyo and Yokohama. United also operates daily service to Tokyo/Narita from its hubs in Chicago, Denver, Guam, Houston, Los Angeles, New York and Washington, as well as from Honolulu.

In addition, United launched two new routes from its Guam hub at A.P. Won Pat International Airport: daily service to Seoul's Incheon International Airport, and twice-weekly service to Shanghai's Pudong International Airport, the first nonstop service from Guam to mainland China.

The Dreamliner Effect



With nearly 200 787 Dreamliners now flying to destinations around the world, the positive impact of this game-changing airplane can be confirmed. One airline flying the 787 coined the phrase "The Dreamliner Effect" when describing the significant uplift the airplane is having on their business.

Attention "Snow Birds"

From Capt. Bruce Wilkins/RUPA Member

The November *RUPANEWS* says that snowbirds need to send their second address because the PO will only forward for 60 days. There is a premium forward service at the PO that will forward the mail for as long as you pay for the service. I use it for three months each year. It is not cheap, but they forward everything by priority mail once a week. usually get it the second day after it is mailed. *Bruce Wilkins*

Why I Left United Airlines

By Tim Wu/The New Yorker



I don't know if I ever loved United Airlines, but an irrational loyalty—of the kind usually associated with sports franchises—kept me flying the friendly skies with them for much of my adult life. It started when I lived in Chicago, the main United hub, where I'd slowly grown an affection for the blue and gray colors, the Gershwin music, and the heated mixed nuts. Over the years, I'd flown nearly seven hundred thousand miles. I suppose you could say that I thought I had settled on an airline, maybe for life.

That's about when, in 2011 or so, a weirdly optimistic man began to appear on my in-flight screen alongside the safety warnings. Continental and United were becoming "the world's leading airline," he said; changes were being made, and "I think you'll like them." There was the unmistakable tone of a parent breaking unwelcome news to his children.

Modern American corporations rarely degrade service in bold, attention-getting ways. Rather, it is a kind of suffering by a thousand cuts, each individually unnoticeable but collectively defeating. On the "new" United, seats got smaller as the airline jammed more people into the same tube; upgrades, to escape the sardine effect, seemed to become harder to book. The number of boarding groups began to resemble something like a caste system; "change fees," which have always been outrageous, grew higher (two hundred dollars for domestic, three hundred dollars for international), while baggage fees soared to as high as a hundred dollars. The cross-country flights somehow seemed to all be on old, broken-down planes, while gate agents and flight attendants all just seemed crabbier. Yet, I remained, through the indignities, the outrages, and the general descent into lousiness.

I suppose that everyone has his breaking point. For me, it was while trying to pre-board an overcrowded flight to Miami with a noisy baby in my arms, only to be ordered back in line by a curt agent. At that moment, I realized that United had quietly eliminated the traditional practice of pre-boarding "passengers with small children," choosing to favor a few elite fliers over the convenience of everyone else. United spokesman Charles Hobart would describe the new boarding policy as an improvement: "We figured it would be better to simplify that process and reduce the number of boarding groups."

The United merger is a grand example of a consumer sinkhole—a merger that proves to be not just a onetime event but an ongoing disaster for consumers (and shareholders) who suffer for years after. I wasn't the only one who noticed the airline's descent. Since 2011, United has piled up a mountain of consumer complaints (according to one report, only Spirit has more per passenger) and has repeatedly tallied some of the worst quality rankings in the nation, trailing even discount airlines like Frontier and AirTran. A Web site named Untied.com collected these complaints; United tried to sue it out of existence.

The sinkhole effect—which is not confined to airlines—means that we need to take a much closer look at mega-mergers in the essential industries whose services are hard to avoid and which have a disproportionate effect on quality of life. Looking at examples from other industries, like hospitals, can be even more alarming. During the early aughts, the Federal Trade Commission analyzed several completed hospital mergers. Those studies revealed two unmistakable results: 1) an increase in prices explainable only by a reduction in competition, and 2) the same or worse outcomes, as measured by indicators that included patient mortality. Other studies have largely confirmed the results. Higher prices and more dead patients; it doesn't really get worse than that.

The Justice Department and the Federal Trade Commission are supposed to stop mergers that are bad for consumers, but degradation of service, with its direct effects on consumer welfare, does not get enough attention. Back in 2010, United and Continental made the usual bland promises: "great products and service for our customers, career opportunities for our people and consistent returns for our shareholders." That was a quote from the outgoing United C.E.O., Glenn Tilton, who received nearly seventeen million dollars after agreeing to allow his airline to be ruined. (He was also given free flights for life, but, unfortunately for him, that doesn't carry over to Delta.) The two airlines convinced the Justice Department that there was too little overlap between them to cause any competitive harm. (In practice, according to the *Wall Street Journal*, the

combined airline raised prices by as much as fifty-seven per cent on routes made newly uncompetitive.) After forcing the new United to give some of its takeoff and landing rights to Southwest, the Justice Department allowed the merger to go ahead, to consumers' collective chagrin.

The decline in customer service that followed wasn't hard to predict: in hearings, in 2010, witnesses made clear what was coming. William McGee, of the Consumers Union, warned that "a clash of corporate cultures is virtually guaranteed, particularly after layoffs. These sterile corporate terms—downsizing, right-sizing, outsourcing, offshoring, furloughing—really mean two workforces will experience more trauma and jockeying for position on blended seniority lists. Inevitably, this will lead to employee morale issues and slowdowns due to melding of policies, procedures, and technologies." He was exactly right.

You might think that, given competition, there's no reason to worry about the effects of a mess like United-Continental. Consumers can always switch to friendlier skies, right? But competition, while helpful, is an insufficient remedy for bad customer service. For one thing, on some routes, there is almost no alternative to United. More insidious is the fact that United's low standards have spread. The airline's increases in change fees, for example, were quickly copied by many of its competitors (Southwest being one exception.) As airlines merge, competitors collude by taking turns raising fees or providing a lower level of service, making the bad treatment of consumers contagious. Yesterday's outrage soon becomes today's industry standard. Decent behavior is treated as a perk.

The United story should affect how we consider present and future mergers, like the proposed takeover of Time Warner by Comcast. Two companies, neither renowned for customer service, want to merge, with nary an indication of how this might be good for the public. Rather, there is good reason to think that the outcome will be another United Airlines, and that the nation's largest cable company will offer higher prices and poorer service while trying to prevent new forms of television, like Internet TV, from getting better or cheaper.

The quality of our day-to-day life has come, in large part, to depend on a few companies that are responsible for the service-intensive industries upon which we all rely. I've come to think that the ritualized abuse that we, as consumers, have become accustomed to in so many areas of life is a sad indictment of our civilization. So, to paraphrase Ronald Reagan, I didn't actually leave United Airlines: the airline left me.

Canadian Company Develops 60-Second Ebola Testing Kit



bioLytical Laboratories, a world leader in rapid infectious disease diagnostic tests, has successfully developed a pre-clinical prototype diagnostic test for the rapid detection of antibodies to the Ebola Zaire strain responsible for the current outbreak in West Africa.

The prototype is based upon the Company's proven, accurate, and highly accepted INSTI rapid test platform, which is capable of providing results in as little as 60 seconds. "We are very excited about what our research and development team has been able to accomplish in such a short period of time," says bioLytical's Chief Executive Officer Dr. Christopher Shackleton.

"There is clearly a pressing need for a diagnostic test that can rapidly and accurately detect the presence of this potentially deadly infection as early as possible and in diverse testing environments. We also believe that the speed of our INSTI platform will offer considerable advantages as compared to slower point-of-care assays when it comes to the screening of large numbers of subjects in the field as well as in those settings where time is a significant constraint such as travel points of entry."

bioLytical Chairman Robert Mackie adds, "This test is a significant step forward in the battle to contain the current Ebola epidemic, and bioLytical is continuing to work with international authorities to ensure that we're contributing to the containment efforts."

bioLytical Laboratories is a privately owned Canadian biotechnology company engaged in the development and manufacture point-of-care rapid diagnostic tests. Its flagship product is the 60-second INSTI™ HIV1/HIV2 antibody test - the world's fastest.

Pass Travel UPDATE - October 29, 2014

1) **In case you missed it:** RAFA has a brand new website that's better than ever: <http://www.rafa-cwa.org> Click the tabs on the left side for upcoming events, individual councils (with pictures) and how to join or contact us.

The Travel Benefits tab has tons of good info, links, phone numbers and an archive of previous Updates to answer your pass travel questions. RAFA's Other Airline travel page has been updated to reflect the new ID90T website.

The new phone number for the Employee Travel Center (and other UAL departments) is 877-825-3729. From international locations use: 847-825-3729. For website issues or password resets on Flying Together or employeeRES retirees should call the IT service desk outside of normal business hours: 800-255-5801

2) News from the ETC in San Diego and online...

The information from San Diego and much more is nicely summarized in the ETC's "Fall Pass Travel Newsletter" available on the Flying Together > Travel home page.

You may download a pdf from that page or click here.

Find out about:

- a) Carrying the correct travel documents to avoid deportation.
- b) How to re-deposit your pending vacation passes.
- c) Imputed income & how to track it. However the "Pass Travel Report" does not work on a Mac, find a friend with a PC to generate yours.
- d) Taxes leaving Belize, Colombia, Honduras, Mexico & Panama must be paid to a United rep at the airport.
- e) Buddy pass riders now must pay baggage fees. This does not affect retirees since we don't have buddy passes; our EF's still check bags for free.
- f) The Enrolled Friends election period for travel in 2015 will be in December. The enrolled friend tool will be found under the Pass Rider link in Employee Services > My Info.

3) Flying Together Access Reminder:

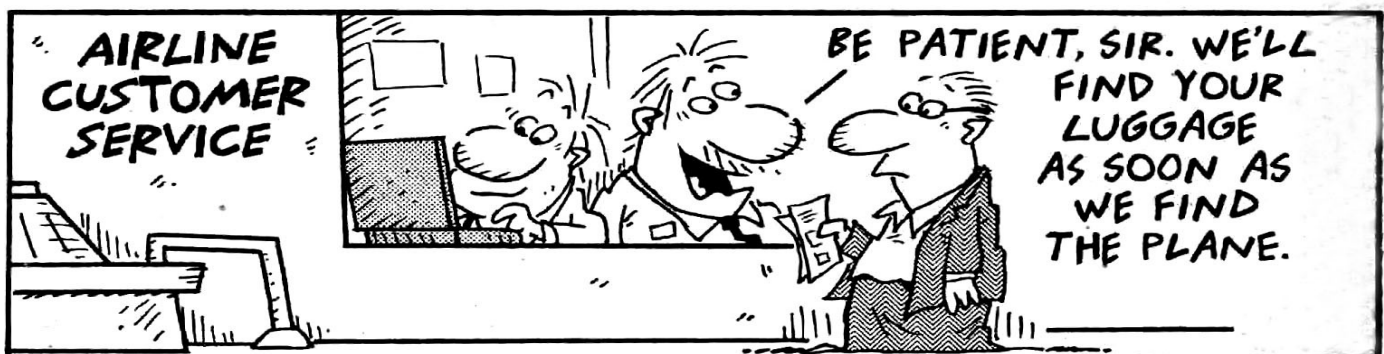
Keep in mind that your login password to United's Flying Together web site must be refreshed every 90 days. If you do not access the web site very often, here are some steps to resetting your password online.

1. Use Internet Explorer as your browser.
2. Go to flyingtogether.ual.com web site.
3. At the login page, select the "password reset" link in the grey area at the bottom of the login page and follow the prompts to reset your password.

If you experience any login issues, please call the United Help Desk at 1-800-255-5801 or 1-847-700-5800.

Kirk Moore Chairperson, RAFA Travel Benefits Committee

FRANK AND ERNEST | Bob Thaves



New IATA Passenger Forecast Reveals Fast-Growing Markets of the Future



Geneva – the International Air Transport Association (IATA) released its first 20-year passenger growth forecast, projecting that passenger numbers are expected to reach 7.3 billion by 2034. That represents a 4.1% average annual growth in demand for air connectivity that will result in more than a doubling of the 3.3 billion passengers expected to travel this year.

Among the highlights of the report is the expectation that China will overtake the United States as the world’s largest passenger market (defined by traffic to, from and within) by 2030. Both markets, however, are expected to remain the largest by a wide margin. In 2034 flights to, from and within China will account for some 1.3 billion passengers, 856 million more than 2014 with an average annual growth rate of 5.5%. Traffic to, from and within the US is expected to grow at an average annual growth rate of 3.2% that will see 1.2 billion passengers by 2034 (559 million more than 2014).

The report, the first from the new IATA Passenger Forecasting service, produced in association with Tourism Economics, analyzes passenger flows across 4,000 country pairs for the next 20 years, forecasting passenger numbers by way of three key demand drivers: living standards, population and demographics, and price and availability.

“It is an exciting prospect to think that in the next 20 years more than twice as many passengers as today will have the chance to fly. Air connectivity on this scale will help transform economic opportunities for millions of people. At present, aviation helps sustain 58 million jobs and \$2.4 trillion in economic activity. In 20 years’ time we can expect aviation to be supporting around 105 million jobs and \$6 trillion in GDP,” said Tony Tyler, IATA’s Director General and CEO.

While improving living standards, population and demographics, and price and availability create the conditions for improved demand, there is potential for policy-induced obstacles to hinder the development of connectivity. “Meeting the potential demand will require government policies that support the economic benefits that growing connectivity makes possible. Airlines can only fly where there is infrastructure to accommodate them.

People can only fly as long as ticket taxes don’t price them out of their seats. And air connectivity can only thrive when nations open their skies and their markets. It’s a virtuous circle. Growing connectivity stimulates economies. And healthy economies demand greater connectivity. The message of this forecast is that there is great potential if all aviation stakeholders—including governments—play their role,” said Tyler.

The aviation industry recognizes that air travel has an environmental impact, and is committed to reducing its carbon footprint. In 2009, the industry agreed three targets which will ensure that aviation plays its part in ensuring a sustainable future.

1.5% annual fuel efficiency improvement to 2020

Capping net emissions through carbon-neutral growth from 2020

A 50% cut in net emissions by 2050, compared to 2005.

The Employee Travel Center (ETC) has a new phone number

There is a new phone number to reach the Employee Travel Center (ETC). (877-825-3729).

The ETC is open Monday through Friday from 8:00 a.m. to 5:00 p.m. Central time, closed on Company Holidays. United coworkers and retirees are encouraged to search for answers to their pass travel policy questions using the Question and Answer link in the United Website, <https://skynet.ual.com>.

If the answer cannot be found email the ETC at ETC@united.com. Questions regarding payroll deductions for pass travel only may be emailed to the ETC Accounting Representatives at EPC@united.com.

The ETC has created a [Fall Pass Travel Newsletter](#). Look for the winter edition next year.

International tourism shows continued strength



International tourist arrivals worldwide grew by 5% during the first eight months of 2014 according to the latest UNWTO World Tourism Barometer. Despite geopolitical challenges and a lingering economic recovery, tourism demand was strong during the northern hemisphere high season of June to August.

International tourists (overnight visitors) travelling the world between January and August 2014 reached 781 million, 36 million more than in the same period of 2013. With a 5% increase, international tourism continued to grow well above the long-term trend projected by UNWTO for the period 2010-2020 (+3.8%). The peak months of June, July and August, which account for about one third of the total of the year, saw an increase of 4% compared to the same months of 2013.

By region, the strongest growth was registered in the Americas (+8%), followed by Asia and the Pacific (+5%) and Europe (+4%). By subregion, North America (+9%) and South Asia (+8%) were the star performers, as well as Southern and Mediterranean Europe, Northern Europe, North-East Asia and South America (all +7%).

"International tourism continues to grow above expectations despite rising global challenges", said UNWTO Secretary-General, Taleb Rifai. "Yet, increasing geopolitical uncertainties and the fact that the global economy shows signs of weaker and uneven growth require our attention", he added.

Commenting on the possible impact of the Ebola outbreak in West Africa on tourism, Mr. Rifai said "Although it is too premature to assess the full impact of the outbreak on the tourism sector, at this point we do not expect a major effect on the sector globally."

Myths about 'best day' to book airline tickets debunked



CALABASAS, CA - After analyzing 415 million airline fares, CheapAir.com found that no single day of the week is statistically better for booking cheap airline tickets. Contrary to popular myths that Tuesdays or Sundays are the best days to buy, CheapAir found that no specific day of the week or time of day will consistently save travelers money.

CheapAir decided to investigate this issue after The Wall Street Journal reported that Sunday is the best day to buy airline tickets according to ticket sales data collected by the Airlines Reporting Corporation. The conclusion was based on tickets purchased, but corporate travelers tend to book last minute, pay higher fares and purchase tickets on work days. This likely skewed the data and made Sundays appear to be the cheapest day to buy flights.

Rather than examining tickets purchased, CheapAir examined all fares that were available on domestic flights since the beginning of 2014 – a total of 415 million airfares. The differences between days of the week were statistically insignificant. The cheapest days to buy, Wednesday and Thursday, were cheaper than the most expensive days, Saturday and Sunday, by a grand total of \$3.

"The day you choose to fly and how far in advance you purchase can make a huge difference in your airline ticket price, but the day of the week you purchase that ticket really doesn't matter," said Jeff Klee, CEO of CheapAir. "If you see a great fare on Monday, don't wait for Tuesday or Sunday. Rates can change rapidly, so take advantage of cheap airline tickets when you spot them."

In April, CheapAir found that the cheapest airline tickets were available an average of 54 days before the flight, and the prime booking window was between 29 and 104 days. However, the destination, travel date and other variables could drastically affect the prime booking window.

"The best thing to do is check for fares early and often," added Klee. "Become familiar with the market on your travel dates so you learn to spot good and bad deals."

Boeing presents original flight test 787 Dreamliner to Museum of Flight



Boeing and its employees joined the Puget Sound community on November 9 in celebrating the donation of one of the original 787-8 Dreamliner flight test airplanes to the Museum of Flight in Seattle.

The Dreamliner Boeing donated to the museum is known as ZA003, the third 787-8 produced. The airplane has a unique past, first as part of the 787 flight test and certification program and later circumnavigating the globe several times in 2011 and 2012 during the Dream Tour, which introduced the 787 to more than 68,000 visitors in 23 countries.

"This revolutionary airplane caps the museum's collection of historic commercial airplanes, beginning with our 1932 Boeing 247, which was the first all-metal, modern airliner," said Doug King, president and CEO, Museum of Flight. "It was followed by our 1969 prototype 747, the first jumbo jet, and now with the first composite airliner, the 787. It's an incredible addition to our comprehensive display."

The celebration at the Museum of Flight included several Boeing employees whose work over the years played a role in the design, build and test of the 787 Dreamliner. Each person disembarked the airplane and presented a special artifact tied to the history of the airplane to museum docents and students from local high schools.

The artifacts given by employees ranged from a commemorative cachet carried aboard the 787's first flight, to early artist renderings of the 7E7. Those artifacts will now be housed at the Museum of Flight.

ZA003 is the first of three flight test 787-8s Boeing plans to share with museums around the world, the aviation community and future generations of employees and airplane enthusiasts.

The independent, non-profit Museum of Flight is one of the largest air and space museums in the world, attracting more than 500,000 visitors annually. The Museum's collection includes more than 160 historically significant air- and spacecraft, the original manufacturing facility of The Boeing Company, and the world's only full-scale NASA Space Shuttle Trainer. The Museum's aviation and space library and archives are the largest on the West Coast. More than 130,000 individuals are served annually by the Museum's on-site and outreach educational programs. The Museum of Flight is accredited by the American Association of Museums, and is an Affiliate of the Smithsonian Institution.

The Museum of Flight is located at 9404 E. Marginal Way S., Seattle, Exit 158 off Interstate 5 on Boeing Field halfway between downtown Seattle and Sea-Tac Airport. The Museum is open daily from 10 a.m. to 5 p.m.

United Airlines Retired Pilots Foundation Inc

The Board of Directors of the United Airlines Retired Pilots Foundation, asked me to write a short note on the activities of the Foundation. At the present time we are giving assistance to 5 pilot widows. In some instances the recipient's only income is Social Security besides the aid that is given by the Foundation, so it is important that we keep the Foundation in "business." As of now, we are still in the positive cash flow "mode" due to investments but we do anticipate having an increase in requests for aid as time goes on, therefore please don't forget to make a donation once in awhile.

The Foundation was formed back in the early "70's" and has been active all these years, giving grants as needed. If you know of anyone who might be in need of help please let us know, so we can send out an application. Just to remind everyone the Foundation is a 501c3 corporation, so donations are tax deductible.

The present members of the board of directors are: Captains B, Sterner, C Eberle, T. Workinger, S. Moddle, C. Sanderson, W. Clark J. Vitelli, S. Scott, D. Wright, R. Helfrich, D. Gregg, E. Thompson and R. Miller.

Captain Tom Workinger is the treasurer, so any donations may be sent to him at, 5614 Praire Ridge Rd. Crystal Lake IL. 60014. *Stephen Moddle*

Swiss Pilots to Fly Solar Plane Around World

By Diane Cardwell/The New York Times



Last year, two Swiss pilots became the first to fly across the United States in a featherweight plane using the power of the sun. Now they are back with a more ambitious plan, to fly an even more advanced solar airplane "Solar Impulse 2" around the world early next year, beginning and ending in oil-rich Abu Dhabi. The journey, like its cross-country predecessor, will not be continuous, more to meet the needs of the pilots than those of the plane, which, with an elaborate combination

of solar cells and lithium batteries, can fly day and night.

In the earlier trip, the men flew roughly 24 hours before stopping. But this time the pilots - who will trade off the roughly dozen legs of the trip - must fly for up to five days and nights at a time because of the ocean crossings. "We trained in the simulator for longer times, for three or four days, but, of course, we never flew - that's going to be the first time," said André Borschberg, one of the pilots. "You need an airplane which is reliable - you cannot do the maintenance in the flight."

The men's mission has drawn support from dozens of entrepreneurs and companies, including Masdar, Abu Dhabi's renewable energy company, and is meant to be a grand demonstration of the possibilities of clean energy. But it has also become an unlikely incubator of more practical technologies, including a thin insulation that can allow refrigerators to have more internal space and a product developed with NASA that makes urine drinkable. The pilots are also developing a way to produce oxygen with solar energy, but that will not be available until later flights, Mr. Borschberg said. But, the men said, one of the biggest commercial applications for the plane itself could be as a kind of satellite replacement, making it into a sustainable high-altitude, unmanned platform with cameras or communications equipment.

Designing the plane - a carbon-fiber frame, with more than 17,000 solar cells and a sheer wrapping - has been a relentless drive to reduce weight, Bertrand Piccard, the other pilot, said. The cockpit fits only one, so both men have developed techniques using yoga, meditation and self-hypnosis to rest or remain alert as necessary - including sleeping for no more than 20 minutes at a time 10 or so times a day. The method worked so well that Mr. Borschberg even tried it on vacation, he said.

Still, the new model plane has more legroom and a reclining seat to make the journey more comfortable. The men anticipate about 25 days of flying over a period of four to five months, stopping in Asia, the United States and Southern Europe or North Africa before returning to the United Arab Emirates.

The tour was the brainchild of Mr. Piccard, a psychiatrist who grew up in an exploration-oriented family and was part of the team that was first to circumnavigate the globe nonstop in a balloon. He became enamored of the idea of flying without fuel when a propane shortage nearly ended the balloon ride in 1999. He met Mr. Borschberg, an engineer and entrepreneur who had been a jet fighter pilot in the Swiss Air Force, after Mr. Piccard presented his idea to the Swiss Institute of Technology, which put Mr. Borschberg in charge of studying the project.

Sultan Ahmed al-Jaber, minister of state of the United Arab Emirates and the chief executive of Masdar, said the collaboration between the solar mission and his country was natural, given its investments in renewable energy and clean technologies.

"It's a country that fits with the message we have," Mr. Piccard said. "It's an oil-producing country that invests a lot for renewable energy knowing that oil will not be forever. We don't fight against oil - we just show that we can diversify and be more energy-efficient"

Mr. Borschberg added that oil should be left to producing new materials, saying, "It's a fabulous molecule."

**IF YOU HAVE TO ASK IF
IT'S TOO EARLY
TO DRINK WINE...
YOU'RE AN AMATEUR
AND WE CAN'T
BE FRIENDS**

Directing Planes, by Remote Control, in a Swedish Test Project

By Nicola Clark



ORNSKOLDSVIK, Sweden - On a clear day, Per Granquist cannot see forever. But from his perch inside the airport control tower here, he does have an unobstructed view of the future. The big picture is provided from a 33-foot mast where a gray turret holds an array of digital video cameras, communications antennas, sensors and microphones - a setup that resembles a cross between a space-age dovecote and a prison guard tower. The system is meant to integrate information of the sort that Mr. Granquist, 40, has been providing with his own eyes and ears as an air traffic controller for the last 17 years at this small airport in northern Sweden. The information from this array, though, is being sent elsewhere - to a windowless room of another airport, 100 miles south, in the slightly larger town of Sundsvall.

The system is still in test mode, but the rest of the commercial aviation industry is watching closely. Early next year, Mr. Granquist and a handful of his colleagues expect to move to Sundsvall. And from there, they will begin "virtually" guiding the half-dozen or so daily flights in and out of Ornskoldsvik. Ornskoldsvik is about to become the world's first remotely controlled airport.

"At first it seemed a bit weird," Mr. Granquist said of his training on the new system. In Sundsvall, instead of surveying the airport through plate-glass windows, he will sit before a semicircular wall of 55-inch liquid-crystal displays. "But after two weeks," Mr. Granquist added, "it really feels no different from sitting here." Carved from an Arctic pine forest along Sweden's fjord-studded eastern coast, Ornskoldsvik might seem an unlikely setting for a potential aviation revolution. But over the last several years, officials from dozens of countries have made their way down the airport's rutted gravel road to get a firsthand look. It is a concept that experts say has uses not only for out-of-the way places but could also enhance efficiency and safety at sprawling urban airports.

"I have little doubt that this is the next big thing for our industry," said Paul Jones, operations manager at NATS, which provides air navigation services at Heathrow and other British airports. It is no accident that the idea for a remote-controlled airport emerged from Sweden, whose northern regions are thinly populated and poorly served by rail or other transportation alternatives. Much like Alaska and vast swaths of northern Canada, Scandinavia is dotted with dozens of small airports. While many of the world's remote communities are so tiny as to rely on small private planes whose pilots coordinate their own takeoffs and landings by radio, towns like Ornskoldsvik - population 55,000 - are just big enough to justify minimal scheduled airline services and a control tower.

"It doesn't really make economic or even social sense to station a fully qualified air traffic controller in some of these places," said Erik Backman, director of operations at LFV, Sweden's state-owned air navigation service provider. Full-time controllers in Sweden average about \$77,000 a year in pay, he said, a cost that rises to more than \$140,000 once social security and other employee charges are included. That is why LFV began exploring the idea of pooling controllers at a single location, to guide flights remotely. In 2006, the agency invited the Swedish aeronautics and technology group Saab to develop a prototype. The system Saab developed was installed at both Ornskoldsvik and Sundsvall airports in 2012, and it was expected to receive certification from Swedish regulators by the end of this week.

To guard against a remote-control airport's being hijacked by hackers, the data transmitted between the camera tower and the remote control center is scrambled using dedicated hardware and encryption software, said Anders Carp, a Saab vice president in charge of traffic management systems. As an added layer of security, he said, Saab also uses an algorithm to verify that images have not been tampered with en route.

Mikael Henriksson has been at the fore of LFV's push into the future. An air traffic controller for 40 years, Mr. Henriksson, 59, has worked at dozens of civilian and military airports in Sweden and abroad, including a few harrowing stints in the war zones of Iraq. His job now is helping controllers like Mr. Granquist make the leap to remote tower technology, which unlike transitioning from being an airplane pilot to a drone operator, largely relies on an identical set of skills. "Controllers are already spending most of their time looking at a screen instead of out a window," Mr. Henriksson said.

On a recent day at the remote control center in Sundsvall, Mr. Henriksson put the cameras in Ornskoldsvik through their paces. With the tap of a stylus on a sleek glass panel, the arc of display panels flickered to life, presenting a crisp 360-degree panorama of the runway. As passengers boarded a Stockholm-bound turboprop on the tarmac, a flock of blackbirds flitted over the projected airfield, then disappeared into the trees, which swayed in the gentle breeze. A truck rolling slowly past a hangar was automatically highlighted by a red rectangle that followed its movement across the screens. Mr. Henriksson clicked to activate one of two robotic zoom cameras, opening a new window that functioned as virtual binoculars. When the plane took off, a few minutes later, the hum of its engines passed from right to left through the room's speakers, in perfect surround sound.

Officials at larger airports are also intrigued by the possibility of using remote camera technology to complement traditional control towers - either to give a clearer view of parts of the airport that might be obstructed by other buildings, or to serve as a contingency in the event of extreme weather, a disaster or even a terrorist attack.

Back in Ornskoldsvik, Mr. Granquist most days now works his nine-hour shift in solitude, with only an occasional visit from Robert Gyllroth, the airport manager, who sometimes asks him to pitch in with other airport tasks, like manning the tiny duty-free shop.

Three years ago, when he first learned of the plan to operate Ornskoldsvik's tower remotely, Mr. Granquist was upset at the prospect of having to move his family to Sundsvall. But his reluctance has since turned to impatience - and excitement at the career possibilities that remote technology might open for him at other, larger airports. "It will also be nice," Mr. Granquist said as he padded in stocking feet to adjust a window blind against the setting sun, "to have some colleagues."

Supersonic passenger planes without windows



The entire inner surface of the fuselage would be covered with high definition, flexible displays, which would be used to conceal cabin utilities. Cameras could be mounted on the outside of the fuselage, which could then potentially give an uninterrupted display of the exterior.

An emerging UK aerospace firm has released images of its windowless plane concept. Instead of windows passengers will see display screens, which can show the environment outside the plane as well as films and video conferencing.

CPI, based in north east England, believes the idea will quickly take off as planes without windows are much lighter than planes with them, and as airlines battle to save money and fuel, cost is one of their main considerations. A lighter plane will burn less fuel and will produce less CO2 emissions, which will also be better for

the environment.

But the inner surfaces could also simply be used for lighting, which could be changed to mimic sunrise and sunset on long haul journeys.

A French design agency also released its first drawings of a windowless passenger jet in August: the Ixion Windowless Jet. Although there are no firm plans yet to build the plane, with a growing number of companies committing their ideas to the drawing board, the development of the windowless plane may just be a matter of time.

Spike Aerospace from the US is also aiming to re-launch supersonic flights between New York and London (the last commercial flight by Concorde was in October 2003) in 2018, and expects its aircraft to be built without windows.

Although most of us are used to windows on planes, cargo planes have never had windows in them, just ask any soldier who has been airlifted in a military transport.

And windows on planes have proven useful in the past. Even with the possibility of outside cameras on the fuselage, in the event of engine failure or loss of hydraulics and electrics, sometimes the only way to find out what's gone wrong is to dash down the plane and look out of one of the windows, as any pilot would tell you.

Supreme Court Weighs Case Over Cuts to Retirees' Health Benefits

By Adam Liptak/The New York Times

WASHINGTON - The Supreme Court seemed puzzled on Monday about why it was being asked to decide whether a chemical company could cut the health benefits of its retired workers. "This is an important benefit and an expensive one," said Justice Samuel A. Alito Jr. He would have expected, he said, that the issue would have been resolved in the company's contract with the union. "Why is it that in this collective bargaining agreement and apparently many others," he asked, "there isn't anything explicit one way or the other?" The upshot of the contract's failure to address the matter in so many words, Justice Antonin Scalia said, was that one side or the other would soon be unhappy. "Both sides knew it was left unaddressed, so, you know, whoever loses deserves to lose for casting this upon us when it could have been said very clearly in the contract," Justice Scalia said. "Such an important feature. So I hope we'll get it right, but, you know, I can't feel bad about it." Justice Stephen G. Breyer responded that "the workers who discover they've been retired for five years and don't have any health benefits might feel a little bad about it."

The case, *M&G Polymers USA v. Tackett*, No. 13-1010, concerned a union contract at a chemical plant in Apple Grove, W.Va. Like many other collective bargaining agreements, it did not directly say whether health benefits for retirees would vest.

The United States Court of Appeals for the Sixth Circuit, in Cincinnati, ruled for the retirees, relying on its own 1983 decision, one that put a thumb on the scale in favor of vesting. The 1983 decision, known as *Yard-Man*, was disavowed by lawyers on both sides of Monday's argument, and it did not seem popular with the justices, either. That left the justices with the question of whether to return the case to the Sixth Circuit for reconsideration in light of ordinary contract principles or for the justices themselves to decide what the collective bargaining agreement meant.

Justice Anthony M. Kennedy was the leading proponent of the first approach. He said it would not be appropriate for the Supreme Court to consider the case under a new standard in the first instance. But other justices seemed ready to rule, and several seemed prepared to side with the retired workers. "There are all these indicia that vesting was intended," Justice Ruth Bader Ginsburg said. Justice Scalia seemed to agree. "It is a reasonable assumption, call it a presumption if you like, that any promise to pay those benefits continues after the termination of the union contract," he said.

Justice Elena Kagan, citing a friend-of-the-court brief, said about 60 percent of collective bargaining agreements say that health benefits for retirees do not go on indefinitely. "Yours doesn't do that," Justice Kagan told Allyson N. Ho, a lawyer for the company. "So there we are. We're left with this ambiguity, and you have some language and they have some language and some judge has to figure it out." Ms. Ho responded that the ambiguity worked in her client's favor. "Normally we would expect to see the obligation on the party who wants the benefit to seek the clear language," she said.

Julia P. Clark, a lawyer for the retired workers, pointed to a provision of the contract that tied health benefits to pensions, saying it supported her position that the health benefits had vested as the pensions had. Justice Ginsburg seemed to find the point persuasive. "Doesn't that sound like as long as they're getting the pension, they will get health benefits?" she asked. Ms. Clark said a second provision of the agreement, one that treated retirees and their surviving spouses differently, also supported her side. Under the contract, benefits for spouses terminated with death or remarriage. But Ms. Ho said that distinction was helpful to her client. "They highlight the absence of such language in respect to the promise to retirees," she said. "Ordinary contract interpretation would tell you, if a promise were made, that's where it would have been made."



Drones'spread raises fears for aircraft safety



WASHINGTON - More than a million small drone aircraft have been sold in the past few years, and a growing number of them are turning up in the skies near airports and airliners, posing a risk of collision. Reports of drone sightings near other planes, helicopters and airfields are reaching the government almost daily, say federal and industry officials. It's a sharp increase from just two years ago when such reports were still unusual.

Many of the reports are filed with the Federal Aviation Administration by airline pilots. But other pilots, airport officials and local authorities often file reports as well, said the officials, who agreed to discuss the matter only on the condition that they not be named because they weren't authorized to speak publicly. Michael Toscano, president of a drone industry trade group, said FAA officials also have verified the increase to him. While many of the reports are unconfirmed, raising the possibility that pilots may have mistaken a bird or another plane in the distance for a drone, the officials said other reports appear to be credible.

The reports underscore the difficulty the FAA faces trying to control drones, which could cause a crash if one collided with a plane or was sucked into an engine. Small drones usually aren't visible on radar to air traffic controllers, particularly if they're made of plastic or other composites.

The agency's near-total ban on their use has been ignored by operators ranging from real estate agents to farmers who use them to monitor crops. Rules to allow broader use of commercial drones are expected to be proposed before year's end.

"It should not be a matter of luck that keeps an airplane and a drone apart," said Rory Kay, a training captain at a major airline and a former Air Line Pilots Association safety committee chairman. "So far, we've been lucky."

The FAA requires that drone and model aircraft operators keep flights to under 400 feet in altitude, keep the aircraft within sight of the operator and stay at least 5 miles away from an airport. Small drones are often indistinguishable from model aircraft, which have grown in sophistication.

Commercial operators and government officials from police to research scientists must obtain FAA certificates of authorization to fly drones. Exceptions are made for some government drones such as those the military flies in great swaths of airspace in reserved, remote areas. Customs and Border Protection flies high-altitude drones along the U.S. borders with Mexico and Canada.

Toscano said that with more than a million small drones sold worldwide in the past few years it is inevitable that some will misuse them because they don't understand the safety risks or simply don't care.

Airport Congestion at US Airports A Year-Round Reality Sooner than Expected



The U.S. Travel Association on Tuesday released new data showing that traffic projections for major U.S. airports are even more dire than previously thought, owing to the steady increase in travel demand coupled with continued chronic underinvestment in infrastructure.

Thanksgiving-like congestion will regularly plague airports much sooner than expected—decades sooner, in the case of some of the busiest and most vital hubs in the nation. Today's findings update U.S. Travel's 2013 "Thanksgiving in the Skies" study, which measured how soon the average day at U.S. airports would resemble the Wednesday before Thanksgiving—notoriously one of the most strenuous air travel days of the year.

U.S. Travel published both studies in conjunction with the research firm Cambridge Systematics, Inc. The latest U.S. Travel analysis again focused on the top 30 U.S. airports, which accounted for more than 70 percent of all the passenger enplanements in 2013. Some of the discouraging findings: In 2013, six of the 30 largest U.S. airports were already experiencing congestion levels equal to the Wednesday before

Thanksgiving one day per the average week. This year, the number of airports already at that congestion level has more than doubled to 13. All 30 airports in the study will now experience Thanksgiving-like congestion one day per week within the next six years. Twenty airports will reach Thanksgiving congestion levels two days per week within five years. Twenty-six of the 30 airports will reach daily Thanksgiving-like passenger congestion sooner than expected. Newark Airport, Baltimore-Washington International Thurgood Marshall Airport and Honolulu International Airport will start to experience Thanksgiving-like traffic two days per week next year, all sooner than expected. Logan International Airport in Boston now gets there in 2016.

Every day at Chicago Midway Airport and McCarran International in Las Vegas will feel like Thanksgiving beginning next year-both about a decade sooner than previously forecast. "If you hate traveling around Thanksgiving because of the crowds and chaos, unfortunately we're well within sight of a time when it's going to be like that every time you head to the airport," said U.S. Travel Association President and CEO Roger Dow. "Political leaders need to understand the magnitude of this problem. It's not just flyers who suffer because our air travel system cannot keep up with demand-it's the entire U.S. economy.

"The U.S. air travel system was once the envy of the world, but now there is not a single U.S. airport ranked in the top 25 worldwide. Major investments in air travel infrastructure are desperately needed to restore service to even basic levels of adequacy, let alone cope with the expected coming demand." In the next 10 years, air travel is forecast to grow from 826 million to almost 950 million enplanements per year globally. In the U.S., travel growth has the potential to add billions in travel spending and support more than a million new American jobs.

But separate research published by U.S. Travel earlier this year found that Americans are actively avoiding taking trips because of flying hassles. Air travel problems caused by poor infrastructure caused U.S. consumers to skip 38 million trips in 2013, costing the economy \$35.7 billion.

Switzerland Tourism and the English language: No priority here



Despite the continuing importance in Switzerland of English in business, international organizations and multinational companies, as well as travel and tourism the Swiss continue to lag well behind the four Scandinavian countries, the Netherlands, Poland and Austria.

The fourth EF English Proficiency Index released this week ranks the Swiss in 18th place, down from 16th place a year ago. This group of seven countries, headed by Denmark, is considered by the study to have a "very high proficiency" for English language skills.

Switzerland trails behind 17 other countries in what is billed as the world's largest ranking of English skills in non-Anglophone countries. The Netherlands ranks second, followed by Sweden, Finland, Norway, Poland and Austria.

The Swiss are noted for being multilingual, but English is still not yet as high a priority as in these countries, the index results indicate. Switzerland, which has four national languages — French, German, Italian and Romansh — is ranked at the bottom of 11 countries with "high proficiency" for English, behind such nations as Hungary, Romania, Argentina and Latvia. German dialect is spoken by 64 percent of the Swiss population, with French accounting for 20 percent and Italian about seven percent, while Romansh is spoken by less than one percent.

Although many Swiss speak two or more languages, the country is divided into linguistic regions where English sometimes becomes the common language between, say, French- and German-speakers. Retailers often use English words to market products nationally to avoid having to use the three official languages. But English does not have an official status in Switzerland and the Swiss Broadcasting Corporation shut down its English-language radio service last year.

EF ("Education First"), a language learning and educational company launched in Sweden in 1965, developed its ranking from the results of 750,000 adults who took the company's English tests in 2013.

The latest EF English Proficiency Index ranks 63 countries and territories. The results are compared with data going back seven years to check progress made in the countries examined.

Delford Smith, The man who preserved the Spruce Goose dies at 84

By William Yardley



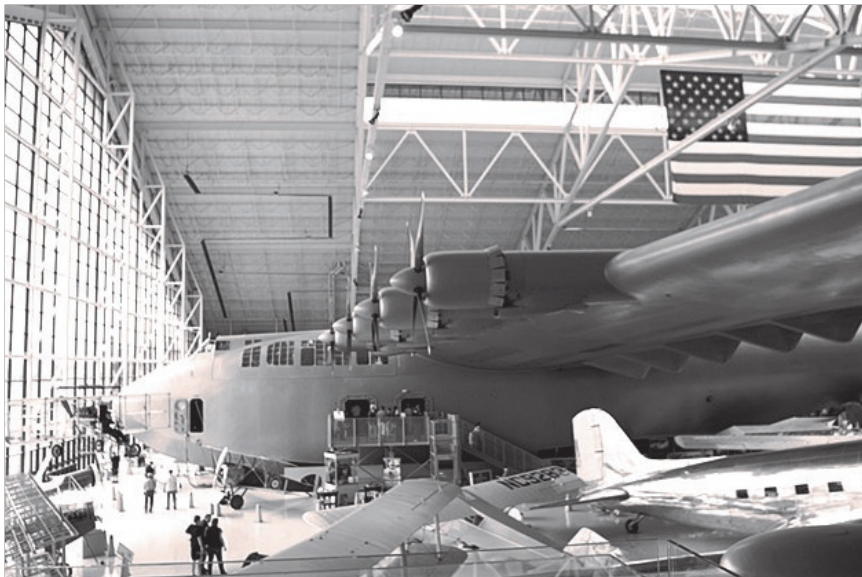
Delford Smith, who founded a major international aviation company but who may be most remembered for his determination to preserve the mammoth seaplane known as the Spruce Goose, built in the 1940s by the wealthy recluse, Howard Hughes - died November 7 at his home in Yamhill County, OR.

In 1960, Mr. Smith started a small company in the Willamette Valley, in northwest Oregon, that used helicopters to spray seed, douse wildfires and perform other commercial aviation tasks. The company grew to become Evergreen International Aviation, which flew cargo and passenger planes for the federal government and provided baggage, cleaning, aircraft towing and other ground services at dozens of major airports. Evergreen delivered aid to Africa; flew military support missions during the Vietnam, Iraq and Afghanistan wars; and, in 1979, flew the shah of Iran to safety.

In recent years, Evergreen ran into financial trouble, and its dealings prompted an investigation by the Oregon Department of Justice. The company filed for bankruptcy late last year and is no longer operating. But across from its old headquarters in McMinnville, the Evergreen Aviation and Space Museum is still open.

The museum, which Mr. Smith opened in 2001, includes a water park with slides that start inside a Boeing 747 perched on the roof. But its main attraction for flight buffs is the Spruce Goose, also known as the Hughes H-4 Hercules. The world's largest flying boat, it has a wingspan of 320 feet.

The plane was conceived with the help of Henry J. Kaiser, a shipbuilder, as a way to ferry supplies and troops during World War II. Partly paid for by Mr. Hughes and built out of wood - mostly birch, not spruce - because of wartime restrictions on materials, it was completed too late for its task. But it did



fly, once. On Nov. 2, 1947, with Mr. Hughes at the controls, the Spruce Goose took off from a harbor near Long Beach, Calif., and traveled for about a mile, reaching an altitude of about 70 feet before landing back in the harbor. For the next three decades, Mr. Hughes paid a staff of dozens to maintain the plane in a hangar. Hughes died in 1976, and the Goose later became a tourist attraction in Long Beach, leased by the Walt Disney Company. In 1992, when Disney canceled the lease (as well as its lease on the Queen Mary ocean liner, which operated as a hotel nearby), Mr. Smith and his son Michael, a former Air Force pilot who became an Evergreen executive, agreed to buy the Goose from its owner, the Aero Club of Southern California.

Over the next 10 years or so, the plane was taken apart and sent by barge, train and truck to McMinnville, where it was reassembled and put on view at the museum. Mr. Smith opened the museum in its current location in memory of his son, who was killed in a car accident in 1995.

Mr. Smith was born Michael King on Feb. 25, 1930, in Seattle and placed in an orphanage. At 20 months old, he was adopted by Emory and Mabel Smith, who gave him the name Delford Michael Smith. He grew up poor in Centralia, Wash., and attended Centralia Junior College before graduating from the University of Washington in 1953 with bachelor's degrees in business and psychology. During the Korean War he was a paratrooper with the 82nd Airborne Division.

May you live in interesting times

By Capt. Don Owens/RUPA Member

May you live in interesting times; the phrase purported to be an ancient Chinese curse. My wife, Pat, and I live in the Methow Valley, Washington and this summer has been one to remember. . . or possibly forget. The beautiful Methow Valley is in north central Washington state. This is an area that is host to sage brush and pine trees and very little rain, really! Most of the moisture we benefit from comes in the form of snow. We do have a winter, about 5 months of it. But, the summers are warm, sometimes hot, and very dry except for an occasional thunder storm along about July or August. Monday morning, July 14th I was getting into my RV-7 to fly to Sacramento, California to visit family when my cell phone rang. A friend called to tell me he saw smoke coming from back in Finley Canyon, an area east of our home. Not a big deal, as small, lightning caused fires are frequent and are usually extinguished by local fire fighters.



I enjoyed a wonderful flight in my small plane and settled in to visit kids and family in the Sacramento area. Pat called to tell me that there were numerous wild fires that we re being fought in the valley and surrounding area with helicopters and a DC-10. Still no worries, fires in north central Washington are quite common. Thursday morning Pat called and said, “I think you had better come home as the fire situation is getting serious.” Recognizing the concern in her voice, I packed my bag, headed for the airport, and was soon on my way north. After a fuel stop in Bend, Oregon, I continued north toward Wenatchee. By the time I approached Wenatchee the sky was filled with dense smoke and I was forced to turn back due to solid IMC conditions. It became apparent that I could not fly into my home airport in Twisp due to smoke and a TFR that was put in place for fire fighting operations. After considerable maneuvering I was able to descend into marginal VFR and land at Brewster airport, about 35 miles from Twisp. Ash was falling like snow as I climbed out of the plane. A local mechanic volunteered to give me a ride up the valley to Twisp. The hills looked like a preview of hell! Spot fires were everywhere, in all directions. At one point flames from a roadside fire rolled over the top of the pickup I was riding in.

As I arrived home my wife and a couple of good Samaritan friends were frantically loading possessions into the car and a small travel trailer. Smoke was everywhere and a fire line was visible to the north and being driven south by strong northerly winds. The weather was hot and dry, with low humidity. Fire fighters were at the mouth of Finley Canyon sending messages to, “get out now!” It was obvious that we had to leave with what possessions we could gather, but at the same time we couldn’t embrace the idea that it was really going to get our home. We knew we would be coming back when it was over. It is easy to believe that a fire could destroy your home, but much more difficult to accept that it is really going to happen! From the bottom of the canyon I watched as a fire line was driven south by devilish winds. Embers were being blown beyond the fire front and starting fires in the hills beyond. Sage brush and bitter brush were being consumed at the rate of four acres per minute. It was dark now, the helicopters and DC-10 slurry bomber were grounded for the night. I watched with disbelief as our house and shop went up in flames. It was spectacular!! The flames were higher than the nearby pine trees. The 1000 gallon propane tank lit up the sky!

We spent a restless night with friends. The next morning we awoke to the wump, wump sound of helicopters dipping out of the Methow river and carrying water to numerous fires. The DC-10 slurry bomber was a fixture in the sky, dropping load after load in an effort to contain some of the threatening fires. Later

in the morning we drove up to see what was left of our ranch. It is inconceivable how wild fires can burn one structure and leave one standing nearby. The house was nothing but a pile of rubble and ash! My beautiful work shop was the same. The barn and garden tool shed managed to survive. The windmill on a wooden truss tower was still standing even though the fire had burned all around it. The numerous fires merged and became known as the Carlton Complex fire and was featured on the national news. When you hear Brian Williams talking about your neighborhood, it's probably not a good thing. The fire fighting efforts continued for more than two weeks and three hundred and fifty structures were destroyed. Over four hundred square miles were blackened. Electrical power was off for thirteen days.

Mother Nature can be a bitch!! Just as the valley residents were adjusting to the new reality, the rains came! It rained harder and longer than I had ever seen in the past twelve years. It was a downpour, it came down in sheets and went on and on. With all the sage, bitter brush, trees and grass burned off the hills the water rushed down the drainages, overflowing creeks, destroyed existing lakes, and carried everything in its path; trees, boulders, soil and some houses. Two of the three roads into and out of the valley were washed out. Water damage was everywhere. People were asking each other what could possibly happen next? Yes, **interesting times!**

How many people are lucky enough to build a retirement home, live in it for 10 years, then have a chance to correct all the things that weren't quite right the first time? It is so liberating; all those things we had been hanging onto for so long are no longer a worry; all those things the kids were going to throw out anyway. The day after the fire we recognized the opportunity to write a new chapter. We could move away, live on a boat, just buy a motor home; the possibilities were numerous. We are back where we started about twelve years ago, but we will rebuild. The Methow Valley is still a beautiful place and someone pointed out that our view is still there. Also, we feel safe from fires now. . . there's nothing left to burn. My dues are in the mail.

The Red Eye

By Capt. Jerry Lambden/RUPA Member

Wealth, Health and Stealth. Of these subjects, the first two are common topics in this publication, RUPANEWS. The third is perhaps familiar to a few special sticks who flew exotic Air Force machines. Webster's dictionary defines stealth as secret and underhanded.

This is my fictitious story about a stealth pilot, a mysterious flight and a retired United pilot traveler, me. Me, a bag of bones at the ripe old age of four score, arrived in Kuala Lumpur fatigued from my visit to the resort island of Bali, a popular tourist spot in southern Indonesia. Now in Malaysia, I'm eager to resume my journey to Beijing, China. The airport in Kuala Lumpur is modern and accommodating. I especially appreciated the comfortable international lounge. The icy air conditioning was heaven compared to the near fatal heat and humidity of the outside. This was my first and only visit to Malaysia, but like other parts of Asia that I had visited while working for United, I found the people kind and friendly. I also enjoyed the interesting variety of food. Seems like nearly every meal had rice and curry ingredients. Since the majority of the Malaysian population are Muslim and because of the influence of the Islam religion, alcoholic drinks were in short supply. However, I discovered that with a discreet search, a "cool one" was available.

The airport lounge was filled with the usual crowd, weary travelers, all waiting for the next leg of their journey. Most seemed to be Chinese and Indian students, decorated with backpacks and assorted accessories. There were several "round-eyes": Germans, Australians, even one American couple. We were all waiting for Malaysia Flight 370, the midnight flight to Beijing, China. Like home, it was called the "red eye"; a direct flight from Kuala Lumpur north over Vietnam, Cambodia, Laos and the vastness of mainland China. Sitting in my lounge chair, I looked up from my book and was surprised to see an uniformed officer circulating the area, offering small pastries to the waiting passengers. As he approached me, I noticed that the epaulets on his shirt had four stripes. I assumed correctly that he was the captain for tonight's flight. He introduced himself as Captain Zaharie Ahmad Shan. He offered me one of these "curry puffs", explaining that these popular pastries were made by his daughter to celebrate his 43rd birthday. He insisted that I take one with a

chocolate top. The strawberry ones were for women and the pink tops for the children. A little strange, I thought, but I accepted and thanked him for the treat. We made small talk about airplanes, duty regs, airline management and, of course, pay. It was a pleasant visit.

As we boarded the Boeing 777, I noticed the fueling mechanic discussing the fueling sheet with the captain and overheard a comment about an extra thirty thousand pounds of fuel being boarded. This was unusual I thought, because the weather forecast was "CAVU" (ceiling and visibility unlimited). But remembering times during my career with United, when we sometimes bumped up the fuel load over the objections of the company dispatches (we called it insurance for the grandkids), I thought, why not? The captain still had a few remaining pastries with him as he disappeared into the cockpit. I was still pondering the three different toppings of the pastries. Why chocolate for men, strawberry for women and pink for kids? Oh well.

Boarding the aircraft, the welcoming stewards were attractive, friendly and appeared bright-eyed and bushy-tailed anticipating their layover in Beijing. They were helpful as we stowed our stuff in the overhead bins. As the door closed, the captain made the customary welcome aboard announcement and added that because today was his birthday, he was authorizing free champagne for everyone in addition to the pastries. Most everyone cheered. I noticed several women removing their head coverings and I assumed that they were Muslims on vacation from the restrictions of their Islam faith. They appeared eager to partake of the free champagne.

I was pleased to have seat 14A, a window seat in business class, situated over the wing beam. This promised to be a comfortable location. As we taxied to our departure runway, the captain made an unusual announcement. He said that he planned to test the passenger emergency oxygen masks. He stated that during the climb out, about 15 minutes after liftoff, the overhead oxygen masks would deploy. "Not to worry, just a routine test," he said. This didn't seem routine to me. I viewed the reaction of the flight attendant sitting in front of me, she seemed surprised at the captain's announcement also. We exchanged puzzled looks at each other.

With a roar of the engines, we climbed into the pitch black midnight sky where we were greeted by a full moon and a blanket of stars. I marveled at the beautiful sight. The reflection of the moon's light on the Boeing's wing was nearly blinding. Preparing for the six hour flight, I adjusted my seat back into a deep recline and observed the oxygen masks dropping from the overhead compartments throughout the cabin. It was almost amusing seeing the passengers batting the yellow masks as they deployed in front of their faces. The dangling masks were annoying to some, but most passengers just ignored them. I glanced at my seat companion, she had finished her champagne and appeared to be fast asleep. Her chubby son who was seated next to her, eagerly accepted the pastry that I had saved. He quickly gobbled it down, looked at me sleepily and slumped over, dead to the world. I pulled the annoying oxygen mask in front of me and sucked on it. There was a slight flow of heated air, but barely any volume. They had been deployed about 10 minutes.

The aircraft leveled off smoothly at the cruise altitude of flight level 35K and the captain reduced the engine's thrust to a quiet hum. The cabin was unusually quiet, most everyone appeared to be asleep, even the flight attendants. The absence of the moonlight from my window caught my attention. Something strange had happened. I was puzzled that the moonlight reflection was no longer visible on the left wing. It appeared that the moon had shifted to a position ahead of the aircraft. Apparently the plane had made a gentle turn to the left and a new course on a westerly heading was established. Strange.

Suddenly, I was overcome by a strong desire to sleep. I felt bloated, light headed and confused and my ears kept popping. Somewhere in my foggy distant memory I recalled having similar sensations. This was during flight training many years ago at NAS Pensacola, Fla. We students were sitting in a high altitude pressure chamber. The instructor pointed to the altitude gauge which read 35,000 feet. He then ordered us to remove our oxygen masks. I did, and that's when I passed out.

Epilogue

Sitting in a loft of a brightly lighted hangar somewhere in remote Eastern Pakistan, Captain Shan looks up from his text and admires the results of the paint crew working on the Boeing 777. They have completely reconfigured the paint scheme. The plane now looks exactly like an Israeli El AL jetliner. The captain

mentally congratulates himself on the completion of his elaborate and successful mission and muses over the details:

- *The dedicated effort designing and constructing a Boeing 777 simulator in his home, which enabled him to practice short field landings.
- *The abuse that he endured from his wife's criticism of his religious convictions.
- *His brilliant plan to inhibit the entire plane load of passengers with pastries filled with sleeping medications.
- *His diabolical idea of an unpressurized climb out to quickly disable the passengers, preventing any outgoing cell phone calls.
- *His engineering skills which enabled him to disable the ACARS and eliminate the position reporting ability of the aircraft.
- *His piloting skills enabling him to deliver the aircraft to his Iranian compatriots.
- *His patience, waiting for the Boeing 777-200LR to become available on his schedule. He needed this aircraft because of its long range capability (14,000 nautical mile range fully loaded).

Now, Captain Shan looks forward to his day of glory, when he'll complete his Jihad and fly to Israel and eliminate five million Jews.

He drops his tattered Koran, a family heirloom, and hears the technician announce, "Sir, we'll have the nuke weapon installed in the aircraft within the week, in time for your anniversary flight on September 11th." He smiled proudly and said, "Blessed be Allah"

To Improve A Memory, Consider Chocolate

By Pam Belluck



Science edged closer to showing that an antioxidant in chocolate appears to improve some memory skills that people lose with age.

In a small study in the journal *Nature Neuroscience*, healthy people, ages 50 to 69, who drank a mixture high in antioxidants called cocoa flavanols for three months performed better on a memory test than people who drank a low-flavanol mixture.

On average, the improvement of high-flavanol drinkers meant they performed like people two to three decades younger on the study's memory task, said Dr. Scott A. Small, a neurologist at Columbia University Medical Center and the study's senior author. They performed about 25 percent better than the low-flavanol group.

"An exciting result" said Craig Stark, a neurobiologist at the University of California, Irvine, who was not involved in the research. "It's an initial study, and I sort of view this as the opening salvo." He added, "And look, it's chocolate. Who's going to complain about chocolate?"

The findings support recent research linking flavanols, especially epicatechin, to improved blood circulation, heart health and memory in mice, snails and humans. But experts said the new study, although involving only 37 participants and partly funded by Mars Inc., the chocolate company, goes further and was a well-controlled, randomized trial led by experienced researchers.

Besides improvements on the memory test - a pattern recognition test involving the kind of skill used in remembering where you parked the car or recalling the face of someone you just met - researchers found increased function in an area of the brain's hippocampus called the dentate gyrus, which has been linked to this type of memory. "Boy, this is really interesting to see it in three months," said Dr. Steven DeKosky, a neurologist and visiting professor at the University of Pittsburgh. "They got this really remarkable increase in a place in the brain that we know is related to age-related memory change." There was no increased activity in another hippocampal region, the entorhinal cortex, which is impaired early in Alzheimer's disease. That reinforces the idea that age-related memory decline is different and suggests that flavanols might not help Alzheimer's, even though they might delay normal memory loss.

But unless you are stocking up for Halloween, do not rush to buy Milky Way or Snickers bars. To consume the high-flavanol group's daily dose of epicatechin, 138 milligrams, would take eating at least 300 grams of dark chocolate a day - about seven average-sized bars. Or possibly about 100 grams of baking chocolate or unsweetened cocoa powder, but concentrations vary widely depending on the processing. Milk chocolate has most epicatechin processed out of it. "You would have to eat a large amount of chocolate," along with its fat and calories, said Hagen Schroeter, director of fundamental health and nutrition research for Mars, which funds many flavanol studies and approached Dr. Small for this one. ("I nearly threw them out," said Dr. Small, who added that he later concluded that the company employed serious scientists who would not bias the research.) Mars financed about half the study; other funders were the National Institutes of Health and two research foundations.

"Candy bars don't even have a lot of chocolate in them," Dr. Schroeter said. And "most chocolate uses a process called batching and alkalization. That's like poison for flavanol."

Mars already sells a supplement, CocoaVia, which it says promotes healthy circulation, including for the heart and brain. It contains 20 to 25 milligrams of epicatechin per capsule or packet of powder, Dr. Schroeter said; 30 packets cost \$34.95. Epicatechin is also in foods like tea and apples, although may be less absorbable.

The Columbia study had important limitations. For example, the only daily dietary requirements were either 900 milligrams of flavanols with 138 milligrams of epicatechin or 10 milligrams of flavanols with less than two milligrams of epicatechin, so participants could have eaten other things that played a role. And while researchers also had half of the healthy but sedentary participants in each group exercise four days a week, surprisingly, the exercise had no memory or brain effects. Dr. Small, whose research previously found that exercise helped hippocampal function in younger people, suggested maybe more vigorous exercise is needed to affect older brains.

"It's a very clever, interesting study, but there are some caveats," said Dr. Kenneth S. Kosik, a neuroscientist at the University of California, Santa Barbara. "People are going to say, 'It looks like I can have a lot of candy bars and not exercise.' So it needs replication on a much larger scale."

More extensive research is planned. As for why flavanols would help memory, one theory is that they improve brain blood flow; another, favored by Dr. Small, is that they cause dendrites, message-receiving branches of neurons, to grow. "Everybody's cautious about antioxidants, but this is a horse of a different color, a really elegant study," Dr. DeKosky said. Asked if he would eat more chocolate, he said, "Yeah, but the bar for me to do that is darn low."

Comfort Food That Burn Fat: Hot Chocolate: Cocoa is packed with antioxidants, which reduce your levels of cortisol, a stress hormone that causes your body to cling to belly fat. In fact, one Cornell University study found that the concentration of antioxidants in hot chocolate is up to five times greater than it is in black tea. Hot chocolate's combination of carbs and protein can also help your muscles recover faster from a tough workout, according to research in the International Journal of Sport Nutrition and Exercise Metabolism. Adding a dash of cinnamon boosts your treat's health benefits even more-it contains compounds that keep insulin out of the blood stream and from storing fat, says Gidus.

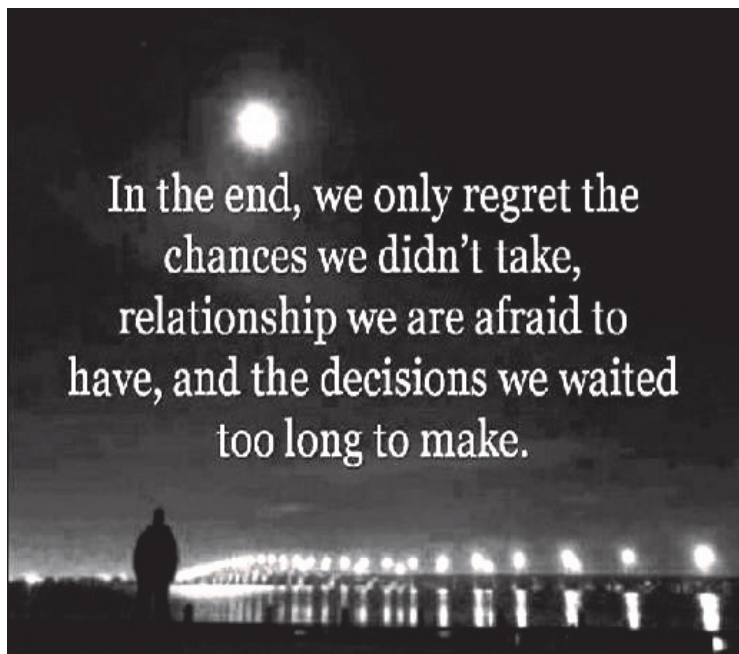
Pickles/Brian Crane



'Twas the night before Christmas for pilots

T'was the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tie downs with care,
In hopes that -- come morning -- they still would be there.
The fuel trucks were nestled, all snug in their spots,
With gusts from two-forty at 39 knots.
I slumped at the fuel desk, now finally caught up,
And settled down comfortably, resting my butt.
When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Called for clearance to land at the airport below.
He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was "St. Nick."
I ran to the panel to turn up the lights,
The better to welcome this magical flight.
He called his position, no room for denial,
"St. Nicholas One, turnin' left onto final."
And what to my wondering eyes should appear,
But a Rutan-built sleigh, with eight Rotax Reindeer!
With vectors to final, down the glideslope he came,
As he passed all fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid!" What pills was he takin'?
While controllers were sittin', and scratchin' their heads,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."
He landed like silk, with the sled runners sparking,
Then I heard, "Left at Charlie," and "Taxi to parking."
He slowed to a taxi, turned off of three-oh,
And stopped on the ramp with a "Ho, ho-ho-ho..."
He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost,
And his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a cropduster's belly.
He was chubby and plump, in his suit of bright red,
And he asked me to "fill it, with hundred low-lead."
He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.
I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,
Then he picked up a phone for a Flight Service brief.
And I thought as he silently scribed in his log,
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell, "Clear!"
And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion"
He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed through the night,
"MerryChristmas to all! I have traffic in sight."



In the end, we only regret the
chances we didn't take,
relationship we are afraid to
have, and the decisions we waited
too long to make.

The Back Nine

You know ... time has a way of moving quickly and catching you unaware of the passing years. It seems just yesterday that I was young, just married and embarking on my new life with my mate. Yet in a way, it seems like eons ago, and I wonder where all the years went. I know that I lived them all. I have glimpses of how it was back then and of all my hopes and dreams.

But, here it is... the “back nine” of my life and it catches me by surprise...How did I get here so fast? Where did the years go and where did my youth go?

I remember well seeing older people through the years and thinking that those older people were years away from me and that “I was only on the first hole” and the “back nine” was so far off that I could not fathom it or imagine fully what it would be like.

But, here it is...my friends are retired and getting gray...they move slower and I see an older person now. Some are in better and some worse shape than me...but, I see the great change...Not like the ones that I remember who were young and vibrant...but, like me, their age is beginning to show and we are now those older folks that we used to see and never thought we'd become.

Each day now, I find that just getting a shower is a real target for the day! And taking a nap is not a treat anymore... it's mandatory! Cause if I don't on my own free will... I just fall asleep where I sit!

And so...now I enter into this new season of my life unprepared for all the aches and pains and the loss of strength and ability to go and do things that I wish I had done but never did!! But, at least I know, that though I'm on the “back nine”, and I'm not sure how long it will last...this I know, that when it's over on this earth...it's over. A new adventure will begin! Yes, I have regrets. There are things I wish I hadn't done...things I should have done, but indeed, there are many things I'm happy to have done. It's all in a lifetime.

So, if you're not on the “back nine” yet...let me remind you, that it will be here faster than you think. So, whatever you would like to accomplish in your life please do it quickly! Don't put things off too long!! Life goes by quickly. So, do what you can today, as you can never be sure whether you're on the “back nine” or not!

You have no promise that you will see all the seasons of your life...so, live for today and say all the things that you want your loved ones to remember...and hope that they appreciate and love you for all the things that you have done for them in all the years past!!

"Life" is a gift to you. The way you live your life is your gift to those who come after. Make it a fantastic one. LIVE IT WELL! ENJOY TODAY! DO SOMETHING FUN! BE HAPPY ! HAVE A GREAT DAY Remember "It is health that is real wealth and not pieces of gold and silver. LIVE HAPPY IN 2015!

LASTLY, CONSIDER THIS: ~Your kids are becoming you.....but your grandchildren are perfect! ~Going out is good.. Coming home is better! ~You forget names.... But it's OK because other people forgot they even knew you!!! ~You realize you're never going to be really good at anything.... especially golf. ~The things you used to care to do, you no longer care to do, but you really do care that you don't care to do them anymore. ~You sleep better on a lounge chair with the TV blaring than in bed. It's called "pre-sleep". ~You miss the days when everything worked with just an "ON" and "OFF" switch.. ~You tend to use more 4 letter words ... "what?"..."when?"..." ??? ~Now that you can afford expensive jewelry, it's not safe to wear it anywhere. ~You notice everything they sell in stores is "sleeveless"?!!! ~What used to be freckles are now liver spots. ~Everybody whispers. ~You have 3 sizes of clothes in your closet.... 2 of which you will never wear. ~~~But Old is good in some things: Old Songs, Old movies, and best of all, OLD FRIENDS!!

Stay well, "OLD FRIEND!" Share this with "Old Friends!" and let them laugh in AGREEMENT!!! It's Not What You Gather, But What You Scatter That Tells What Kind Of Life You Have Lived.

TODAY IS THE OLDEST YOU'VE EVER BEEN, YET THE YOUNGEST YOU'LL EVER BE, SO ENJOY THIS DAY WHILE IT LASTS.

LETTERS

The Magic Bank Account

The author is not known. It was found in the billfold of coach Paul Bear Bryant, Alabama, after he died in 1982.

Imagine that you had won the following *PRIZE* in a contest: Each morning your bank would deposit \$86,400 in your private account for your use. However, this prize has rules:

The set of rules:

1. Everything that you didn't spend during each day would be taken away from you.
2. You may not simply transfer money into some other account.
3. You may only spend it.
4. Each morning upon awakening, the bank opens your account with another \$86,400 for that day.
5. The bank can end the game without warning; at any time it can say, "Game Over!". It can close the account and you will not receive a new one.

What would you personally do?

You would buy anything and everything you wanted right? Not only for yourself, but for all the people you love and care for. Even for people you don't know, because you couldn't possibly spend it all on yourself, right?

You would try to spend every penny, and use it all, because you knew it would be replenished in the morning, right?

ACTUALLY, This GAME is REAL ...

Shocked ??? YES!

Each of us is already a winner of this *PRIZE*. We just can't seem to see it.

The PRIZE is *TIME*

1. Each morning we awaken to receive 86,400 seconds as a gift of life.
2. And when we go to sleep at night, any remaining time is Not credited to us.
3. What we haven't used up that day is forever lost.
4. Yesterday is forever gone.
5. Each morning the account is refilled, but the bank can dissolve your account at any time WITHOUT WARNING...

SO, what will YOU do with your 86,400 seconds? Those seconds are worth so much more than the same amount in dollars. Think about it and remember to enjoy every second of your life, because time races by so much quicker than you think.

So take care of yourself, be happy, love deeply and enjoy life!

Here's wishing you a wonderful and beautiful day. Start "spending"....

"Don't Complain About Growing Old...!"
Some People Don't Get The Privilege!

RICH BOUSKA—Livermore, CA

It's been a while since I have sent in a birthday letter. That's because I write almost every month about the RUPA Cruise. Our next cruise will be April 11, 2015 through the Panama Canal. Thirty seven of our RUPA members and friends are signed up to go so far.

In May of this year Georgia and I went on the Norwegian cruise and had a wonderful time with our RUPA friends. We spent a few extra days sightseeing in Amsterdam and visiting museums. In July we took our kids and grandkids on a cruise to Alaska. The grand kids 8 and 10 years old had a ball. I wasn't sure kids that age could have so much fun on the ship. In September we went to Cocoa Beach for our Air Force reunion which is held in a different location every year. One of the tours was to the Kennedy Space center. This was my third time there. The first time I had to be escorted around by a friend who was a launch officer there. The second time was a limited public tour. Today the space center is like Disney Land and well worth a visit. They have a box office, tours, IMAX theaters and inter-active displays; it's quite a change from years ago when everything was classified. In October we attended the RUAEA Convention in San Diego. We met a lot of former United employees from all over the system and had a great time. The highlight of the convention is always the Benefits Presentation where representatives from United Pass Travel, Alliant Credit Union, VSP and Health and Welfare representatives all give an update on their respective programs. Last year I spent 30 days snow skiing and am looking forward to another season this year, we just hope there is a good snow fall.

A big thanks to Cleve for his tireless efforts on our behalf publishing the news, and the check is in the

mail to our tireless Sec/Treas. Leon Scarbrough. Please remember to support the United Airlines Retired Pilots Foundation who still need our support. Here's wishing you all a Merry Christmas and a Happy New Year.

Rich, SFO, CLASS OF 95

JERRY BRADLEY—Boca Raton, FL

After our trip last October on the Eurodam from Norway, then Iceland and Greenland and eventually New York, I told my wife that I had just enjoyed my last cold weather cruise. Well we just returned from another Eurodam trip to Ft. Lauderdale from Quebec City, the St. Lawrence Seaway, Maine, etc., and Iceland would have been an improvement. It was cold and wet. After more than 50 years in mostly South Florida and Southern California, I just don't acclimate anymore. Anyway, this was my last cold weather cruise, if I didn't already say that.

Over the years, while I was still working, we used to take friends with us on cruises at our interline prices. We would, and this is strictly legal, book two rooms with my wife and one friend in one room and me and the spouse in another. Then after boarding we would go to the desk and straighten out who was in which room. As a retiree this was no longer possible except for Princess. Since we enjoy Holland we had quit doing this. About three months ago, Holland has changed their rules and it can be done again. So we are going on the Eurodam, our favorite ship, over Christmas with some good friends at a very good price that they appreciate. Some of you may not be aware of this change. Life is good here for Pat, me and the family, and I wish the same for everyone out there.

Until next year, best wishes. Jerry MIA, SFO, LAX, MIA, CLE, MIA, ORD, MIA, JFK, MIA, JFK, LAX

LAURENT CANNON—Englewood, CO

RUPA, I can't believe I forgot to send in my money. We just moved from our home of 26 years in Centennial, CO to a smaller place in Englewood, CO. It is amazing how much stuff one can accumulate in 26 years. Getting rid of all the extra accumulation took all my brain cells. The check is in the mail for two years.

All is great here. We are loving our new home, and seems to be handling our aging well. Biking, hiking, skiing and travel are our primary activities. A

two week tour of nine national parks in Utah and Arizona, a trip to New Hampshire and Nova Scotia, and a trip to Guatemala for a Habitat for Humanity build.

Two grandkids in CO and one in MSP, so always busy with them. Great fun!

Thanks for keeping us posted on the goings on at UAL/CON. *Laurie*

NEIL DAHLSTROM—Danville, CA

Thanks Cleve, and staff for the always interesting *RUPANEWS*. Enjoyed your visit at the East Bay Ruperian's luncheon this summer.

Seventeen Grandchildren: Jason got married in July, our first grandchild to marry. Zachary joined the AF in July, boot camp at Lackland AFB in San Antonio. Now at Navy Language School in Monterey studying Farsi; Julie will be going on a mission for our Church after finishing her first year at BYU this coming spring. The other fourteen are doing well in school and sports, etc. Went to a brother-in-laws funeral in September in Ogden, Utah.

Tammy and my health has been good this year. Until next year, *Neil*, ORD-DEN-SFP 64-97

CORT DE PEYSTER—Reno, NV

First of all, a huge thanks to Jon, Leon, Cleve and all the people behind the scenes who keep this fine organization what it is.

It's been a good year all in all. Recovered from hip surgery last fall and was back on flying status by January. We spent most of our days off, spring and summer in the San Juan Islands of WA, which we enjoy more and more.

Son, Brooks, passed both the CA bar and WA bar and now lives in Seattle where he works for a criminal defense firm. If you get a DUI you know who to call. Daughter, Alie, completed her post grad TEFL program and is now living in Innsbruck, Austria teaching English and studying German at a local university.

Nancy and I used a vac pass/ LH zed in late Sept. SFO-FRA- MUC to visit her. We ended up in steerage but at least squeaked on the second SFO-FRA flight, also a 747. (Business must be good at ConU) We met Alie in München, she happened to be returning the same day from a trip to Paris. We rented a LH Carpool, German Ford and the three of

us spent 2 weeks touring Bavaria and northern Austria. The itinerary included, Oktoberfest in München, Vienna, Salzburg the Lake District, Linz and her new home town, Innsbruck.

On Nov. 5th I had to go under the knife again for some work on my right landing gear. Manufacturing defects and worn out parts have taken their toll. It's like déjà vu all over again to quote a famous baseball player. Currently in the recovery phase of physical therapy and under the care of the best nurse ever, Nancy aka "Nurse Ratchet." With luck and God willing hope to be back in the saddle by January.

Got to meet up with some old colleagues on layovers this year including new RUPA member Rick Valdes (PBI) Bob Hagoony, who was on a BOS layover as well. (We just happened to run into each other during happy hour at the Hilton), Father Bob O'Brien and Nick Hinch (APA), Dave Link (SEA) and our own RUPA President Jon Rowbottom (MRY).

That's if for now. Best to all going into the holiday season and for 2015.

Regards, **Cort**, DCA, SFO, ORD 1968-2006

ROBERT DOBBINS—Atlantis, FL

Dear RUPA, Enclosed are dues for renewal of membership, and a little extra. I look forward to each issue.

Everything is fine here, 91st birthday is coming up.

I don't get around much anymore, spend my days reliving and talking about flying, PCA, Capital and United, WWII, flying the Hump in Burma, flying Cessna 140 and Bonanza to our 2nd home in the Bahamas with children and grandchildren. All en-



joyed with my co-pilot, my wonderful wife of 54 years, JoAnn!

Thanks to the group who put the *RUPANEWS* together. **Bob**

DICK GOUDEY—Port Orange, FL

The 15th will be the big 77; not the plane which I retired on but the years on the planet..! Time is really flying by.

Spent the summer at our lake cottage in PA where the \$ from our pipeline lease are helping to upgrade some of the facilities. The gas has been flowing from the well since October so we may see a check beginning this spring?

Our Alaska family visited during July and the weather was the best of the entire summer. Granddaughter, 9, had a ball swimming and enjoying the warm weather.

Looking forward to my 55th reunion of Navy AOC Class 41-59 at Pensacola. It's a pretty unique situation that we have been able to stay connected for this long, with reunions every five years even with the passing of several guys....nearly all of the class went to the airlines and we have TWA, PAA, EAL, CAL as well as UAL represented. One of my best friends chose to go to Douglas which became McDonnell-Douglas, then he went to Boeing....what a varied career! He flew my last trip to Vietnam with me...(we were on the same EAL plane to Pensacola for preflight and went to the same squadron, VR-3 at McGuire together). He was later known as "The CODfather" as he ran the COD squadrons on the West Coast.

Thought I might mention some of the notable Captains that mentored me over the years on the CVL, 727, DC-8, DC-6 Etc. but space does not permit....just let me say thanks for all you taught me and how much I enjoy seeing your names when you write your letters...

Thanks also to the RUPA News Staff!
Until next year, **Dick**, EWR, JFK, EWR, JFK, LAX, LGA, JFK, ORD, IAD SFO

CONRAD HAMILTON—Gulf Breeze, FL

Not much new here except youngest Daughter is now a sophomore in College in Washington, D.C. International Studies.

Just the cat and me now at home holding down the

fort. Have a friend who wants to make a change about that.

No health problems (knock on wood).

Enjoy the magazine. Belong to the local RUAEA here in Pensacola, FL; and been going to the monthly luncheons at the Naval Aviation Museum for about 5 years or so. Great fun with my United Family. All Departments represented. Rick Herrick introduced me to the group. I flew co-pilot for Rick in the early 70s in DC. I still sit to his right and I still take the chicken.

Retired 10 September, 2001. *Conrad*

DAVE HANST—Huntington Beach, CA

A few weeks late, my ninety-sixth birthday was in September. Have now been retired for 36 years, still in fairly good health, I live alone with my little dog 'Boris'. Still driving, mostly just to the bank and grocery stores. Hardly ever see a name I am familiar with in the *RUPANEWS*, many of the names in the Memorial Column weren't even hired when I retired. Almost two years since my wife Marian passed away. Son David lives near San Diego, daughter Andrea just a couple blocks away, they are both available to help if I need them.

The airline flying that I knew is long gone. *Dave*

DAVID HENRY—Myrtle Beach, SC

Hello to all, In December I will mark eighteen years since I flew for the real United.

I find myself in reasonably good health. We still live in Myrtle Beach, but still find ourselves looking back toward Florida. Who knows?

My travels are generally limited because Peggy has still been flying and someone has to stay at home to feed the cats. I did make the annual trek to Reno in September to the "Tail Hook" reunion. Still the same four of us from my original A4 squadron in 1958 show up. We all look the same, but the new Admirals look like babies!

Regarding Peggy flying, she will finish an amazing 47 years with UAL this coming January. She has put in for retirement but as yet does not have a release date. I'm looking forward to her being home. I'm going with her on one of her final trips to Amsterdam next weekend. We'll have a nice two day layover there. We have a European river cruise planned the first week of December. Cruising down the Rhine from Amsterdam to Basel Switzerland.

From there a bullet train to Munich for a couple of days. We continue to try to cruise at least a couple of times a year.

Our families are all well and spread all over the US. Some of our grand kids are all grown up, one 3year old and one on the way. Life is good.

Best to all until I do this again. Fraternally, *Dave*

RICH MOEN—West Dundee, IL

Thanks to all the folks who put out the great RUPA magazine!

I had reason to contact the Northwest Pilots as my brother, Ken, passed "west" at 85 years in July, also a great bunch of guys.

Can't believe that 18 years ago I flew my last 400 trip ORD-SFO-ORD. I started there as a mech working DC-6, Caravelle, Convair 340/440's, DC-8's. Even saw the first DC-6 cracked lower spar-cap outboard of #3 engine. SFO engineering worked up a high-strength steel spar reinforcement that was a beautiful "piece of art," after the crack was chased out and ground out and polished. I guess there must have been a few "crunchers" out there. (Probably some of mine too) Mr. Paterson said it would only fly freight and never passengers again. That was that! The crack apparently started from a tiny inclusion from when the aluminum was forged.

Dues here in, plus some extra for the "Pilots' Foundation." I hope the "senior" pilots and widows are still doing O.K. It's got to be tough though.

Thanks and my best to all the great folks I met in the "United Family."

Rich, ORD, JFK, ORD, 7's, 6"s, 737, 727, First 767 Rev trip SEA-ORD, 757, 747-400

LARRY NIKOLAUS—Huntington, WV

Enclosed is check for renewal. Thanks for all the work you do to keep us retired guys informed.

Living in West Virginia. Missed the flying so found a guy with a Cessna 140. What a hoot. Made my first grass landing last month.

Thanks again for the support you give the retirees.

Larry, LAX, ORD

JIM NOBLE—park Ridge, IL

Today's date is October 11, 2014 and I was born on this date in 1929. 85 years old! What a great age to be and how lucky I am to have Jan, my wife of 64 years, to take such good care of me. In December

we moved from our home in Barrington, IL (22 years there) to a condo in "uptown" Park Ridge, IL. (We learned that one doesn't say downtown here as that only means Chicago!). We live on the 3rd floor of a 6-story building and the location is wonderful since we can walk to the Chicago train station, library, theater, church, bank, doctor's office, many stores, and to Jan's delight, over 20 restaurants. We are keeping busy with pickleball and bridge, playing both a couple of times a week.

Our granddaughter graduated recently from Ill. State and has a great job, just moved out of her family home in Park Ridge to an apartment in Chicago and bought her first car. Her brother is junior at Univ. of Alabama. Jan & I visited him there and were amazed at how things have changed since we were in school. He lives in an area that looks more like a resort or country club than a college dorm!

Last May we took the Queen Mary 2 from New York to England and spent ten days sightseeing in and around London. A week on that ship puts a new meaning to cruising. A "must see" in London

is the Churchill War Museum which was his actual underground home and headquarters during World War 2. We spent about three hours there and wished that we could have stayed longer. We were told that London is the most expensive city in the world - - we believe it as we had lunch at Harrods's department store (2 grilled seafood plates, 2 beers, tax & tip - - \$240.00). Well, at least that's crossed off of our bucket list!

More and more family and friends are passing away. My brother-in-law, Robert Garlich, fighter ace in WW 2, passed away 2 weeks ago at age 90. Jan's lifelong childhood friend is also gone. It goes on and on. We used to go to weddings, now it's funerals.

Tonight is my birthday dinner at a great local restaurant with the best steaks in town and all of the family will be there. I'm looking forward to another great year.

Jim Noble, TK, ORD, TK, ORD, SFO, ORD

JIM NOLAN—Draper, UT

Always happy to receive the RUPANEWS!

Went to work for UAL in April '52 - retired November 5th 1984. Where did all the years go?

Living and loving it in Utah. Celebrating my 90th at Sundance. All welcome to come visit us in Draper or in St. George, UT. See you on the slopes.

Jim & Vi

KEN PERKINS—North Hampton, NH

Hi Cleve and Gang, 25 years ago last week I "arrived" at SFO from NRT. The next day the Bay area had a very intense earth quake while we were watching the World Series. All eyes were on me and asking how bad was that last landing?

The last 25 years has gone by at warp speed and I hope it's been productive. A year ago we were hoping for a good ski season and I almost went broke buying mogas for my snow blower, so one has to be careful what one hopes for.

We are both in good shape and trying to stay that way by keeping busy. Off to work on the wood pile. Regards, *Ken*

NEAL RIDENOUR—Downers Grove, IL

We are getting ready to leave for Kona, Hawaii to visit my daughter & her husband for a week.



I have been retired 27 years now and that makes me 87. Marianne & I have been married 9 years and we are enjoying good health and go Square Dancing two or three nights a week. We still live on the Brookeridge airport and I still have my Cessna 182 and a high performance glider that I keep at the Chicago Glider Club. I spent last Saturday & Sunday attending a seminar to maintain my flight instructor certificate.

Thanks to all who keep the *RUPANEWS* going. I really enjoy reading the letters in the magazine. *Neal*, 1951 to 1987 MDW & ORD

EDGAR RIEHL—Louisville, CO

Number 94 coming up in November, and in spite of the dire prognosis of six months ago, still on the green side. The articles in the October issue of *RUPANEWS* regarding the DC-4 dependability, heaviness of controls, and great autopilot has prompted me to add my two cents worth. I trained in that fine flying machine in late spring of 1947. The training was accomplished in San Francisco, and on return to Denver was disappointed to find that I was assigned to the Denver domicile copilot nemesis, Capt. G.T. Those assignments were for a three month period and when completed the Captain submitted a report to Flight Operations on the copilot he held hostage for those long, long three months. G.T. is another story. Suffice it to say, I was one of the lucky ones to survive those three months still employed by United Air Lines. G.T. didn't care much for the use of that autopilot, and those long Denver-Oakland legs in the middle of the night with rarely a dozen words exchanged during the duration of the flight bordered on torture. My next assignment was with Frank Morton, Sr., and was sheer pleasure. After the first couple of approaches with him, which he flew much slower in all aircraft (very near stalling speed), and bracing for a real prong job, one soon learned that he had the knack of flicking his wrists at just the right microsecond to paint it onto the runway. He taught that that runway behind us was of no use to us. After returning from four years of Military Leave, I had the pleasure of flying with him in the 6's and 7's and was equally impressed.

After being furloughed in the group known as the "88" at the end of November, 1948, and nearly four months of haggling with the Air Force (via Western Union), and agreeing to accept a three year tour of

duty in Europe, I was recalled to active duty. Went by slow troop ship to Germany, and the following day received orders to report to the Air Lift base at Fassberg. With 750 hours of United DC-4 time under my belt, I moved into the left seat in short order and flew the final five months of that amazing operation. In the five or six minutes that we could leave the aircraft in Berlin (time from touchdown to gear up averaged less than ten and a half minutes), we would scramble down the ladder, go to the mobile canteen which was now parked by our nose wheel, grab a bottle of coke and perhaps a snack, scramble back to the cockpit for engine start. We would have finished that coke by the time we started our approach at home base, set that empty on the rudder trim wheel atop the glare shield, and make our approach and landing without upsetting it—a good percentage of the time. Heavy on the controls, but not bad with practice. And, no shattered bottles resulted.

Upon termination of the Lift, the "Powers that Be" decided that those of us who had served in overseas assignments during the war had to go home. One afternoon I received orders to fly the following day to Wiesbaden for further orders. As I stepped off that aircraft a Major was waiting for me, and, handing me those orders and pointing to a C-54 parked on the edge of the ramp, said, "Lieutenant, you are taking that aircraft over there back to the States. Come in to Flight Operations and meet your crew, sign your clearance, and you are on your way."

I was assigned three copilots, only one of whom had flown a C-54 from the left seat. One was a B-36 Wing Commander (a bird colonel) who had never flown a C-54, but who turned out to be the only one I could trust at the controls while I rested my eyes. The rest of the crew was made up of a Flight Navigator and a Flight Engineer. I had never laid eyes on any of them before, and after parting that aircraft at Westover AFB, never saw any of them again. Within another thirty minutes we were on our way with that nine engine C-54—four on the wings and five tied down inside the full length of the cargo area. Weight and Balance? Forgedaboutit! We made a stop at Paris' Orly Airport to top off the fuel tanks (didn't even get out of our seats) then we were on our way to the Azores where we were to have a twelve hour rest stop. We soon found that the auto pilot did not operate, but with four pilots aboard that was not an overwhelming problem. What with

twelve hours on the ground at Lajes, surely that auto pilot could be repaired. No such luck, so we had to hand fly that bird every inch of the way with an additional fuel stop in Newfoundland (where, again, did not leave our seats), then on to Westover. On our before daylight arrival, a low stratus lay over the area, and there was no GCA. When asked the date of my Green Instrument card, I had to stammer that I didn't have one. In fact, I didn't have a card of any color (not even a blue one that would allow me to command an aircraft if the sky matched that color). They would not accept my CAA Commercial as a substitute, so we had to take our place in a holding pattern until the stratus broke up. All this after having flown more than 250 GCA approaches to 200 feet during the lift.

Spent the next three and a half years--yes, got extended a year "needs of the service"--in the Air Training Command, the last twenty five months as a Staff Pilot at Training Command Headquarters at Scott AFB, IL. In 1952 the Training Command split three ways which entailed moving much equipment such as mock-ups, and other class room materials from one base to another--a job that couldn't be conveniently accomplished with our C-47's--so, our Procurement Officer was able to find two available C-54's for the task. These two aircraft had been utilize for training bombardiers, and navigators and were unsatisfactory in either capacity. And, since they had no cargo tie-downs, they weren't very suitable for the task we used them for. Needless to say, we had to fly them very gently. Since our operation wasn't qualified to have them, we knew it wouldn't be long before the AG caught up with us, so we kept them in the air as much as possible. Only two of our Staff Pilot group were qualified to fly them, and we couldn't take the time to check anyone else

out. We managed to hold onto them for two months during which I logged 280 flight hours--in the Air Force we logged only "Off to On" time (not block time). Our copilots were just any pilot we could put in the seat--rated pilots with desk jobs, Reserve Officers in civilian jobs, college professors, etc. Here I finally had the opportunity to fully utilize and respect that great autopilot. In all that varied flying in the C-54, DC-4 aircraft, I can't recall having had any sort of mechanical delay. Dependable? Definitely!

Many thanks to you, Cleve, and to all those others whose efforts keep this organization relevant. And, thanks to all who take the time to write of their adventurous lives--anything one does after retirement is an adventure whether traveling or just managing to exist.

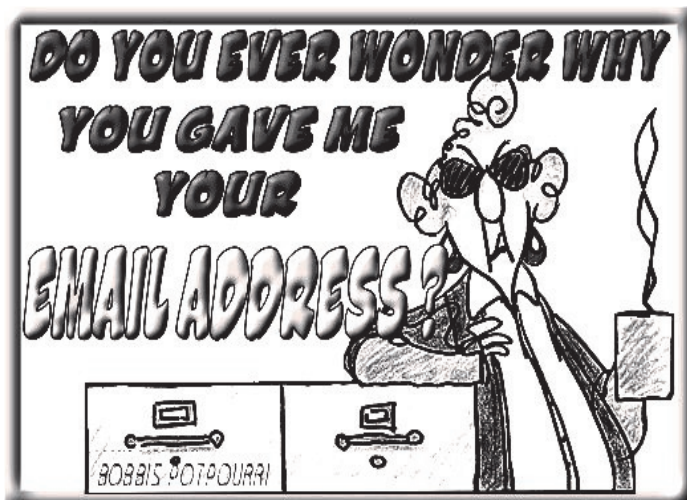
Ruth and I continue to enjoy our Assisted Living arrangement.

Ed, 1946-80, SFO-DEN-LAX

JON ROWBOTTOM—Salinas, CA

It has been 8 year since I set the brakes for the last time. I recently received a note from Conrad Berdon, the 747-400 LCA Coordinator at DENTK during my last years on the 400. I got thinking about my last trip and sent Conrad my recollections of that emotional event. I would like to share it with you..... Conrad, I still have the money clip you presented me in Dispatch on my last trip inscribed with "Thanks for all your years as an LCA for United Airlines." I again thank you for your kindness. The fact that you took time out of your life to fly out from DEN to say goodbye meant a lot to me. As you may recall, I was trying to sneak away under the radar. I didn't want to be insulted by some manager, who didn't know me, coming into dispatch acting like my retirement was a big deal rather than a huge pay cut with the loss of 85% of my pension.

When I was furloughed in 1981, I was lucky to be chosen by Pat Nugent to be the SFO Operation Manager. One of my many jobs was to handle pilot retirement. I would invite the retiree to come in for a personal retirement briefing, explaining the reams of information and options they could elect. It took about 2 hours. When the retiree bid his final month, I would call him and set up his Last Trip. I had contacts in Reservations Management and I would ask the Captain what seat in First Class he would like for his wife and I would lock it down. I would



call the Manager of Catering and set up a cake for the final leg. In the case of a HNL trip, I would call the HNL Station Manager to have the big black UAL Limo complete with UAL Flags on the Port and Starboard Bow out in front of the terminal to take the Captain and his wife to the Seaside Hotel. Back in 1981, we valued a career of service and I was so proud to be able to honor our pilots.

Fast forward to 2006. Seeing what the company was doing, I was not going to let them insult me by going through the motions. I told the flight office I wanted no meter on the board wishing me and Jane well and I was not flying a last trip. Rather I choose a PEK trip in the middle of my last month that I had Jane booked as a PS. That day, I was going over the paperwork in Dispatch when your smiling face appeared and my 3 F/O's were all scratching their heads. I told them this was not my last trip because I still had a trip just before I turned 60 (which I had no intention of flying). I went to the Gate and we were oversold by 30. Jane had a confirmed Business Class seat. The Purser was Sandy Cockrell who I knew very well. Her retired husband, J B Cockrell, had been a long standing LEC Officer I had worked with for years. So Sandy, knowing we are oversold, comes to the cockpit and asks if this is my Last Trip, because Jane is a PS. I say no and leave it at that. We had a PEK layover and as we were all loading on to the hotel bus to go home, I noticed Sandy had a pink bakery box. Now I am in the cockpit pre-flighting and Sandy asked me to come to the upper deck galley. I walk back and she has Jane there with the FA crew and a cake for me. I can be emotional about things and I had tears running pretty good. My F/O's must have figured things out because when I got out of the bunk and got in the seat to fly the final hour of my career things started to happen. It was a Sunday morning with light traffic inbound to SFO. Outbound from Point Reyes I received the standard 100 degree vector, descend and maintain 6,000. Then they came on and asked us to report SFO in sight. We did. Then they said that I was cleared for an approach to the runway of my choice and wished me a great retirement. It seems my FO's must have sent some messages to DD while I was sleeping. I decided to select 28R so I could screw up the landing and still get it stopped to end my career. I actually got a nice landing. I cross the left and as I turn to go by the Firehouse. There are 2 Fire Trucks to give me the

rainbow! Now I am having trouble seeing through my tears. It gets better. That day, it was Fleet Week in SFO and the Blue Angles were staging out of the Maintenance Base. A ramper wanted to get pictures of the Blues later that day so he had his camera with him. When he saw the Fire Trucks forming up he jumped in a tug and drove over to gate 88 and got pictures of me taxiing through the rainbow. When I got off the A/C for the last time he was on the jetway. He asked for my address and he mailed the photos.



So what started out as a Secret Last Trip turned out to be a wonderful memory that I will take to the grave. It meant something because it was my fellow employees who made the effort to honor my service and not some hollow shell of a company that just wanted me to go away.

Thank you Conrad for starting that day with your thoughtful gift thanking me for my years of LCA work. It really means a lot to me! Sometimes you just have to let things happen! Please stay in touch.

I am well and am trying to give a little back as RUPA President. It is very hard to get retirees to step up as leaders so I agreed to do it to keep the organization going strong. We are 2,800+ strong and had 180 new members this year! I was able to recruit Cort de Peyster as my VP, who will hopefully assume the Presidency next September. Other than that, I play some golf, go to the gym 3 times a week and walk on the other days. Jane and I split our time between the Monterey Peninsula and our home at Northstar ski area in Truckee...summer/winter there and spring/fall in Monterey. We enjoy skiing and the great summers in Tahoe. All in all life is good and retirement sure beats working for Jeffie! Your time will come and the transition is much easier than I ever thought.

Jon Rowbottom SFOFO

STAN RUDEEN—Arvada, CO

Late with my dues, again, but may have an excuse this year. Three days after my 78th birthday, I was playing a very senior-friendly game of Pickleball. (Google it.) It was nearly my last. Being a very athletic senior, I was retreating (running) to the baseline to hit this fabulous return shot, when my feet somehow got in the way of each other. Now I'm running and falling towards the wall of this indoor court and BAM! I hit it with my head which fractured C1 and C2 in my neck. After an ambulance ride, 10 days in the hospital, during which time I had surgery to fuse those two vertebra, I'm well on my way to a near full recovery. I will have some limitation on neck travel, but I'm thanking God every day, that I had no injury to the spinal cord. Had that happened in that area, I would have been another Christopher Reeves, without any superman qualities. I should be back to playing a smarter game of Pickleball in a few months, when I'll turn to my opponent and say, "Nice shot", instead.

In spite of the above, Betty and I are doing fine. We both are enjoying this new sport which is taking our area by storm. We have 16 new, lighted courts a mile from home. There are 1500 folks trying this game in the northwest suburbs of Denver.

We now have four grandchildren out of college and with jobs, too. Two more in college, two in high school, and two in middle school. We're very proud of them all. They've had better parenting than our children had.

Not much to tell on the travel side. We did have a trip to Sweden in 2013, planned by our daughter Karen, who is an expert in genealogy research. All of my ancestors, and half of Betty's, immigrated to America in the late 1800's. We managed to see where they lived before their months-long journey to the Midwest. We picked up a new Volvo from the factory in Gothenburg, drove it around Sweden for two weeks (my son-in-law, a non-Swede, did the driving; I navigated), had it shipped to Denver, and flew BA (for 2) round-trip, all on Volvo's nickel. Well, it was built-in the price of the car, I guess, only getting a 3.6% discount from sticker. We did better than our ancestors; had breakfast in Sweden, and dinner in Denver, the same day.

Life with Betty is very good; has been for 55 years. God is good; all the time. *Stan*

BOB SCHERMAN—Litchfield Park, AZ

Here is a short missive to try to explain why I have only written twice in the 18 years since I set the brakes on my final trip in the 747-400, or, for that matter, any airplane.

We have been pretty busy, despite leaving aviation. In short, I returned to school full time. It was kind of fun. I achieved a BA in education, which, when accompanied by \$4.00 will buy a cup of coffee. (In Narita) I almost didn't finish the degree because funny things were happening to my vision, reflexes and cognitive awareness. I had begun the long road of Parkinson's Disease. It is always progressive and, in the end, fatal.

Just to be fair, Rita, my beloved wife, fell victim of a chain of events which started with surgery to correct some problems with her spine. It went bad. She spent over 8 months in the hospital. She is home now, confined to a wheel chair. It turns out that we are caregivers for each other. Thank goodness I bought into our group long term care insurance.

I don't want to give the impression that all has been bad. We have four children, all of whom have been very helpful. We had many fine trips with passes, though none recently. We also tried the motorhome bit. We found it to be very expensive, even though diesel fuel was less than \$1 a gallon.

Well, I will promise to write a more cheerful letter soon. Thanks for letting me be a part of this great organization.

Sincerely, **Bob**, PIT,SFO, LAX, DEN, CLE

CHARLIE SCHWOB—Goodyear, AZ

Dear RUPA, Only 10 days late. It seems I just wrote my dues check a month or so ago. Time flies. Twenty-four years since I set my last parking brake. It has gone by in a heartbeat. Health is still good.

Thanks to all of you who put the monthly magazine together and for all of the other work that is necessary to make it happen.

Enclosed are my dues, and a little extra.

Semper FI, Charlie DCA, ORD, SFO, DC-3, DC-4, DC-6/7, Viscount, B-727, B-757/67, L-1011, B-747

IN MEMORIAM

PETER JON KUSPIS

Peter J. Kuspis passed away on October 15, 2014. It is with great sadness that we say goodbye to the patriarch of our family. Pete was a strong and loving man who shared his time with the love of his life Dorothy (Dot) Kuspis.



Peter celebrated his 89th birthday on September 16 and on October 21, he and Dot were to have been married for 64 years. Pete was a gifted athlete playing quarterback for the Pottstown Trojans and the El Chico Athletic Club. During WWII Pete served in the Army Air Corp as a tail gunner on a B-29, earning the Distinguished Flying Cross.

A lifelong love of flying led Pete to a career, as a Captain for both Capital Airlines and United Airlines, spending the majority of his career based out of the Washington, D.C. area. His two sons followed in their father's footsteps, both currently enjoying careers as Captains for American Airlines. Pete is survived by his loving wife Dorothy, their four children: Judy Hayes, Thomas (Denise) Kuspis, Joan Wegner, and Richard (Tara) Kuspis, his 11 grandchildren and 8.5 great grandchildren, all of whom he adored. He was the son of Michael and Olga Kuspis and brother of Stella (Kuspis) Budich, all deceased.

A Memorial service will be held on January 17, 2015 in the chapel of Velda Rose Methodist Church, Mesa, AZ at 11:00 am.

JIM H. MCKINSTRY

Jim H. McKinstry died peacefully in his home in Longmont, CO on November 13, 2014 at the age of 73.

Jim was born on October 19, 1941 in Boston. He grew up in South Bridge, MA. He graduated from Mary E. Wells High School and Oklahoma State University.

Jim started flying, privately, in 1955. He enlisted in the Navy in 1959 and his branch of service was US Navy Aircraft and Engine Mechanic. Jim began



working for United Airlines, as a pilot, in 1964 which extended into a 38 year career with the company and ended in retirement in 2001.

He was inducted into the Aviation Hall of Fame in 2013, an honor that few have received. He belonged to the IAC, EAA, APOA, Warbirds of America, Colorado Antique Club of America, Aerobatic Club of America, UAL ALPA, CAP, Chipmunk Club, YAK, RUPA, ICAS, and Colorado Aviation Historical Society. Jim was a skilled air show pilot, aerobatics pilot, and a race pilot at the Reno Air Races in which he won first place in the Unlimited Bronze category. He loved farming at his Rancho de Aereo private air strip and spending time with his wife, children and grandchildren.

Jim is survived by his wife Lynda McKinstry, Two children, and seven grandchildren.

There was a celebration of his life in November at Vance Brand Airport, in Longmont, CO. Please send donations to the J. H. McKinstry Aviation Scholarship Fund address: Ahlberg Funeral Chapel, 326 Terry Street, Longmont, CO 80501.

THOMAS W. TURNER

Thomas W. Turner, born in Hillcrest, Alberta 25 Nov 1935, passed away 16 Sept 2014 at the age of 78 from complications of Parkinson's disease.



Tom grew up in Fernie B.C. and attended the University of British Columbia before joining the Royal Canadian Navy in 1955 as a midshipman in the Junior Aviation Officer Basic Training Course. He did his flight training with the U.S. Navy in 1956-1957 and then served the remainder of his 10 year career with the R.C.N. flying off the aircraft carrier Bonaventure or out of H.M.C.S. Shearwater. Tom joined United Airlines in 1965 and retired in 1995, enjoying a 30 year career continuing to do his favorite things, flying and traveling.

Tom met his wife Kit in Bermuda and they married in Nova Scotia in 1962. He used his extensive knowledge of history and geography for his daily crosswords, genealogical studies and articles. He also played, refereed and coached soccer.

Tom is survived by his wife Kit, 3 children and 5 grandchildren. His remains will be scattered at sea at a later date.



Thomas W. Turner	Sep. 16, 2014
Arthur A. Nelson	Oct. 09, 2014
Peter Jon Kuspis	Oct. 15, 2014
Alan W. Coles	Nov. 2, 2014
Jim McKinstry	Nov. 13, 2014
William S. Powell	Nov. 18, 2014

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

December, 2014 Edition

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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.)—*Shrimper's restaurant, Stuart, FL* - 561-756-4829
The Ham Wilson 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