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# rupanews



**Journal of the Retired United Pilots Association**



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Nevada

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

New York

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Ohio

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## PRESIDENT'S LETTER

**BOARD OF DIRECTORS:** I would like to thank Floyd Alfson for his years of service to RUPA. Floyd resigned from the Board at the end of December. He is a RUPA Past President and has been an active Board Member and member of our Audit Committee since he joined the Board following his tenure as President. Our organization has truly benefited from his leadership and wise counsel. Floyd, RUPA thanks you so much!

**NEW MEMBERS:** Since we do not publish a January *RUPANEWS* (we send out the Directory in January), we have a 28 new members to recognize since my last letter in December. Please give a warm welcome to Captain Ronald Cox, Poplar Grove, IL, Captain Noal Johnston, Fruit Heights, UT, Captain Roger Parsons, Vancouver, WA, Captain Bruce Cushing, Spotsylvania, VA, Mr Robert Ouellette, Jasper, AL, Mr Tommy Diehl, Reno, NV, Captain Philip D Webb, Vacaville, CA, Captain Robert Banks, Pine, CO, Captain Steven Dubois Balsam Lake, WI, Captain Kathleen Royer, Port Orange, FL, Captain Chuck Kolesar, Rocklin, CA, Captain Richard Husted, Knoxville, TN, Captain Paul Elsen, Winnebago, IL, Captain Russell Morris, Gainesville CA, Captain Reggie Banks, Washington, DC, Captain Daniel George, Pahump, NV, Captain Richard Pellicore, Denver, CO, Mr James Brodie, Lind, WA, Captain John Nyaradi, Bend, OR, Captain Mark Brophy, Georgetown, TX, Captain Ronald Juhl, Centennial, CO, Captain Edward Menendez, Ashburn, VA, Captain Rory Fergus Kay, Warrenton, VA, Captain Philip Mansfield, Frederick, MD, Captain Charles Stearns, Denver, CO, Captain Dan Muller, Carnation, WA, Captain Dale Finch, Chapel Hill, NC, Captain John Crowell, Solvang, CA

**EMPLOYEE DISCOUNTS:** In December an email was flying around regarding Employee Discounts on Microsoft Office for Mac and PC's. I contacted CONU and asked if the discount was also available to retirees. Janet Tyse, Project Manager – *Employee Experience*, responded with the following:

*“Retiree discounts vary depending on the vendor, refer to the vendor information on their special offer webpages.*

*For example: Hotel discounts often require a United Airlines badge to be shown at hotel check-in. Retiree badges can be purchased through Flying Together.*

*The Microsoft Office discount you referred to is for Active employees only and can only be purchased once during employment at United.*

*Some vendors require a valid United Airlines email address as proof of employment.*

*We request the vendors to include our retirees for special offers, however, it is the vendor's decision on what they offer and to whom.”*

As a reminder you can go to **FLYINGTOGETHER** and click on the Top Toolbar “EMPLOYEE SERVICES,” then listed in the Gray “BENEFITS BOX” click on “EMPLOYEE DISCOUNTS.” There are a wide range of discounts, many of which are available for retirees. As an example, Subaru offers a discount for active employees. I called the phone number and identified myself as a United Retiree and was told they would also extend the discount to retirees....can't hurt to ask! I hope this saves you a little money.

**TRAVEL:** Here is one I never heard of: Remember **GGBAGEMP**.....

Keep this code handy for the day you travel on a revenue ticket. There have been times when a retiree is told they have to pay for their luggage since they are on full fare ticket, we don't have to do that! Tell the agent to put in this code **GGBAGEMP** and it will give them instructions to send the baggage at no charge.

**CONTACTS FROM FORMER PILOTS:** I recently received a call from Paul Mattson, who lives in Frisco, CO. Paul retired “early” at age 61 not long ago and joined RUPA...Welcome Paul. It is funny how we spend our careers flying with folks who just blended in. A lot of our trips were routine safe trips and the crew was good, but, not memorable. That was okay, because our mission was to get from A to B safely, on time with minimal fuel burn. But, we all can go back through our gray matter and remember, as if it was just yesterday, flying with a person who left memories that to this day are alive. Paul and I flew on the 747-100...I was a F/O and Paul was the S/O. We had the 4 Day NRT trip for the month that had a 49 hour



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Layover. Paul and I had decided to climb Mt. Fuji on the layover. On the next trip we brought our winter gear ready to hike the challenge. Unfortunately, I came down with the crud on the way into NRT and had to bow out. But, Paul went solo and, as I recall, met another crew on the hike and had a great time. That is what RUPA is...the bringing together of folks who worked together and respected the profession....and then years later, out of the blue, my phone rings and I get to remember the wonderful times we had.....thanks for the call Paul. RUPA is alive and well. I encourage each of you to pick up the phone and call folks you read about in the *RUPANEWS* and share your memories. You just received the Directory last month so...really...there is no excuse! **HAPPY ST. PATRICKS DAY!!!!** *Jon Rowbottom* RUPA President

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## San Francisco North Bay (December) RUPA Luncheon

The heavy rain, flooded streets and downed trees but didn't keep most of the regulars from our December Christmas toy donation luncheon. Two couples, John & Carol Reed and George & Pat Hise had to give up getting to Petaluma due to a miserable traffic jam so they turned around and returned home. It was nice to see Jim Mansfield back with us after a couple of months in rehab due to an injury while playing tennis.

Bob got his 1985 "clicker" overhauled so that he can once again click the meeting to order rather than having someone bang on a glass with a knife. A Christmas card from our waitress Wendy was passed around along with some old ads by UAL looking for pilots, a photo of the prop of a Q400 sticking out of the fuselage, and a report on the design flaws that lead to the 787 battery fires.

I am proud to say that the group came through as they have for many years with a good amount of toys donated for the YSMC Toys For Tots program. Bob did say that he was suspicious that many attending were not pilots but rather they were impostors because not too many pilots are so generous. I'm sure the kids will appreciate the toys.

Attending: Gardner Bride, Jim Mansfield, Bill Smith, Tom Grey, Leon & Vicky Scarbrough, Ken Corbin, Wayne Heyerley, Dick Hanna, J.R. Hastings and guest Nikki Sorenson, Don & Barbara Madson, Dan & Chris Bargar, Sam Orchard, Dick Lammerding, Deke & Merle Holman, Barney Hagan, Bob & Doris Donegan, and Bill Greene



## San Francisco North Bay (January) RUPA Luncheon

A rather small group turned out for our first luncheon in 2015 although two missing members did have pretty good excuses. Leon is in Hawaii and J.R. is in Paris so we will excuse them for not being in Petaluma.

A short business meeting included passing around several interesting UAL items. One item was a mini liquor bottle with a UAL sticker on it. It was a full bottle and it made it around and was returned to the owner still full! Also passed round were an ad for the new Jeppesen CR1 computer, and an ad for the "Take Me Along" program which backfired for UAL. George, our health and welfare director, had an article listing all the good reasons for eating ginger. The rest of time we spent eating and reminiscing about the good old days and what great pilots we are or were.

Attending: Don Madson, Dick Hannah, Barney Hagen, Gardner "Bones" Bride, Bob Grammer, Tom Grey & guest Collen Murphy, Jim Mansfield, Jules Lepkowsky, Galen Wagner, Sam & Mickie Orchard, George Hise, Rick Saber AKA Norton1, Bill McGuire, Dick Lammerding, Bob & Doris Donegan, and your reporter, *Bill Greene*

### Pilot truisms

Standard checklist practice requires pilots to read to each other procedures used every day, and recite from memory those which are only needed once every five years.



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## Ohio Cleveland Crazies (November) RUPA Luncheon

Our November meeting at TJ's in Wooster, Ohio was full of spirited talk, fun stories and jokes. We also had a reminder that our December 18<sup>th</sup> meeting will be our Christmas celebration and all members and wives are invited.

Rich McMakin started the meeting by reading a letter from Edie Taylor thanking the Crazies for the beautiful flowers that were sent to Mike Taylor's Memorial Service in October. Dick Sanders read an interesting letter from a World War II PBY pilot describing one of his many rescue missions. Ken Wheeler, Rich McMakin and Dick Sanders kept us all laughing with many great stories and jokes. For example! Question: What is the Red Neck definition of certain medical terms? An example of a few terms are:  
1. Rectum? – Nearly Killed Him. 2. Urine? – Opposite of Out. 3. Enema? – Not a Friend. And finally  
4. Pelvis? – Second Cousin to Elvis.



Those attending in the picture are from left to right seated: Bob Olsen, Rich McMakin, and Ken Wheeler. Standing from left to right are: Phil Jach, our wonderful server Vicki, Pat Morris, Gene White, Jim Burrill, Harvey Morris, Dick Sanders and Ken's helper Diane. Cheers, *Phil Jach*

## Ohio Cleveland Crazies (December) RUPA Luncheon

The Cleveland Crazies Christmas Luncheon at TJ's Restaurant in Wooster, Ohio is always well attended and this year was no different. We had nineteen members, wives and friends join us for a wonderful time of good food, great stories and time together at this holiday season. Rich McMakin shared an update on Bill Christie from a letter that his wife Dorothy had written to us. Our long time member Harvey Morris and his wife Pat joined us this year for the first time as a retiree family. Harv retired mid-month this December. Ken Wheeler, Joe Getz and Dick Sanders kept us all laughing with the stories and jokes that Ken brought for us to enjoy.



Left to right seated: Bob Olsen, Dick Orr, JoAnne Orr, and Ken Wheeler.  
Left to right standing: Vicki (our wonderful waitress), Mary Lou Sanders, Linda Jach, Carol McMakin, Pat Morris, Harvey Morris, Diane Johnson ( Ken Wheeler's helper), Rich McMakin, Dick Sanders, George Bleyle, Vickie Getz, Joe Getz, Diana Zaleski (George Bleyle's friend), Judy White, Gene White and Phil Jach. Cheers, *Phil Jach*



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## The Big Island Stargazers (November) RUPA Luncheon

It was another beautiful day in Kailua-Kona when 15 RUPA members and guests gathered for libations at The Fish Hopper bar. Bobby “Ukulele” Michael provided the pre-lunch entertainment with his exclusive musical arrangements. Unable to attend were Dick Slinn’s wife, Grace, and Beth Raphael who were busy volunteering for the American Association of University Women at the annual GEMS (Girls Exploring Math and Science) convention; and Sam Wilson had a schedule conflict that kept him from making the drive over from Hilo. Joining us from Seattle were Rich & Maureen Hurst, and they are looking forward to becoming new residents on the island. We were sad to learn that fellow members Gerry and Joan Baldwin were in Honolulu where Joan has been hospitalized, and our thoughts and prayers go out to them during this difficult time.

Lunch began with complimentary pupus provided by our favorite restaurant, The Fish Hopper, and were served by the best wait staff in town. Lively discussions centered around recent travels and the use of ID90 passes and, of course, a few mandatory war stories were told—and sometimes retold to sound even better.



Seated Left to Right: Don Diedrick & Bobby Michael. Standing Left to Right: Linda Morley-Wells, Walt Wells, Maureen & Rich Hurst, Bill & Lauren Cochran, David Carlson, Winfield Chang, Linde Rimkus, Linda Michael, Al Rimkus, Joyce Jordan (HNLSW Ret'd) & Dick Slinn. *Linda Morley-Wells, Scribe*

## The Big Island Stargazers (December) RUPA Luncheon

We celebrated the holiday season with our First Annual Christmas Party hosted by Al and Linde Rimkus at their beautiful home in Kailua-Kona. It was a festive evening with great friends and the best pupus on the island. Live entertainment was provided by Bob Michael who sang a variety of songs accompanied by his expert strumming on the ukulele. Talk centered around upcoming holiday travel plans and arriving house guests.

Since our first meeting in March, we have rekindled friendships from our past and have been blessed with many new friends amongst our RUPA chapter members. Winter is a wonderful time to visit the island, and if you are in town please join us at The Fish Hopper Restaurant for our luncheon on the third Thursday of the month.





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Sitting L to R: David Carlson, Linda & Bob Michael, Joyce & John Jordon, Linde Rimkus, Grace Slinn  
Standing L to R: Rich & Maureen Hurst, Bill Graham, Jennifer & Don Diedrick, Al Rimkus, Lauren & Bill Cochran, Linda Morley-Wells, Walt Wells, Winfield Chang, Dick Slinn (not pictured, Beth Raphael)

### **The Big Island Stargazers (January) RUPA Luncheon**

It was another sunny day in paradise as we met for our first gathering of the New Year. Everyone had a great holiday season and now we find ourselves preparing for the influx of snow birds and house guests arriving from the Mainland. Regrets came from Gerry & Joan Baldwin who are in San Diego for medical care; Rich & Maureen Hurst who sadly were attending services for Rich's brother; Winfield Chang & David Carlson were winging their way to Thailand and Sam Wilson, who apparently is finding it difficult to effectively manage loafing in retirement.



Photo Left to Right: Don Diedrick, Lauren & Bill Cochran, Bobby & Linda Michael, Dick Slinn, Beth Raphael, Walt Wells & Linda Morley-Wells.

We wish everyone a healthy and happy New Year, and if you are in Kailua-Kona on the third Thursday of the month, join us at our favorite restaurant, The Fish Hopper—pupus are on the house!

*Linda Morley-Wells, Scribe*

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### **Boy's Night out in Hagerstown**

The last gathering of the Washington (DCA) RUPA group of Good Old Boys on their Boy's Night out in Hagerstown, Md on the night of December 14, 2014.



Pictured from the left- John King, EK Williams, Bill Nolan, Gil Coshland, Paul Davis, Gary Cook, Lew Meyer, Fred Mack (guest of Lew Meyer), Stokes Tomlin, Don Reinhard, Dr. Caine (Don' Guest), Bill Wellborn, John Easton, Chuck Rhine and Bernie Schwartzman. It was most interesting to have Fred Mack attend the dinner....he is 103 years old and has spent his entire life in aviation!

We were able to tape a small video that turned out so well that Lew Meyer has been in touch with the Air and Space folks to do a Living History interview of Fred. *Stokes Tomlin*



## Los Angeles South Bay Holiday Luncheon

On December 11th we came together in the San Gabriel Room of the Hacienda Hotel for the annual Holiday Luncheon. We didn't have quite the same count as we had in previous years but a cordial group it was. The buffet was quite good and quite a few bottles of wine made the bartender happy.



Tony Buck gave us a quick synopsis of Capt. Parchment's unfortunate accident as he fell badly on his head, but he is strong and is slowly recovering.

Captain Richard Shaw gave us a nice overview of LAXFO operations and of the schedule flying these days. His experience with ALPA was pretty much the same as mine. Scheduling of flights into preset calendars for a month at a time was the norm though yours truly was long involved in getting computer assisted custom scheduling adopted, but many difficulties prevented earlier implementation. Now Personal Lines of Flying, i.e. custom scheduling, have been used for some time and today's crews are using it successfully. Also, all flight planning has been streamlined, flight plans are sent electronically to the airplane or the gate where the Captain will sign it electronically.

Our charming flight attendants of LAXSW were well represented and also recruited a few new retirees to join RAFA, and or Clipped Wings. RAFA is similar to RUPA, furthering ties of friendship and welfare of the retired flight attendants. Clipped Wings is, of course, a philanthropic organization and as an aside, a congenial social group. *Arvid*

## Monterey Peninsula RUPA Lunch Bunch (December)

We gathered on December 10<sup>th</sup> for the 5<sup>th</sup> year at the Monterey Peninsula Country Club Beach House overlooking the Pacific Ocean. Our hosts were again Carlos and Judy Quintana and we thank them for their willingness to bring us all together for our Christmas Luncheon. We began with cocktails followed by a delicious meal. The food was outstanding and the conversation was lively. In all, we had 43 folks including 9 RUPA members from the San Francisco Bay-Siders group.



Joining in the festivities were Bill & Fran Blomgren, Ken Bohrman, Lee and Nancy Casey, Phyllis Cleveland, Bob & Hannah Cornell, Mike & Mary Lynne Donnelly, Connie & Beth Ege, Bob & Jill Ebenhahn & Carole, Diane Ellis, Brett Morris, Diane Emerson, Milt Jines, Karl & Jan Kastle, Gaylan & Kay Kessel, Bob & Ann Kibort, Dave & Linda Mackie, Ed & Pat Manning, Norm & Barbara Marshall, Philip & Pat McClain, Barrie & Sharon Nelson, Carlos & Judy Quintana, Jon & Jane Rowbottom, Cleve & Rose Spring and Pete & Donna Walmsley.



Carlos entertained us all with another edition of his trivia questions with correct answers earning a bottle of wine. There is a big storm rolling in off the Pacific so crews were boarding up the Beach House windows as soon as we departed. The surf was already very big and tomorrow the place will be rocking and rolling. We need the rain so badly.

Reservations have already been made for December 9, 2015 for the Beach House by the Quintanas. The Monterey Peninsula Lunch Bunch wish all RUPA Members a Merry Christmas and Happy New Year!

*Jon Rowbottom* (scribe)

## The Monterey Peninsula RUPA Lunch Bunch (January)

The January 14<sup>th</sup> luncheon at Edgar's was well attended by Pete & Donna Walmsley (hosts). The weather was great, could have had lunch outside.

In attendance were, Milt Jines, Brett Morris, Carlos & Judy Quintana, Ed & Pat Manning, Bob & Hannah Cornell, Lee & Nancy Casey, Will & Fran Blomgren, Jack Cowles, Richard Meyer, and Dave & Linda Mackie.

Richard Myer gave a talk about his being a part of the team that set a new world record for a high altitude balloon jump. He said there should be a video out soon.

The above notes courtesy of Pete! Happy 2015! *Phyllis Cleveland*



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## Dana Point (December) RUPA Luncheon

Our Group arrived to another beautiful day in the harbor. The deck was ours! Seems like the rest of the patrons were off shopping or travelling. Good!

On Deck were: Al Pregler, Bill Rollins, Bill Stewart, Bob Brockmeier, Bob Fuhrmann, Bob McGowan, Jack Frisch, Jerry Meyer, Joe Udovch, John Grant, Rusty Aimer, Ted Simmons, Walt Bohl and Park Ames.

Our end of the table got quickly stirred up by the early arrival of Park with his quick wit and numerous jokes. Then the conversation got to travelling and using the airline passes and ID90 ZED tickets. Jack Frisch, who just retired last year, seems very knowledgeable. (The update in Rupanews 9/15/14) by RAFA was very good). Jack had just got back from Vienna using ID90 fares with good results on UAL and LUF.

Quick update on the error in the December *RUPANEWS*, regarding the Prize Heifers that were flown to Moscow on a cargo flight by Maverick airline. The manifest should have showed the weight as 1000# / Heifer. That should make the balance on the Manifest sheet for the flight- correct. (Time can change- effect memories around in most interesting ways!)

Conversation turned to Hijacking with mention of UAL's first flight to Cuba. Seems that the Captain was able to slip the airport security agent a few dollars to get him a box of good Cuban cigars before they departed back to the States. In another the hijacking was prevented by both C/P and F/O taking an opportunity to jump out the cockpit window.

Quite a bit of Retirement and Elder care...for us!! Seems like quite a few of us are getting to that age. Bill Stewart was looking on into a new progressive living in a development in the San Juan Capistrano area. Sounded like James Michener's 1994 Book 'Recessional'. Buy in and get Independent, Assisted or Nursing care, but in your new home at this development. There would be no charge for the increased care. On this note elevators were suggested and in house care.

The Rains came to California this week and we enjoyed. Now back to the sunny days. As always Park had several parting Jokes... that only he can remember.

Hope and well wishes to all for the New Year. Cheers, *Ted Simmons*

## Dana Point (December) RUPA Luncheon

Once again we were able to use the deck at the Wind and Sea...a whole year now of meetings under the blue umbrellas. Southern CA. is living up to its imagine of fine weather! The whole upper deck was ours. The staff was ready to get our drinks and allow the group to visit and offer greeting around for the New Year. The passing of Roger Baker was discussed. Just a few of us knew him and I did not have him on our roster. A "Good Bye" with military honors was held at Oceanside on January 17 with a 4 ship flyover. Will report more next month.





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On Deck were. left to right; Park Ames, Bruce Dunkle, Al Pregler, Carlos Bernhard, John Arp, Joe Udovch, Rusty Aimer, Jim Cronin, Jim Grosswiler, Ted Simmons, Bill Stewart, Bill Rollins and Butch Trembly Our 'working pilot.'

John Arp filled us in on his latest flying with a C130. He did the flying for the movie American Sniper... where he met Clint Eastwood. This was a 'five day 'shoot' of flying'. Another was a commercial for H.R. Block, something that entailed dropping 'fake' hundred dollar bills out the back of the 130. Have to see the commercial to tell you more. Sounds like fun flying. Carlos is enjoying flying light aircraft with his club of Oceanside. Joe mentioned that he is off therapy from his bike accident. Great. Joe. The following attachments are some random thoughts... for the New Year Cheers, *Ted*

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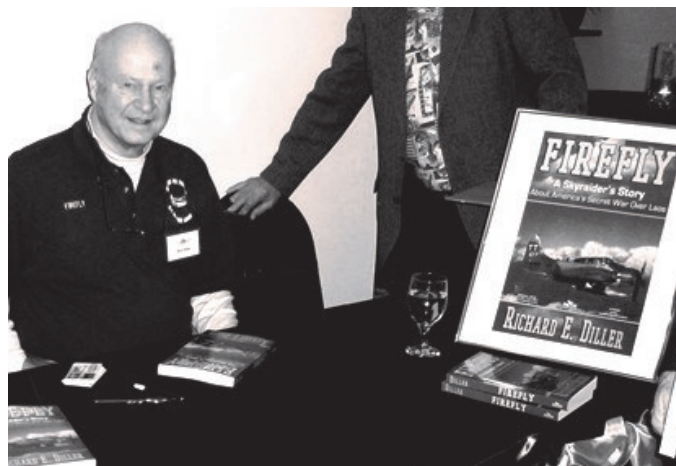
## The Joe Carnes 31 North RUPA Group Luncheon

It's said that things slow down after the Christmas Holidays. Kinda true. Last luncheon, we had a Mach 2 program and today's was one that was closer to Mach 0.2. Our guest speaker was Captain Dick Diller (DAL, Retired), author of *Firefly – a Skyraider's Story About America's Secret War Over Laos*. Based at RTAB Nakhon Phanom, Dick flew 203 combat missions in the A-1 with the 602<sup>nd</sup> Special Operations Squadron, mostly at night. He provided us with a great talk and was kind enough to also autograph copies of his book.

Our previous luncheon's Polish smorgasbord was super-popular with the gang, so 31North Banquets owner/manager Bernice Zubrzyckie and her staff repeated it again for us today. Many thanks to those folks for their great work.



Enjoying the food and festivities were; Ken & Muriel Bergsma, Jim & Corinne Boyer, Ben & Kay Burford, Larry Cabeen, Bruce Carey, Bill Cherwin, Sigmund Chrzanowski, Norm Clemetsen, Tom Conley, Al deLeeuwe, Dick Diller, Jim Downing, Roger & Sue Dreher, Carl Eberle, Dick Emery, Allan & Diana Englehardt, Walt Fink, Mac Gregory, Vince Hammond, Dave Harris, Bob Helfferich, Buck Hilbert, Verne Jobst, Bob Kelly, Les Kero, Chip Little, Wes Lundsberg, Jim McCusker, Bob & Shirley Moncur, Dick Murdock, Howard & Marjorie Nelson, Glen Peterson, Phil Pignataro, Jim Rosater, Jack Sheridan, Ole Sindberg, Jim Stuntz, Orrin Towner, Jim & Mary Jeanne Trosky, Gus Tuit, Wayne Walusiak, Dave Wege, Paul Wember, and Frank Zackary.



Our next scheduled luncheon will host Captain Bill Norwood as our guest speaker, and will be held on Tuesday, May 12<sup>th</sup>, 2015, at 31N Banquets, 217 N. Front St., McHenry, IL.  
Ye Humble Scribbler, *Walt Fink*

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## **S.E. Florida Treasure Coast Sunbirds (December) RUPA Luncheon**

Our Final RUPA Luncheon for 2014 was held on Tuesday, Dec. 9th at Spoto's, a terrific waterfront Restaurant in Stuart just SE of the Roosevelt Bridge. We always hold our Dec. and Feb. Luncheons in some place 'Special', since in those 2 months we invite our wives or lady friends to join us in honor of The CHRISTmas Season (Dec.) or in recognition of Valentine's Day in February. We had our own Private Room where the food, service, atmosphere and VIEW were absolutely spectacular. Spoto's is located on the Southern Shore of the St. Lucie River and watching the many boats go by as we eat and enjoy our Adult Beverages (AB's) is quite enjoyable to say the least.

Of course, in January we will return to our normal location which is Shrimper's .... on the Western edge of Manatee Pocket, another waterfront location - also in Stuart. How LUCKY we are to have so many GR8 locations available to us.

Although 'other' options were available to us, it was the OVERWHELMING choice of those who attended that we simply order off of the Menu. Needless to say, there were MANY options available and everyone seemed VERY PLEASED with their selections. I'm not sure what was discussed at the various areas of our table....but I can tell you by the activity and NOISE in the room.....when it came to conversation.....nothing was lacking.....that's for sure. I'm sure that the 'subject matter' was far and wide and that many of our World's problems were solved during the course of our meal. The UN has absolutely NOTHING on The Treasure Coast Sunbirds. 🍷 !!!

Those who attended were: Dave & Ellie Hoyt, Dick Baese, Paul & Bev Bailey, Ted & Hellevi Osinski, Skip La Rocque and friend Barbara, Bill & Lulu Cole, Dick & Zsuzsa Starita, Dan Petrovich (drove up from FLL), Bob & Linda Schaet, Dave Damon and myself, Bob Langevin.

Our 1st Luncheon in 2015 will be at Shrimper's on Tues., Jan. 13th at 11:30 AM. If any of our RUPA Members are traveling in or around the Stuart, FL area around that time, we'd love to have you join us.

So, until next year, I want to wish all of our fellow RUPA Members, their Family and Friends a Merry CHRISTmas and a Happy, Safe and Prosperous New Year. Sincerely, *Bob Langevin*

## **S.E. Florida Treasure Coast Sunbirds (January) RUPA Luncheon**

What a GR8 way to start off 2015!!! Our 1st Luncheon of the New Year (at Shrimper's of course) was phantastick although we did eat inside to be on the safe side. Rain was in the forecast but the WX actually got better (as Pilots, we all know how that goes, right? 🍷) We had 12 in attendance (see below) and I don't think that anyone ever stopped talking, sharing and exchanging thoughts and ideas. I won't get into the BS conversations, but I will share some specifics that are 'worthy' of mention. (Stay tuned below)

Now that the New Year has started, many of our Northern Members are starting to return to So. FL.....can U blame them??? 🍷 Our traffic is increasing 🍷, our RUPA #'s are increasing 🍷, and our Servers (Tami & Tina) along with our Food choices were Awesome. I'm kind of upset that I don't have anything to 'bitch' about....it seems that I'm letting the Pilot group down.....Sorry guys. 🍷 Maybe a trip to TK will REJUVENATE me.....that has always worked in the past. 🍷

Newsworthy Items included: Bob Schaet reported that Sid Sigwald, 83 years of age, is very functional, has lost a lot of weight, undergoes Physical Therapy, does NOT get around very well and his mind is still quite good. It seems that - that same Standards Capt. Bob Schaet's memory is NOT what it used to be. 🍷 Bob lost a bet to Bob Langevin on the total Fuel Capacity of the 747-400. Bob S. missed it by 30,000 lbs. and Bob L. -- nailed it!!! 🍷 BS bought BL Lunch and an Adult Beverage. ;- ) Like I said, a GR8 day at Shrimper's and it was FREE for BL. BTW, BS was so distraught at losing the bet, he left FL the next day for NC and refuses to come back until sometime in April. U know how those Mgt. Pilots are -- Poor Losers....thanks for Lunch Bob. It was terrific, probably one of the BEST that I've ever had at Shrimper's after all of these years, and I'm sure that my cost (-0-) had something to do with it. Dave Hoyt was walking with a cane and will be having back surgery in about 2 weeks. We'll let you know how he makes out.....Wishing U the BEST of Luck Dave. Dick Starita forgot about the Luncheon (he RSVP'd) and didn't show up.



Those in Attendance for the good time were: Dave Hoyt, John Pinter, Jim Dowd, Bob Schaet, George Kane, Bill Cole, Dick Baese, Ted Osinski, Don Onofrio, Dave Damon and his friend Rich Mollet (British Airways), and myself, Bob Langevin.



#1 - (R to L) - Dick Baese, Jim Dowd, Bill Cole, George Kane, Dave Hoyt and John Pinter at the very end of the table.

#2 - (L to R) - Bob Langevin, Bob Schaet, Ted Osinski, Don Onofrio and John Pinter at the very end of the table.

#3 - (L to R) - Dave Damon and his Friend, Richard Mollett (British Airways), Bob Langevin and Bob Schaet.

#4 - UCon's new Chief Pilot in Stuart, FL (aka SUAFO) 🤖 His name is TBD at this time - however he might be trying to find it on his iPad!!! 🤖 Not really sure.....

Our Feb. 10th, 2015 Luncheon will be at a TBD location (probably Spoto's). In recognition of Valentine's Day, we invite our Wives or Girlfriends to join us (NOT BOTH, please 🤖). In order for you to join us, it is NOT necessary that you bring a companion...Solo is FINE too! If U happen to be in the Stuart, FL area and would like to join us, plz - come on by, we'd love to have you. Meanwhile, I hope that the New year will treat you well in every way and that God will watch over our Country each and every day. God knows, we certainly need it. Sincerely, *Bob Langevin*

## CALLING ALL UAL 570 !!!!!!!!!!!

May 17, 1985 is almost 30 years ago but none of us will ever forget that day.  
 Would you like to remember it with those who shared the experience?  
 Many have retired, some have moved on and sadly, some are no longer with us.  
 But for those of us who can, let's rekindle old friendships and make new ones.  
 While we're at it, we may even find time to trash Dick Ferris.

We'll definitely play some golf and offer a toast or two to each other, our fellow UAL pilots and the profession.

What we need is your e-mail address so we can forward all the specifics and gauge the interest in the event.

Please respond ASAP to: [ual570reunion@aol.com](mailto:ual570reunion@aol.com)



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## Thousand Oaks (November)RUPA Luncheon

We gathered together at the Sunset Lounge in Janns Mall on a cooler than usual day compared to the warm weather we have been having. It's been dry here and we may have to conduct a rain dance next meeting if we don't get any precip.

Doug Bielanski opened the meeting with some aviation news and comments. Claude Giddings entertained us with some interesting information and humor. Grant Sullivan provided us with an update on what's happening on the line since he is our only working pilot. The description he provided was interesting and informative. Apparently a glitch in the new crewing software caused the crew desk to call some deceased pilots or their wives to go fly. I've been waiting for that call. I guess it's a good way to supplement our decimated pensions except they wouldn't pay us; they would say we're double dipping.

I told the group about my wife and I attending our first RUAEA convention. We went because it was nearby in San Diego. We were made to feel very welcome. They'd like to see more pilots. I didn't know anyone but felt like I did. About 400 people showed up. On the last day there was a presentation and Q & A session by the United Airlines person in charge of pass privileges, reps from the insurance companies, and the credit union. The dinner banquet was very nice featuring a Hawaiian show. The convention next year will be in Pittsburg. We had a good time.



Pictured left to right is; Marcene and Doug Rankin, Tom McQueen, Nate Hall, Kent O'Brien, Dave Park, Claude Giddings, Jim Hall, myself, Gene Biscaluze, Don McDermott, Doug Bielanski and Grant Sullivan. Our next meeting should be on January 11, 2015. Regards, *Denny Fendelander*

## Thousand Oaks (January)RUPA Luncheon

We met on a perfect day. Having endured a high of 84 degrees a few days prior the cooling trend into the mid 70's was a welcome relief. The crew desk must have been busy junior manning as we had a small turnout. Maybe it was still beach weather as Doug suggested, or maybe guys just went fishing. The 2<sup>nd</sup> Thursday of an odd month being our regular meeting time, we will have our next meeting on March 12th at 1130 at the Sunset Terrace in Janns Mall.

Those who attended had a good time. We never run out of topics concerning airplanes etc. Doug opened the meeting with lots of aviation news of interest including the Malaysia Airlines Flight 370 location, risk analysis of drones to airliners, NASA one pilot only aircraft feasibility etc. On another topic congress passed legislation allowing companies to reduce pensions to prevent them from being taken over by the PBGC, see <http://money.cnn.com/2014/12/12/retirement/pension-cuts/>. Company pensions are at risk again as if they haven't been ravaged enough. Congress is not interested in supporting pensions, is the PBGC at risk? I guess they have their own plan, I think I feel their hand in my pocket. Wall Street seems to have special protection.

Dale and Ray talked about general aviation. Dale still has a Cessna 180 I believe. Kent reminisced about the QB's great annual parties at Broome Ranch which are now history. Gary mentioned he has used Asiana and

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JAL in traveling to Asia and was happy with them. I found that United refunds international listings automatically if not used, not so with fares w/ Lufthansa. Also when you make a listing w/ Lufthansa I see no way to change it, you must cancel it, make a new one and pay again.

A lot of other flying experiences were related, interesting stories.



Pictured from left to right are Ray Engel, Dale Myers, Doug Bielanski, Gary Babcock, Claude Giddings, Don Tanner, Kent O'Brien, Bob Mosher and Dick Unander.

Regards, *Denny Fendelander*

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## **The San Francisco Bay-Siders' (December) Luncheon**

Those arriving at Harry's Hofbrau for the December SFO Bay-Siders' RUPA Luncheon found it, as always, appropriately and festively decorated for the Holidays. Besides the many Santa's, reindeer, and Teddy Bears in residence we had a very good turnout of Ruparians ready to share in the Christmas cheer.

Our own Christmas miracle was the return of Jan McNaughton, still recovering, but glowing with her usual good humor. Jan graciously brought Biscotti for all.

In attendance were: Marty Berg, Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Gerry Delisle, Bob & Jill Ebenhahn, Dave Forbes, Carol Gillett, Barry Hamley, Dick & Jeri Johnson, Bill & Bonnie Klett, Bill Madsen, Ed & Pat Manning, Jan McNaughton, George Mendonca, Cleve & Rose Spring, Isabell Traube, Larry & Pat Wright.

## **The San Francisco Bay-Siders' (January) Luncheon**

The New Year brought us a very good turnout for the January Bay-Siders' RUPA Luncheon at Harry's Hofbrau in Redwood City. The topics of conversation ranged from comparing notes on the Holidays to, of course, that old standby, Pass Travel. Greatly missed was the presence of one of our regulars, Sam Cramb, who was having hip replacement surgery that very day. Heal quickly and hurry back Sam!!!

In attendance were: Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Gerry Delisle, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Dick & Jeri Johnson, Bob Kallestad, Ed & Pat Manning, George Mendonca, Bob & Dee Norris, Cleve & Rose Spring, Chuck Stamschror, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Larry & Pat Wright.

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



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## Southwest Florida Rupa Luncheon

Our 12 January 2015 luncheon was once again held at the Fort Myers, FL Olive Garden restaurant with a very efficient Amanda as our server. It was an overcast, somewhat muggy day but warm with an attendance of fifteen which is holding from our last luncheon in November. Only two more luncheons for the season on 9 February and 9 March.

One announcement was made concerning the schedule of the Collings Foundation Wings of Freedom tour for their 2015 Florida Tour. Their inventory includes a B-17, B-24 and P-51C, for which a thirty minute flight can be purchased. They will be in Naples, Fort Myers and Venice, FL during February in Florida. The remaining tour dates can be found on their web site at [collingsfoundation.org](http://collingsfoundation.org). Since the movie "Unbroken" has recently appeared in movie theaters about the experiences of Olympic runner, Louis Zamperini, and his B-24 crash in the Pacific during World War II, the appearance of the B-24 Liberator will surely prove to be an attraction. Some lively discussion developed on these historic aircraft.

Attendees were reminded of the upcoming RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL. The date to mark on the calendar is Thursday 23 April 2015. The fly-in runs from 21-26 April 2015. More reminders will be forthcoming.

Gary Crittenden mentioned that at our February luncheon there will be a speaker from the Shell Point Retirement Community in the Fort Myers area. This should be an added plus as it's been quite some time since we've had a speaker. Thanks, Gary! He also reminded us to pay our dues as it keeps RUPA going along with the *RUPANEWS*.



We had a new RUPA attendee from New York, Ken Ernst. He says he's between Florida and New York so we hope to see more of him. Other attendees included (\*denotes guest) Wallis Alves, Neil Bretthauer, Gary and Janice Crittenden, Rip Curtiss, Jim Howard, Don Kincaid, Dot Prose, King and Madelon Purton, Gene Chapman\*, Faith Osborn\*, Jim Sutton\*, and Mamie Thompson\*.

Hope to see everyone and guests at the next luncheon on 9 Feb 2015. All welcome!

Yours truly, *Gary Crittenden and Dot Prose*

### **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](mailto: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**



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## The Ham Wilson S.E. Florida Gold Coast (December) RUPA Luncheon

We had 23 retirees attending our December lunch this Thursday under cool sunny skies in southern Florida. Attending were; Lyn Wordell, Dennt Keast, Dave Dryer, Ralph Rodriguez, Ed Wheeler, Bob Engelman, Ham Oldham, Jerry Bradley, Jerry Lewis, Dan Petrovich and son Scott Petrovich, Murray Warren, Ed Yost, Bill Lancaster, Dan Kurt, Jim LaVore, (From Naples area) Jim Good and Bill Garrett, (from the Stewart area) Bob Langevin, Bob Schaet, Ted Osinski, guest Stan Baumwald (NWA Retired). There were so many conversatiions going on that I might have missed a name. If so let me know if I omitted you.

Ed Wheeler has given us a write up on our famous member whom we named our luncheon to honor. Ham recently passed away and was a colorful character who many on the airline knew and flew with. So in his honor we are now officially the Ham Wilson Gold Coast Lunch. *Ned Rankin*

### Ham Wilson as best I can recall! by Ed Wheeler



Ham grew up in MD outside of Washington and learned to fly at a young age at a small airport. In 1940 he was too young to join the US Army, so he enlisted in the RCAF in Canada. They wanted to send him to a stateside assignment, he said no, he wanted to fly, so joined the RAF and was sent to England to fly Spitfires, was in the last part of the battle of Britain. Ham was shot down three times, one time pancaking on a very small island in the North Sea off Scotland, where he was stuck in the cockpit for three days with an injured back. A British frigate saw him and took him to Scotland where he made it back to England and was flying again in a week or so.

After he finished his tour, he came back to Canada where he met his wife, Aileen, then transferred back to the US Army Air Corps and instructed B-26 pilots at YIP near Detroit. After the war he flew in the Dominican Republic conflict until he was hired by Pennsylvania-Central Airlines about 1947, which was merged with Capital later on. He was based in ORF and DCA until he moved to MSP where he flew Connies and Viscounts. He came to MIA in the early 60's, living in Pompano Beach. He loved his hunting and fishing, owned a 37ft Hatteras "Hambone." He retired and began his annual camper trips to Alaska, the two of them living in the camper on the back of their pick-up truck. They loved the wilderness and finally bought a house in Homer where they summered with their Daughter, Michelle, who owns a restaurant there with her husband Shaun, the Cosmic Kitchen. Ham lost Aileen a month before he passed, and leaves his 2 Sons, Alex and Jim in Minneapolis, and another Daughter Marleen in Lighthouse Point.



Seated: Ned Rankin, Bill Garrett, Lyn Wordell, Denny Keast, Ham Oldham, Jerry Bradley, Dave Dryer (hidden), Ed Wheeler, (hidden) Murray Warren, Bob Engelman, Bob Langevin, Ted Osinski, and Stan Baumwald.

Standing: Ed Yost, Dan Petrovich, Dave Dryer, Jim Good, Bill Lancaster, Bob Schaet, Scott Petrovich, Jim LaVore, Dan Hurt, and Ralph Rodriguez.

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## The Columbia River Geezer's (December) RUPA Luncheon

On Wednesday, 12-10-14 at 1100 a small group of Columbia River Geezers arrived for lunch at the Claim Jumpers Restaurant located in Clackamas Town Center.



Left to right Tony Passannante, Standing, Doug Howden, Ron Blash, Tom Krueger, Fred Krieg and Ray Reed.

Outside it was raining, so another wet and blustery day here in the Great NW. However, six Geezers sat down for a nice lunch and surmised that many other Geezers were out Christmas shopping that morning. In fact Tom Krueger and his wife had driven up from the Salem Area and she was shopping there at the Clackamas shopping Center while Tom was hanging out with us. Great conversations with much discussion about in-flight engine shut down experiences while flying the line. Fred is still actively flying small aircraft and is the proud owner of an older model, yet beautiful Beech Baron and lives on Independence Airpark here in OR. For you light plane aviators out there in RUPA land, Independence airport's identifier is 7S5. Sam Richardson, normally a regular at our meetings, is currently down under for the winter, sunning in AKL New Zealand. Sam's wife is a native of New Zealand so they spend their time there during the winter time here in OR.

Towards the end of our lunch a discussion ensued about changing our restaurant venue. The six of us came to a conclusion that after two + years at the Claim Jumper, it was time for a change. The group decided to keep our next restaurant selection in the same specific area. It came down to two choices, the Old Spaghetti Factory and the California Pizza Kitchen. It was decided to give the California Pizza Kitchen a try and see how it fared. This is not a permanent new location "yet" so no changes should be made, at this time, to the back of the RUPA Mag.

The address for the California Pizza Kitchen is The Clackamas Town Center, 11840 Southeast 82nd Avenue # 3060 Happy Valley OR, 97086. Phone # is 503-659-0760. Those who would like to attend please remember the second Wednesday of next month which is January 14, 2015. Please mark your calendars. Happy Holidays to all RUPA member and of course to all of The Columbia River Geezers. *Ron Blash*

## The Columbia River Geezer's (January) RUPA Luncheon

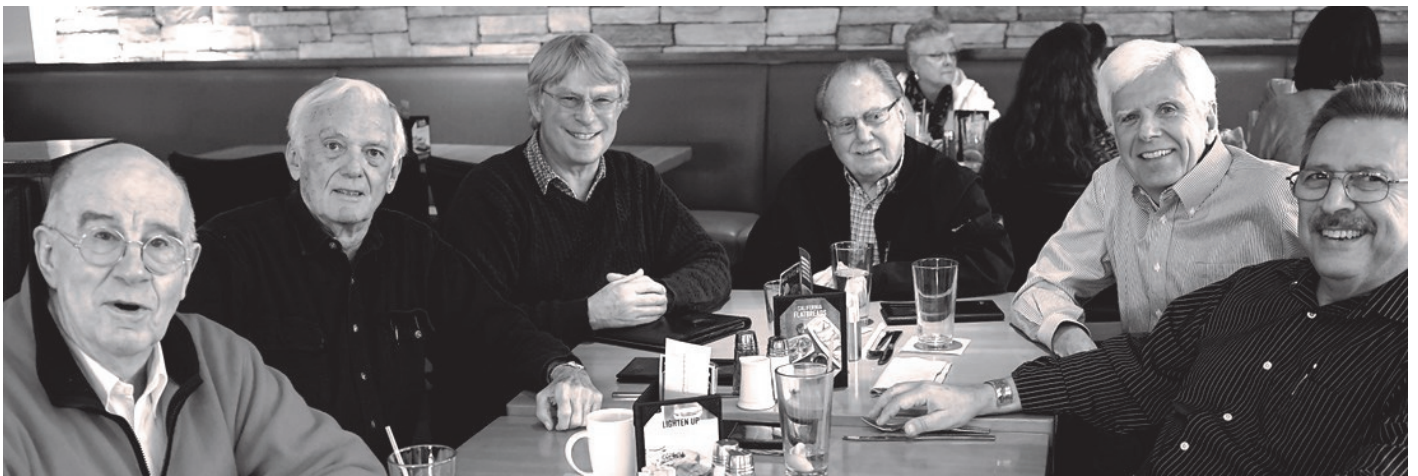
A refreshing, clear, cool, crisp day here in the Great Pacific North West. Six Columbia River Geezers attended our luncheon at CPK's, California Pizza Kitchen, this afternoon. Our first time here for lunch and we all voted to return next month and thereafter. Change is good. We have all recovered from the holidays and are looking forward to 2015.

Many of us are planning trips North, East, West and South into and out of the good old USA. Naturally, with all the political tensions in the world we are choosing places to travel with a much more discerning eye.



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Dick Ionata, a former B-52 driver, kept our interest for some time while listening to his discussing the times when he was a military aircraft commander flying around the world with NUKES on board. All de-classified information, of course, yet very interesting indeed. Lots of conversation about the Los Angeles Domicile, where at one time or the other we all were based. Naturally lots of discussion and stories about some really old time Captains we use to fly with. But most of the time we were in discussions centering some of the flight managers we used to work for or with, etc. Maybe some of you will remember some of the following LAXFO mgt. pilots names. Bill Thomas, Don Doud, Jack Brown, Walt Matsui, Gerry Breyer, Dick Plavin, Dean Durgan, Walt Strow, Larry Ligouri, Larry Freeman, Mike Cuddy, Gary Meermans, Joe Richardson, Glenn Greenleaf, Glenn Robinson, Dick Hendle. Yes, some names from the past, the 60s, 70s, 80, etc. some names with good memories and maybe some not so good. The GOLDEN YEARS of flying are behind us now and we hear stories from those who are still flying the line. Times have changed. Yes we all miss flying the "BIG IRON" and the interactions with our professions contemporaries. Yet, we continue to move on and still reach back through our stories and recollections to The Golden Years of FLYING THE LINE. That's what RUPA's luncheons/get togethers are all about .....Life Goes On.



Around the table, left to right, are Doug Howden, Dick Ionata, Ron Blash, Ray Reed, Rich Warden and Tony Passannante.

The next Columbia River Geezers luncheon will be held at the California Pizza Kitchen starting at 11:00am on Wednesday Feb. 11, 2015. CPK's is located in the Clackamas Town Center 11840 Southeast 82nd Avenue #3060, Happy Valley, OR 97086 (503-659-07600. *Ron Blash* 503-636-3612

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## San Diego North County (December) RUPA Luncheon

San Diego North County (December) RUPA Luncheon Howdy Cleve- On Tuesday, December 9, we Ruparians met as usual for lunch. Present were Bill and Evelyn Pauling, Brad and Rhoda Grees, and Collin Winfield, a March 2014 retiree.

Collin had a lot of great stories, and kept us in stitches most of the time. We hope he will be a regular attendee. I asked him some questions about his aviation background, and said he had never flown a plane with a propeller. That was a surprise. His first United plane was a 727. Based on that, I decided not to ask him if he knew what ADI was, or an oil dilution procedure, or a clearoid cloth, stuff like that. All that information is worthless now.

Rhoda reported that she had seen recently married Paul Whitby, and he is very happy now. Ruth and Bob Bowman were missing, and I'll check on them. Mark Mayer was absent too, but he is a traveling guy, and he could be anywhere.

That's all for now, as I must do a laundry for a friend with a health problem. What fun, I think not. Best wishes for Christmas and the New Year, brother Cleve. You are appreciated. *Bob Harrell*



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## Denver Good Ol' Boys & Girls (November) RUPA Luncheon

On Tuesday the 18th of November again we met at the usual place – the American Legion Post One, 5400 East Yale east of I-25 from 11:00 on lunch at noon and broke up between 1:00 and 2:00 p.m. Food was good – we have a new caterer at the Legion. She is a very nice young lady named Catherine Birdwell with another young lady assisting and she makes the food from scratch.

Captain Russ Ward gave an interesting account of his WWII P-38 photo recon service. I mentioned the website sent out in respect of Jim McKinstry and read a short sort of remembrance I modified from something my son wrote long ago. Lately I've also noticed a number of mentions by members of Retup; he will be missed.

In respect of the unexpected passing of Bill Powell Captain Rick Bebee gave an account of Bill's development of his proprietary data base of United pilots going back to 1940s in respect of seniority. Bill devoted most of his last 30 years since the Strike of '85 doing what he loved most: serving pilots of United Airlines.

We had 33 show up – they were; Jim Adair, Darrel Ankeny, Rick Bebee, Bob Blessin, Ray Bowman, Chris Bruce, Mack Connelley, Bob Crowell, Ed Cutler, Jack Davis, Hud Dean, Al Dorsey, Bill Ford, Dennis Getman, Herb Giefer, Tom Hess, David Horwitz, Tom Johnston, Dick Kobayashi, David Murtha, Sam O Daniel, Ed Riehl, Rob Schmidt, Dick Shipman, Bernie Stoecker, Casey Walker, Russ Ward, Ross Wilhite, Jack Wilhite, Stanley Boehm, Marilyn Gifford and Ron and Georgia Schafer.

Respectfully – your humble coordinator and scribe, *Stanley P Boehm*

## Denver Good Ol' Boys & Girls (December) RUPA Luncheon

Per past practice and procedure we met Tuesday, Dec. 16th at American Legion Post one. Members began arriving at 11:00 and continued pouring in until lunch at 12:00. Eventually fifty-five members showed up for lunch. The meeting opened with our Humor Meister, Stanley Boehm, entertaining for several minutes.

Sadly, it was reported that we had recently lost two members who had flown west. They were Ken Ewing and Dewey Searle. Both were highly respected and liked as individuals and as pilots as attested to by those who had known them and flown with them.

One new member Paul Mattson attended. He addressed the group giving a summary of his career with United.

Former Coordinator, Ted Wilkinson, gave a presentation concerning he and his wife, Rose, flying on the British Airways Concorde SST from LHR to JFK. Ted's account was very informative as to the operation and performance of the SST as well as his experience as a passenger. The flight from take off to touchdown took 3:15 minutes. Both Ted and his wife were allowed to visit the cockpit during the flight.

Unbeknown to Ted at our members' insistence we had been planning an award for him at this meeting for the ten years he served as our meeting coordinator, a period far in excess of anything one could reasonably expect. Stanley Boehm proposed a resolution recognizing Ted for his service to the group which was promptly seconded. Members present approved the resolution with a loud and unanimous voice vote. Consequently, Ted was presented with a framed certificate proclaiming him the first ever Denver Good Ole Boy designated as an "OUTSTANDING GOOD OLE BOY."

Attending were; Bill Hanson, David Horwitz, Ross Wilhite, Casey and Gail Walker, Jim and Arletta Adair, Ron and Georgia Schafer, Judy Meyer, Ray Bowman, Jack and Bea Wilhite, Stanley Boehm and Marilyn Gifford, Tom and Sue Johnston, Ted and Rose Wilkinson, Al Snook, Denis Getman, Cliff Lawson, Steve and Mary Jo Pahs, Bob and Penny Dietrich, Rob Schmidt, Kaye and Rick Madsen, Sandy Fellows, Bernie Stoecker, Mark Connelley, Russ ward, Al Dorsey, Dick and Jeanne Kobayashi, Keith and Shirley Patton, Don and Chris Johnson, George and Vesta Maize, Daryl Ankeny, Dick Garbrick, Jack and Angie Davis, Bill and Eve Hoygaard, Dick Shipman, Bob and Ann Blessin, Ed and Ruth Riel, Chris Bruce, and Paul Mattson. Your co-scribe, *Tom Johnston*

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## Seattle Gooney Birds (November) RUPA Luncheon

The Seattle Gooney Birds filled every chair in the dining room as set up by the restaurant staff. It was cozy and gregarious with a lot of good conversation.

The main topic was the announced closing of the Seattle Pilot Domicile, or what was left of it. Then came the jokes, from Bob Howard, Herb Marks, Dave Carver, and Bill Brett.

With a wish for a Happy Thanksgiving, we adjourned. In attendance: Bill Stoneman, Dave Carver, Ron Wilson, Jack Brown, George Brown, Chuck Westfphal, Al Black, Bob Howard, Bob Reid, Rob Robison, Fred Sindlinger, Howard Holder, Gerry Pryde, Dick Anderson, Herb Marks, Jim Barber, Tom Smith, and Bill Brett.

## Seattle Gooney Birds (December) RUPA Luncheon

This email was cleaned by emailStripper, available for free from <http://www.papercut.biz/emailStripper.htm>  
December 18, 2014 Merry Christmas and a Happy New Year to all Ruparians from Seattle! A good group of Seattle regulars filled the tables for lunch and camaraderie.

An announcement was made of a party to celebrate??? the closing of the Seattle pilot domicile. It is listed as the Farewell Luncheon at the Seattle Museum of Flight on February 28<sup>th</sup>; cost is \$25 per person, which includes lunch, parking, and entrance to the museum. Contact Paul Gillespie at (253-279-3124) for info and tickets. Don't delay as seating is limited. Make checks to Paul Gillespie, 24055 N 30th St. Apt 2, Tacoma WA, 98407. See you there.

In attendance at today's luncheon were: Rob Robison, Herb Marks, Chuck Westfphal, Al Haines, Fred Sindlinger, Mark Gilkey, Bill Stoneman, Dave Carver, Al Black, Tom Smith, John Bley, Bob Wulff, Jack Brown, and Bill Brett.

## Seattle Gooney Birds (January) RUPA Luncheon

In attendance today: Bud Granley, Jack Brown, Bill Stoneman, Jim Barber, Bob Takeuchi, Dave Carver, Hank Kerr, Al Haines, Chuck Westfphal, Fred Sindlinger, Ron Weber, Herb Marks, Gerry Pryde, Howard Holder, George Brown, Neal Johnson, Bob Wulff, Bob Reid, Bill Lamberton, and Bill Brett. We gave a special welcome to Bob Takeuchi, who we haven't seen for a while. Welcome back, Bob, and thanks to Jim Barber for bringing you. Hank Kerr reminded us of the Farewell to the Domicile luncheon to be held at the Museum of Flight on Feb. 28<sup>th</sup>. Jokes came from Bud Granley, Dave Carver, and Bill Brett. See you next month.

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## Hawaiian Ono Nene's (November) RUPA Luncheon

The Hawaiian Ono Nene lunch group gathered on Thursday, November 20, 2014 at Mid Pacific Country Club in Lanikai, on the island of Oahu.

In attendance were: David and Adele Crooks, Richard and Clarita Kaapuni, Yuz and Yasuko Morales, , Leon (RUPA Secy-Treasurer) and Vicky Scarbrough, Diane Becker and your scribe Larry Becker.



Left side, front to back: Larry Becker, Leon Scarbrough, Clarita and Richard Kaapuni.  
Right side: Vicky Scarbrough, Diane Becker, Yasuko and Yuz Morales, David Crooks.



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## N.E. Florida RUPA (December) Luncheon

The Daytona Beach RUPA group met on December 10, 2014 with leader Steve Moddle all decked out in his Christmas finest including a fancy Santa tie. Mrs. Claus, Lillian Moddle, was also in her Christmas outfit to welcome the group.

We met at the Spruce Creek Fly-In Country Club for lunch and were joined by some of the local people that we haven't seen for a while. It was great to see Ed Gentry who has been conspicuous with his absence and newly retired Captain Kathy Royer has been added to our list. Larry Horton, Lowell Johnston and his wife Ann are regular attendees. Bob Spillman took time out of his busy schedule to add good conversation to the group. Jim Meyers and Rich DeVries joined us from Chicago. Dick Russell brought his #2 son, Captain Jon Russell (SFOFO) and Captain Bob Spadea (ORDFO) who lives in our local area and both commented on the life of current UAL pilots.



Seated L to R: Bob Spadea, Kathy Royer, Bob Spillman, Larry Horton, Lillian Moddle. Standing L to R Dick Russell, Jon Russell, Steve Moddle, Lowell Johnston, Rich DeVries, Al Peterson, Jim Meyers, Ed Gentry.

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## Phoenix Roadrunner (December) RUPA Luncheon

We met at our usual place, the Bobby Q restaurant on December 4th for a nice get together and lunch. We had to reschedule our luncheon date to let the restaurant accommodate all their parties scheduled for the December celebrations.



The picture shows all who attended. Pictured in the back row from left to right are; Paul Vining, Jim Nugent, Frenchy Bourgeois, Leif Jonassen, Corey Liston, Bill Mullen and Myself. In the middle row are Gwen Vining, Joan Bourgeois, P.J. Killmon, Nan Metz, Darlene Leahy and Dennis Leahy. In the front row are Dave Specht, and Mike Carlin. *Ken Killmon*

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## Phoenix Roadrunner (January) RUPA Luncheon

We met for our regular luncheon on Tuesday January 13th at our usual place the Bobby Q Restaurant. Certainly was great to see such a great crowd at this luncheon. The flu bug prevented quite a few from coming. We hope they will feel better soon and be back with us next month.

The names of all who came are; Paul & Gwen Vining, Jim & Norma Nugent, Frenchy & Joan Bourgeois, Ken & P.J. Killmon, Werner & Cindy Schmid, Hank & Jean Kyser, Jerry & MaryBeth Smith, our first time visitors Tom & Renee Labuta, Frank Soare, Mike Carlin, Gary Dyer, Dave Specht, Harry Oas, Bob Sannwald, Corey Liston, and Nate Arthurs who is the nephew of Captain Susan Arthurs.

Our next luncheon is scheduled for February 10th. *Ken*

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## San Francisco East Bay RUPARIANS Luncheon

It looks like we may have found a home at the Primavera Restaurant in San Ramon. There were 11 attendees at our second visit to this restaurant and it seemed to be enjoyed by all.

Talk included tales of our latest travels and it seemed that more of us are buying tickets, not necessarily on UAL, to get to our destinations. There were a few successes using our United passes. The RUPA cruise through the Panama Canal is the next big trip on the agenda.

The matter of a group name came up again but received not much serious interest. In a veiled threat I announced that I will continue to use "The East Bay Ruparians" until a better name is decided upon.

The continued outsourcing of personnel was a brief topic of interest. San Jose's outside workers are feeling the axe, with vague references made concerning the inside crew.



Top Row L to R: Don Merucci, Rich Bouska, Steve Kesinger, Jim Rosenbaum, Cleve Spring, Willie Sharp, John Baum and Neil Dahlstrom Bottom Row: Georgia Bouska & Tammy Dahlstrom. (Steve Filson, missing)  
Our next meeting will be February 11 at 1:00 PM at the Primavera Restaurant. *Don Merucci*





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## The Intrepid Aviators of Southern Oregon (November) RUPA Luncheon

Greetings from Southern Oregon, where we gathered on our third Thursday at our usual haunt, The Pony Espresso in Jacksonville. The sky was cloudy and the temps cool but the coffee hot and the calories all good. The last of the Fall leaves are still lingering on the trees as we prep for Thanksgiving and so the drive to and from lunch was most picturesque.

Another delightful time with the group. Conversations ranged from assuring that all are covered by the renewing medical plus a discussion on LSA airplane options and, best of all, how in the world did one of Dan Kurtz's cows produce a calf so far out of season? Who was the papa and how and when did that all happen (and that's no bull!!!) We missed some of our Sno-birds, but a good group nevertheless.



For our monthly mug shot seated left to right; Steve Fusco, Dan Kurtz, Jim and Cheryl Jaeger, Leann Fusco, Marty Niccolls and standing Bob Niccolls, Scott Lee and last but certainly not least, Banjo Bob Keasbey. Cheers to all and a Happy Thanksgiving! **Bob**

## The Intrepid Aviators of Southern Oregon (December) RUPA Luncheon

Greetings to all from Southern Oregon! A rousing lunch at Jacksonville's Pony Espresso as we once again took most of the seating at our favorite hideaway. We even had our wandering Floridian, Bill Monfort with us. Now one might wonder why Bill would be here in Oregon at this time of the year as opposed to basking in the Florida sun.....but we'll just accept it as being the wonders and attraction of this part of Heaven.



Seated left to right; Bill Monfort, Art Lumley, George Elliott, Jim Jaeger, Dan Kurtz, Leann Fusco, Mary Berlingheri, Marty Niccolls and Bud Berlingheri. Standing, Bob Niccolls, Banjo Bob Keasbey, Catherine Dimino (George's daughter), hiding the shy Harvey Saylor, Steve Fusco and last, but not least, Scot Lee. A good time and a good sendoff to the Holiday Season. Cheers to all, **Bob**



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## Reno's Biggest Little RUPA Group Luncheon

The Biggest Little Group met for lunch at 1300 hours on November 26 A BJ's Brewery. Food and Service was excellent as usual.

We found out that Ken Miller is moving from Reno to an undisclosed but expensive location. When you send your Christmas Cards to Ken write "please forward" on the envelope.

Our Annual Christmas Party was held December 10 at the Napa Sonoma Grocery Co. here in Reno. There were 31 people in attendance including spouses and significant others. Excellent food with the lamb chops and prime rib beyond excellent. Among the attendees, Retired Capt. Dave Regan (LAXFO) and Cort de Peyster (RUPA Vice President) with wife Nancy.



In the lunch picture from left to right; Jim Whiteley, Gary Dyer, Cort de Peyster, Tommy Diehl, (Reno Jump Seat referee from years past) and your Reluctant Scribe, Lyle U'Ren. Not pictured Ken Miller and Dean Shuff.

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## New Bill to protect travelers from unjust tax hike



Airlines for America

Airlines for America, the industry trade organization for the leading US airlines, applauded Senate passage of bipartisan legislation to protect airline customers from higher passenger security taxes.

In 2013, as part of the Balanced Budget Act of 2013 to reduce the federal deficit, Congress simplified the passenger security tax structure by establishing a flat \$5.60 fee per one-way trip, regardless of the number of enplanements. Since July 21, 2014, the government has imposed the \$5.60 tax for each stopover (a break in travel of more than four hours between two domestic flights), which has disproportionately hurt consumers from small and rural communities who must often use more one-way trips to reach their final destination. In September, the House unanimously (423-0) passed companion legislation (H.R. 5462) to restore the round-trip cap on the tax, thereby saving passengers over \$60 million annually.

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### PARDON MY PLANET | Vic Lee





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## Last Chance For the RUPA Panama Canal Cruise

This is your last chance to join your fellow RUPA members and their families on a cruise through the Panama Canal. We will depart Fort Lauderdale, Florida, on April 11 for a 16 day cruise through the Panama Canal to San Diego, California. Our first stop will be Half Moon Cay in the Bahamas, and then we will proceed south to Cartagena, Colombia. The old Spanish fortified city is now a UNESCO World Heritage Site. You will be able to walk among the old town walls and deeply textured alleyways through some of the best-preserved colonial neighborhoods of the Americas. The next day will be spent entering the Locks of the Canal and cruising with narrations given by a naturalist describing the history of the Panama Canal.



After exiting the Canal, we will stop at Puerto Caldera, Costa Rica. There are numerous National Parks here and just south of town, Carara is a mecca for birders, especially those chasing the scarlet macaw; you can even walk through an open hummingbird garden. The next stop will be Corinto Nicaragua, a land of rum, volcanoes, pristine beaches, and sugar cane. Did I mention Rum, lots of it here! The next day will find us in Puerto Quetzal, Guatemala, where we will find Mayan ruins and coffee plantations. From here we will work our way up the west coast of Mexico where we will have the opportunity to sample the sights of Puerto Chiapas, Huatulco, Puerto Vallarta, and Cabo San Lucas; four different beach resorts before docking in San Diego.

**Holland America has released all the cabins they were holding back and there are now cabins available in almost all categories. Please call Jerry at Jerry's Travel service for more information. Phone 1-800-309-2023 ext.33, or gpsp@aol.com.**

If you would like to join the following RUPA members on this cruise, the time to act is now.

Rich and Georgia Bouska, Woody Bouska and Ginny Evans, Gwen Cecil, Larry and Annette Fordham, Bradford and Rhoda Green, Gene and Mary Lou Hammond, Ed and Pat Manning, Aud Mitchell and Pamela Sawyer, George and Heather Nixon, Sam and Judy O'Daniel, Jim and Chrispy Peterson, Jerry and Sharon Poulin, Neil and Martha Ray, Tim and Julia Rudy, B.S. Smith and Patsy Koester, Cleve Spring and Jack Fiening, Norwin and Kendra Synnestvedt, Paul and Robin Whitby.

Check out the deck plans, stateroom and itineraries on the Internet at [www.hollandamerica.com](http://www.hollandamerica.com). Go to Video & Virtual tours: choose the Westerdam to see the various categories on each deck as well as the cabin layout. All categories are available for booking subject to availability. Rates are subject to change until booked. If lower pricing or special promotions become available you will be rebooked to take advantage of the lower price or special promotion. Once final payment is made there can be no change in the cruise fare. Airfare is not included in the pricing but is available through Holland America.

Submitted by: *Rich Bouska*, [rbouska1@comcast.net](mailto:rbouska1@comcast.net)

### About the Cover

**An Airbus 380 and a Boeing 737 on parallel final approaches into LAX**



# United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*



*Ad from the March 11, 1950 "Collier's" Magazine  
By Marvin Berryman DENTK Retired.*



Please mail your tax-deductible \$ contributions and donations of **United & Continental** Memorabilia & Artifacts to:  
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 Visit our website at [www.uahf.org](http://www.uahf.org)

## ADULT TRUTHS

Map Quest really needs to start their directions on #5. I'm pretty sure I know how to get out of my neighborhood.



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## United Continental plans outsourcing at 28 airports



United Continental Holdings is planning a labor shakeup at 28 airports across the country, outsourcing as many as 2,000 jobs. All of the workers whose jobs may be affected by the move are represented by the International Association of Machinists union, and cover check-in, baggage-handling, and customer service jobs, the Wall Street Journal reported. Chicago-based United had outsourced 635 jobs at 12 other airports last summer, including in Charlotte and Detroit, as described by a previous WSJ article. In this instance, the WSJ said, United has told the union it intends to make moves in Atlanta, Miami, and St. Louis, and other cities. However, the report continued, as happened with a few workers during the last round of outsourcing, United is in talks with the union about perhaps keeping some of those jobs in-house.

The Denver Post passed on some social-media commentary from union members. One, Tim Nelson of Chicago, was quoted writing: "When United was in bankruptcy, they didn't outsource all these jobs. Now, making billions of dollars off the backs of those workers who helped save the airline, the new management decided to outsource their family-rearing jobs while giving themselves pay raises."

United has set a goal of cutting costs by \$2 billion annually, Reuters explained. Furthermore, workers whose jobs get shifted to third-party vendors must be offered other jobs with United, the report said, though it's not clear how many people might accept new positions and how many might decline.

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## United Airlines closing Sea-Tac pilot base

By Dominic Gates/Seattle Times



United Airlines is shuttering its pilot base at Seattle-Tacoma International Airport. Though the closure isn't official until March, January 15 was the last day when the 39 United pilots at the base were scheduled to start or end their trips out of Seattle. The move parallels the closure of United's flight-attendant base at Sea-Tac, which was final at the end of January. The offices and rest areas at Sea-Tac used by the United pilots and flight attendants will close.

United continues to fly out of Seattle, but it has reduced its presence

United's passenger traffic at the airport has been severely cut back. A year ago, the airline canceled its sole transpacific nonstop from Seattle to Tokyo, ceding the route to Delta and to its Star Alliance partner airline, All Nippon Airways of Japan. Over the past year Delta and Alaska Airlines have expanded.

Dropping the Seattle-Tokyo route meant the end of United 777 flights out of Sea-Tac and the closing of the 777 base. United retains about 35 flights out of Sea-Tac daily, she said. The airline has a long-term lease on a building at the airport used for airplane maintenance. What's closing now is the remaining base for 767 and 757 pilots. "It makes sense based on the amount of flying we do out of Seattle" said McCarthy.

A United pilot who asked not to be named said management told the pilots it was losing \$2 million a month on that route. McCarthy couldn't be reached late Tuesday to comment on that detail.

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## PICKLES | Brian Crane



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## NASA software may increase flight efficiency, decrease aircraft noise



NASA researchers began flight tests of computer software that shows promise in improving flight efficiency and reducing environmental impacts of aircraft, especially on communities around airports.

Known as ASTAR, or Airborne Spacing for Terminal Arrival Routes, the software is designed to give pilots specific speed information and guidance so that planes can be more precisely spaced, enabling pilots to fly a "follow the leader" approach to their destination airport. This type of approach would minimize flight path deviations, allow more efficient use of existing airspace and possibly reduce noise over communities surrounding airports – all of which could lead to reductions in commercial flight delays.

The software is being tested on the Boeing ecoDemonstrator 787 Test Airplane as part of The Boeing Company's ecoDemonstrator Program, a multi-year effort that aims to identify and accelerate the development and testing of new technologies and methods that can potentially reduce the environmental impacts of aviation.

"ASTAR represents the first of several inventive technologies NASA's aeronautical innovators are working on that will be tested with the help of the ecoDemonstrator test airplanes," said Jaiwon Shin, associate administrator for NASA's Aeronautics Research Mission Directorate at the agency's headquarters in Washington. "We're confident the public will benefit from this valuable partnership between NASA and Boeing."

During the flight tests, NASA engineer Roy Roper operates ASTAR on a laptop in the rear of the aircraft. As a second aircraft flies in front of the ecoDemonstrator 787, ASTAR computes and displays the speed required to follow safely behind. Roper then communicates those speed commands to the ecoDemonstrator 787 pilots.

"NASA has tested ASTAR in laboratory simulations, but this flight test on board the ecoDemonstrator 787 gave us the chance to see how well it works in a real-life flight environment," said Will Johnson, a project chief engineer at NASA's Langley Research Center in Hampton, Virginia.

The NASA team will apply the lessons learned from the flight test program to improve the software and then begin development of actual flight hardware for further testing and eventual certification for use.

The ASTAR experiment is the first of several NASA tests flying aboard the ecoDemonstrator Test Airplanes. During the spring and summer of 2015, the ecoDemonstrator 757 Test Airplane will host two NASA experiments. The first involves using active flow control technologies on the aircraft's tail to determine if future tail designs can be altered to reduce drag. The second will test the effectiveness of coatings applied to the leading edge of a wing section to reduce turbulence-inducing buildup of insect residue. Air traffic management software tools, such as ASTAR, are developed by NASA's Airspace Systems Program, which is part of the agency's Aeronautics Research Mission Directorate.

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## United has Three gates at ORD sporting new look



We recently completed construction on gates B4, B8 and B10 at ORD, transforming them into three concepts that could represent our future gate or hold room configuration. These gates represent prototype concepts that we are testing before we roll out the concept more broadly.

The new gate designs feature more customer-friendly podiums developed with a group of ORD customer service representatives and new boarding signage, as well as new hold room seat designs and layouts with integrated power. B8 and B10 will also showcase additional elements including "tech hub" power bars and lounge-style furniture, elements that customers are asking for in a flyer-friendly hold room.

The makeover at B4, B8, and B10 also brings signature finishes to each gate and ties in directly with new elements like the signature onboard seat to create what will be a cohesive experience for all of our customers.

Team members will be at ORD collecting feedback from customers and employees on the new designs.



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## United expands streaming service



United Airlines customers now can use Android devices to wirelessly stream movies and TV shows from the airline's free on-demand video entertainment service. The service announced in March 2014 previously was available only for laptops and Apple devices, shutting out smartphones and tablets that run Android, the most popular mobile operating system. The latest United app update in the Google Play store lets travelers watch hundreds of TV shows and movies on Android smart-phones and tablets.

Not all United aircraft are equipped to stream video to devices. Almost 200 United mainline aircraft offer personal device entertainment now, and United has said it will expand the video streaming to other planes, including United Express regional jets.

Streaming video content, stored in onboard servers, so far is available on the carrier's Airbus A319s, Airbus A320s, Boeing 747s and Boeing 777s that operate primarily between the continental United States and Hawaii.

Fliers can determine on United.com whether a flight offers personal device entertainment, along with Wi-Fi and in-seat power. To keep devices running, United has said it is also in the process of installing seat-based power outlets to fleets getting the personal device entertainment systems. By late 2015, most United and United Express aircraft will offer personal device entertainment, personal on demand entertainment via seatback monitors or live television, United said. The airline advises customers to download the latest United app from the Google Play store or the Apple App Store before boarding.

Airlines have offered in-flight wireless Internet access for personal devices for some time, but they only began offering streamed TV and movie content in recent years. "Travelers increasingly want to watch entertainment on their own devices, as shown by the measurable improvement in satisfaction among travelers who fly on aircraft with personal device programming," said Tom O'Toole, United's senior vice president of marketing and loyalty and president of its frequent-flier program MileagePlus.

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## United Airlines launches in-flight Wi-Fi on regional jet service



**United  
Wi-Fi**

United Airlines has expanded Wi-Fi to the first of its United Express regional aircraft, enabling more customers to stay connected in flight during their journeys. The airline will outfit more than 200 E175, E170 and CRJ700 regional jets with Gogo's ATG-4 advanced air-to-ground Wi-Fi product. By mid-2015, United expects to complete installation on nearly all these aircraft.

Additionally, the company will begin providing Personal Device Entertainment on regional jets this year, offering customers hundreds of complimentary movies and television shows to view on their Wi-Fi-enabled iOS and Android devices using United's mobile app, as well as on laptop computers.

"Expanding in-flight connectivity and personal device programming aligns the customer experience on our regional jets with our mainline aircraft and will enable many more of our customers to enjoy Internet access and streaming entertainment on their personal devices when traveling with us," said Tom O'Toole, United's senior vice president of marketing and loyalty and president of MileagePlus.

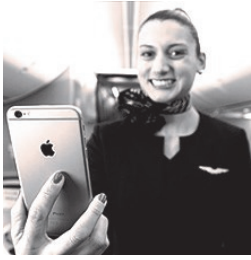
United's regional jet Wi-Fi installations begin as the airline continues to outfit its mainline fleet with Wi-Fi, which the carrier currently offers on nearly three-quarters of its domestic mainline fleet. United also operates more international aircraft with Wi-Fi than any other U.S. airline.

The company has installed Personal Device Entertainment on nearly 200 mainline aircraft, including its entire Boeing 747, Airbus A319 and A320 fleets and its nine Boeing 777 aircraft that fly primarily between the continental United States and Hawaii.

In addition to Wi-Fi and Personal Device Entertainment, United is further investing in its customers' regional-jet experience, including:

- Adding 120 E175 aircraft to the regional fleet, each offering wider seats and aisles than other regional aircraft, large overhead bins and a power outlet at each United First seat; and
- Upgrading premium-cabin meal service on United Express this spring by replacing snack boxes with freshly prepared food on flights that are more than 2 hours and 20 minutes, or 800 miles.

## United Airlines will equip flight attendants with iPhone 6 Plus



United Airlines announced the carrier will equip its flight attendants with Apple's iPhone 6 Plus, putting important safety and service information at flight attendants' fingertips while enhancing their ability to meet customers' needs.

The airline will begin distribution to its more than 23,000 mainline flight attendants during the second quarter of 2015. Upon introduction, the devices will have the ability to handle most onboard retail transactions and will enable access to company email, united.com and the company's Intranet as well as policies and procedures manuals.

Future enhancements include replacing the flight attendants' printed safety manual with an electronic version on their iPhones and providing real-time reporting and improved follow-up on aircraft cabin issues and repairs. Additionally, United plans to develop a number of customer-focused tools for the device.

"We are thrilled to make this investment in our flight attendants," said Sam Risoli, United's senior vice president of inflight services. "iPhone 6 Plus will enable them to deliver an even higher level of flyer-friendly service and will offer our flight attendants simple, one-touch access to valuable work information, enabling them to better serve our customers."

The deployment of iPhone 6 Plus for United flight attendants follows the airline's deployment of iPads to pilots which began in 2011 in a move toward creating paperless aircraft and flight decks. United has renewed the iPad pilot program with iPad Air 2.

## United and Orbitz sue cheap airfare site creator



Aktarer Zaman founded the website Skiplagged.com in 2013. It helps travelers book flights using what it calls "hidden city ticketing". The idea is that travelers wanting to fly from Dallas to Los Angeles, for example, are instructed to book a flight to an alternative destination, say San Francisco, with a stopover in Los Angeles. They then don't bother to take the last leg of their journey.

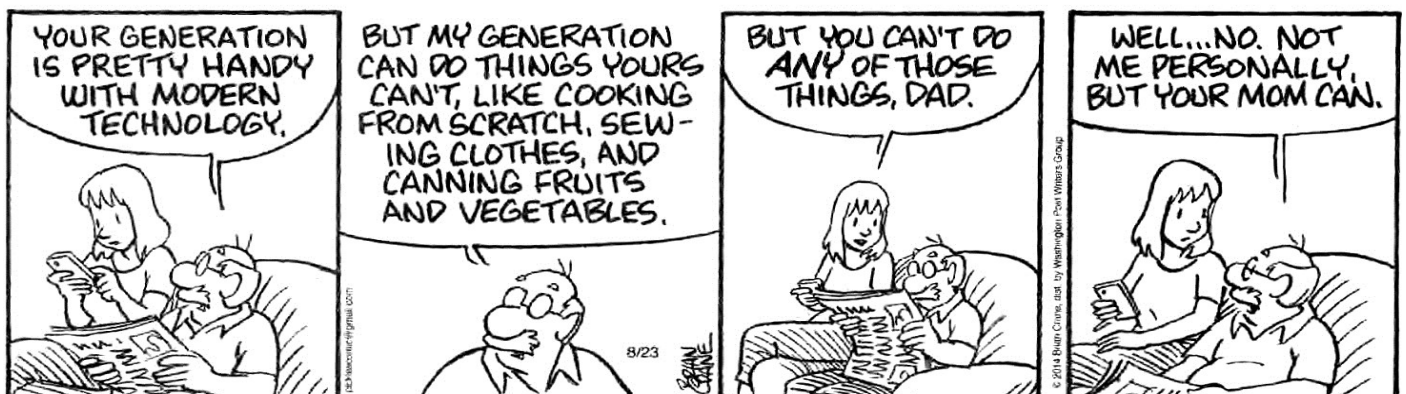
While it is not always the cheapest way to travel, Mr Zaman discovered that in many instances, it is. Airlines will often offer cut-price fares to attract fliers to regional airports – but they sometimes route these flights through major hubs. The strategy only works for those booking a one-way flight and traveling with carry-on luggage (hold luggage will automatically be sent to the final destination on the ticket).

But United, and the US-based flight booking website Orbitz, have claimed the entrepreneur's "unfair" website promotes "strictly prohibited" travel – and is seeking \$75,000 in compensation for loss of revenue.

Mr Zaman, a New York resident, insists that he has broken no law and is simply exposing an "inefficiency" in airline prices that has been common knowledge among aviation insiders for years. "(Hidden city ticketing) has been around for a while, it just hasn't been very accessible to consumers," Mr Zaman said.

Skiplagged.com has launched an appeal on its website for donations to fight the lawsuit and has already raised more than \$9,000.

## PICKLES | Brian Crane





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## United Airlines increases service to China



United Airlines announced it will operate additional flights to Shanghai and Chengdu, China, from the airline's premier trans-Pacific gateway hub in San Francisco during the peak summer travel season. The current daily service between San Francisco and Shanghai will increase to two flights daily from May 6 to Oct. 24, 2015, and the three-times-weekly service between San Francisco and Chengdu will increase to daily service from June 4 to Sept. 1, 2015, both routes subject to government approval.

Flight 891 will depart from San Francisco International Airport at 2:40 p.m. and arrive at Shanghai Pudong International Airport at 7:00 p.m. the following day (all times local). On the return, flight 890 will depart from Shanghai at 9:00 p.m. and arrive in San Francisco at 5:40 p.m. on the same day. Flight times will be approximately 13 hours, 20 minutes westbound and 11 hours, 40 minutes eastbound. United will operate the flights with Boeing 777-200 aircraft featuring a total of 269 seats – eight flat-bed seats in United Global First, 40 flat-bed seats in United BusinessFirst and 221 seats in United Economy, including 104 Economy Plus extra-legroom seats. The new summer-season service will operate in addition to United's current daily year-round flights between San Francisco and Shanghai.

Daily Flights to Chengdu, Flight 9 will depart San Francisco daily at 1:20 p.m. and will arrive at Chengdu Shuangliu International Airport at 6:40 p.m. the following day (all times local). On the return, flight 8 will depart Chengdu daily at 9:50 a.m. and arrive in San Francisco at 8:30 a.m. the same day. Flying times are approximately 14 hours, 20 minutes westbound and 13 hours, 40 minutes eastbound. United will operate the San Francisco - Chengdu flights with Boeing 787-8 Dreamliner aircraft, featuring a total of 219 seats – 36 in United BusinessFirst and 183 in United Economy, including 70 Economy Plus extra-legroom seats.

Earlier this year, United launched the Chengdu service with three-times-weekly Boeing 787 flights from San Francisco, the first-ever nonstop trans-Pacific service to mainland China beyond Beijing and Shanghai. The Chengdu flights will return to three-times-weekly operations on Sept. 2, 2015.

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## Newark Airport milking unreasonable fees from United Airlines?



The airline claims the New York/ New Jersey Port Authority has increased United's fees by 46 percent at Newark, NJ International Airport. This is since 2012 and now the authority charges 75 percent more at Newark than at New York's JFK Airport. It also alleges that the Port Authority uses hidden markups to force United and other carriers to subsidize what it characterized as the exorbitant salaries and overtime of police who have been cross-trained as airport firefighters. The Port Authority responded to the claims in an email, saying, "United is paying fees to the Port Authority pursuant to a contract that the airline accepted."

The Port Authority of New York and New Jersey charges excessive fees that contain hidden markups at Newark Liberty Airport and then illegally diverts the money for non-airport projects, United Airlines charged in a complaint filed with the Federal Aviation Administration this week.

By far Newark's largest carrier with 135,000 departures annually, United wants the FAA to investigate what it called "excessive, unreasonable, and discriminatory charges to generate huge surpluses that are siphoned off to non-aeronautical operations," including \$1.8 billion to repair the Pulaski Skyway and a nearby bridge, neither of which is owned by the agency.

The Manhattan district attorney's office and the Securities and Exchange Commission already are investigating the Port Authority over whether the funding to overhaul the decaying bridges was misrepresented in bond documents.

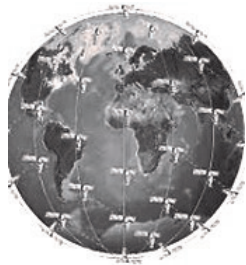
### **The Rules of Chocolate!**

**Q. Why is there no such organization as Chocoholics Anonymous?**

**A. Because no one wants to quit.**

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## Aircraft tracking technology: One airline is taking the lead



Available conventional flight tracking methods like civil and even military radar and airspace control appear to have failed to monitor the flight path of the aircraft, after it inexplicably turned around while enroute to China and then turned into a ghost flight never to be heard of again nor any wreckage found up to this day.

The year 2014 produced one of the most startling mysteries in aviation history when the Malaysian Airlines flight MH370 simply disappeared, prompting searches as widespread from the China Sea to the Pacific and deep into the Indian Ocean.

Qatar Airways, an airline with an impeccable safety record since its inception in 1993 and first flight on the 20th of January 1994, has seen rapid expansion since then and was the first to be audited by IATA in 2003 under their newly launched IOSA scheme and will probably be among the very first to undergo the new e-IOSA audit which IATA is now launching as an enhanced version of their initial safety audit. With such a pedigree it is of little surprise that the airline is keen to maintain their 100 percent safety record and in the aftermath of the MH370 disappearance has Qatar Airlines gone ahead to start pioneer and develop systems which can eventually be adopted by the aviation industry as a whole.

Among the objectives of their initiative is ‘constant streaming of data’ from the aircraft to their operations center at the new Hamad International Airport. This will include the transmission of data which are presently only recorded on the ‘black boxes’, aka flight data and cockpit voice recorders. In addition is Qatar Airways, according to comments made by the airline’s CEO Akbar Al Baker earlier in the week in Doha, also working on a system to continuously track the location of the aircraft, independent from any controls administered by the cockpit crew which would make it as tamperproof as is presently possible. Once operational will such a new system allow the airline to know exactly the position of each of their planes in the air, constantly updated to the moment of landing.

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## Boeing achieves milestone year for deliveries, orders in 2014



Boeing employees helped the company set a record for the most commercial airplanes delivered in a single year at 723 in 2014, breaking the company record for a second consecutive year. The company's sales team also booked 1,432 net orders, carrying a value of \$232.7 billion at list prices, breaking the previous all-time high set in 2007.

Boeing's unfilled commercial orders stood at 5,789 at the end of the year – also a new company all-time high.

All three Boeing Commercial Airplanes production sites – Everett and Renton, WA and North Charleston, S.C. – each set new site records for airplane deliveries.

In 2014, three individual commercial programs achieved notable milestones, each a single-year record:

- 737 program delivered 485 of the popular single-aisle airplanes
- 777 program delivered 99 airplanes
- 787 program delivered 114 Dreamliners, including the first 787-9 to launch customer Air New Zealand and first direct deliveries to 13 airline customers

Of the 1,432 net commercial orders Boeing booked in 2014, the Next-Generation 737 and 737 MAX led the way with 1,104 orders, followed by the 777 and 777X with 283 orders.

Boeing continues to bring new products and services to the market, including the launch of the 737 MAX 200 in September, a variant based on the successful 737 MAX 8. The airplane can accommodate up to 200 seats, increasing revenue potential and providing customers up to 20 percent better fuel efficiency.



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# With no new orders Airbus may dump the A380 Superjumbo

By Andrea Rothman/Bloomberg News



Airbus Group raised the prospect of discontinuing its A380 superjumbo as soon as 2018, the first admission that it may have misjudged the market for the double-decker after failing to find a single airline buyer this year. While Airbus will break even on the plane in 2015, 2016 and 2017, that outlook doesn't hold for 2018, forcing the company to either offer new engines to make the A380 more attractive or discontinue the program, Chief Financial Officer Harald Wilhelm told investors at a meeting in London. His comments come as 2014 was the first since the double-decker entered service without a new airliner customer. Its only buyer was a leasing company that has yet to line up a single carrier to take any of the 20 planes it ordered. The backlog remains as thin as it is fragile, highlighted by the cancellation of six jets ordered by Japan's Skymark Airlines, with two close to handover.

In its seventh year in operation, the aircraft that cost \$25 billion to develop threatens to become a costly misstep. While popular with travelers, most carriers prefer smaller twin-jet models that are more fuel efficient and can access more airports. Emirates is the only stand-out sponsor, having ordered 140 units, while other airlines have either backed off or are struggling to fill the two decks of the jumbo.

"It's an excellent plane, but it only works for the right destinations," said Air France-KLM Group Chief Executive Officer Alexandre de Juniac, who aims to cancel the last two of a dozen A380s on order and swap them for smaller models. Chris Buckley, Airbus' executive vice president, Europe, Asia and Pacific, said the company has been "at fault" in the way it marketed the aircraft, letting carriers customize the interiors rather than pushing the high-density credentials of the double-decker.

The four-engine widebody airliner is a rarity, after Airbus killed its A340. Boeing said that it will cut back production of its 747 jumbo to 16 a year from 18 in 2015.

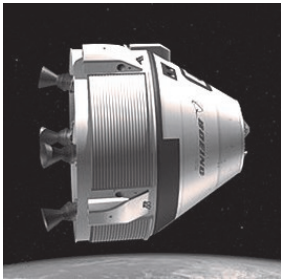
Emirates President Tim Clark is pushing Airbus to upgrade the A380's engines to improve fuel efficiency, a move Airbus is resisting because the cost of doing so doesn't match demand for the plane. Keeping the plane unchanged may mean running down the backlog and eventually shutting down production, now at just under 30 a year, analysts said. "Airbus will be obliged to make a decision one way or the other in 2015," said Yan Derocles, an analyst at Oddo Securities in Paris, who estimates an engine upgrade may cost Airbus 2 billion euros (\$2.47 billion) because of work required on the wing. An engine upgrade would take about four years, according to Derocles. The A380 now comes with a choice of engines either by Rolls-Royce Holdings or a joint venture between General Electric and United Technologies' Pratt & Whitney. The A380's lackluster demand contrasts with a boom in orders for other models. Airbus' best-seller remains its A320 family of single-aisle jets, which it made even more popular by offering new engines. The same concept added momentum to the A330 widebody jet. The all-new A350, a twin-engine long-range widebody plane made of advanced lightweight materials, has almost 800 orders before its first handover. Airbus has won orders for 318 of the jumbos. That's a fraction of the 1,200 it thought airlines needed in that size category when it started marketing in 2000. Emirates accounts for 40 percent of the order book, while airlines including Virgin Atlantic Airways, Hong Kong Aviation and Air Austral are increasingly unlikely to ever take their planes.

Japan and China, originally seen by Airbus as key markets for the A380, have been disappointments, with only one Chinese airline taking five units. Boeing's 747-8, the only rival, has fared even worse, winning 51 orders from four airlines. "It's a pity," Clark, the Emirates president, said of the A380. "It's a very big cash generator for us. I just open the doors and the people come." Emirates has been successful with its fleet of A380s because the airline uses its Dubai hub as a central point to connect major routes around the globe with just one stop. The A380 is also popular on capacity-restricted airports such as London Heathrow, while many smaller airfields lack the infrastructure to accommodate the plane.

Richard Aboulafia, vice president at the Teal Group and longtime critic of the plane, said the new large twin-engine planes coming to the market will be the death of the A380. "I don't think it lasts more than a few years into the next decade," he said of the A380. "The quicker they let go, the quicker they can devote themselves to marketing efforts on other products."

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## Boeing completes first milestone for NASA's Commercial Crew Transportation systems



NASA has approved the completion of Boeing's first milestone in the company's path toward launching crews to the International Space Station from the United States under a groundbreaking Commercial Crew Transportation Capability CCtCap contract. The Certification Baseline Review is the first of many more milestones, including flight tests from Florida's Space Coast that will establish the basis for certifying Boeing's human space transportation system to carry NASA astronauts to the space station. The review established a baseline design of the Crew Space Transportation (CST)-100 spacecraft, United Launch Alliance Atlas V rocket, and associated ground and mission operations systems. "The work done now is crucial to each of the future steps in the

path to certification, including a flight test to the International Space Station," said Kathy Lueders, manager of NASA's Commercial Crew Program. "This first milestone establishes an expected operating rhythm for NASA and Boeing to meet our certification goal."

On Sept. 16, 2014 the agency unveiled its selection of Boeing and SpaceX to transport U.S. crews to and from the space station using their CST-100 and Crew Dragon spacecraft, respectively. These contracts will provide U.S. missions to the station, ending the nation's sole reliance on Russia and allowing the station's current crew of six to grow, enabling more research aboard the unique microgravity laboratory.

The CCtCap contracts are designed for the companies to complete NASA certification of their human space transportation systems, including a crewed flight test with at least one NASA astronaut aboard to verify the fully integrated rocket and spacecraft system can launch from the United States, maneuver in orbit, and dock to the space station, as well as validate all its systems perform as expected. Once the test program has been completed successfully and the systems achieve NASA certification, the contractors will conduct at least two, and as many as six, crewed missions to the space station. The spacecraft also will serve as a lifeboat for astronauts aboard the station.

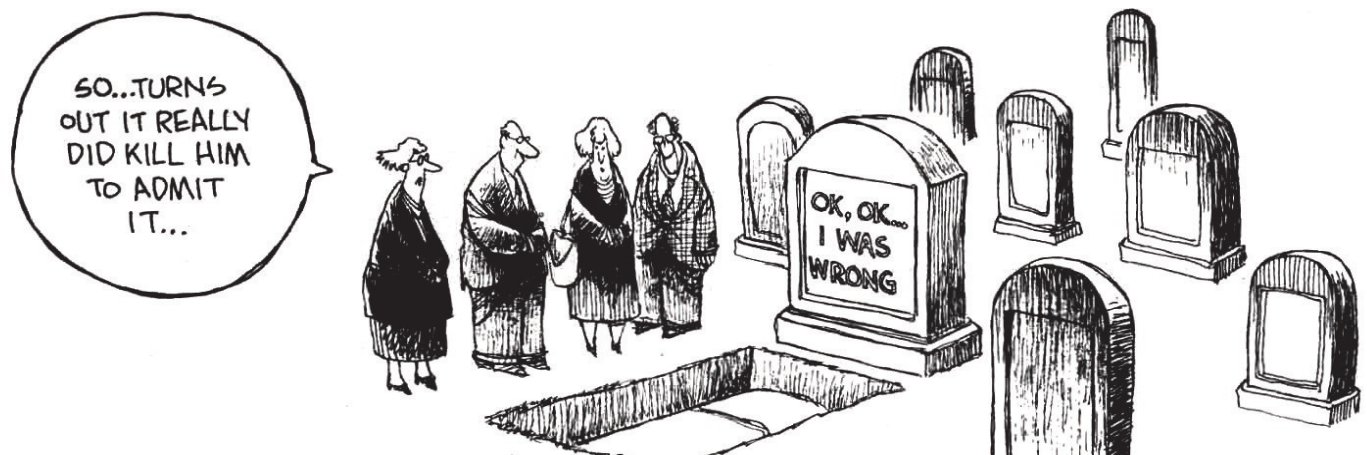
During the review, Boeing provided NASA with a roadmap toward certification, including its baseline design, concept of operations and management and insight plans. The Boeing team also detailed how the CST-100 would connect with the station and how it plans to train NASA astronauts to fly the CST-100 in orbit.

"It's important for us to set a robust plan for achieving certification upfront," said Boeing Commercial Crew Program Manager John Mulholland. "It's crucial for us to achieve our 2017 goal, and the plan we've put in place will get us there."

By expanding the crew size and enabling private companies to handle launches to low-Earth orbit -- a region NASA has been visiting since 1962 — the nation's space agency can focus on getting the most research and experience out of America's investment in the International Space Station. NASA also can expand its focus to develop the Space Launch System and Orion capsule for missions in the proving ground of deep space beyond the moon to advance the skills and techniques that will enable humans to explore Mars.

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### NON SEQUITUR | Wiley





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## Boeing ecoDemonstrator 787 tests innovations for more efficient air travel



The Boeing ecoDemonstrator 787 has begun flight testing more than 25 new technologies aimed at improving aviation's environmental performance through every phase of flight.

The Boeing ecoDemonstrator Program accelerates the testing, refinement and use of new technologies and methods that can improve efficiency and reduce noise. This new round of testing, using 787 Dreamliner ZA004, will evaluate software and connectivity technologies related to operational efficiency; remote sensors to reduce wiring; aerodynamic and flight control improvements for greater fuel efficiency, and icephobic wing coatings to reduce ice accumulation.

"The ecoDemonstrator is focused on technologies that can improve airlines' gate-to-gate efficiency and reduce fuel consumption, emissions and noise," said Boeing Commercial Airplanes President and CEO Ray Conner. "Through the ecoDemonstrator Program, Boeing continues to invest in innovation that benefits the environment and our customers."

ecoDemonstrator 787 tests include:

- NASA Airborne Spacing for Terminal Arrival Routes (ASTAR) to improve landing efficiency.
- New greenhouse gas sensors evaluated in collaboration with Japan Airlines and others.
- Real-time turbulence reports generated in collaboration with Delta Air Lines to mitigate moderate or greater turbulence events, resulting in improved flight efficiency and passenger comfort.
- Instrument landing systems for new and older aircraft to optimize landings and reduce fuel use.
- On-Board Wireless Sensor Network and Micro Electro Mechanical Systems microphones to reduce wiring and weight.
- Outer wing access doors made from recycled 787 carbon fiber to reduce material costs and factory waste.

The ecoDemonstrator 787 completed flight tests in July for an acoustic ceramic matrix composite nozzle designed by Boeing to reduce weight and noise. These tests were part of the FAA Continuous Lower Energy, Emissions and Noise (CLEEN) Program, a competitively bid five-year program with costs shared by participants.

The 787 Dreamliner provides airlines with unmatched fuel efficiency and exceptional environmental performance, reducing fuel use and carbon emissions by 20 percent compared with today's similarly sized airplanes.

In 2011, with an American Airlines Next-Generation 737, the ecoDemonstrator Program tested 15 technologies including aspects of the Advanced Technology Winglet that will improve fuel efficiency by up to 1.8 percent on the new 737 MAX. In 2015, the ecoDemonstrator Program will test more technologies on a 757 in collaboration with TUI Travel Group and NASA.

Supplier partners for ecoDemonstrator 787 technologies and flight tests also include Rolls Royce, Honeywell, Rockwell Collins, General Electric and Panasonic.

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## Total US international air passenger traffic up



International non-stop air traffic to/from the US totaled 166.4 million passengers through October 2014, a 7 percent increase over the October 2013 year-to-date period.

US citizen travel (73.8 million) was up 7 percent and comprised 44 percent of all air traffic. Non-US citizen air travelers (92.7 million) increased by 7 percent with their market share at 56 percent.

US airlines carried 86.3 million passengers, up 4 percent, with their share at 52 percent. Foreign flags carried 80.1 million passengers, up 10 percent from same period 2013.

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## Expert pilots process multiple visual cues more efficiently, study finds



Landing an airplane is one of the most difficult piloting techniques to master, and the stats show it: 36 percent of all airplane accidents and 25 percent of fatalities occur during the final approach and landing.

New research by scientists at the Stanford University School of Medicine and the VA Palo Alto Health Care System reveals that expert pilots make better decisions during this phase than less experienced pilots because their brains behave more efficiently. The study, published in PLOS ONE, could lead to technology and techniques that guide pilots to more efficient brain

behaviors in order to improve flight safety.

The researchers rigged a fMRI machine so that 20 pilots — 12 moderately experienced pilots and eight experienced pilots — could operate the controls of a flight simulator while having their brain activity scanned in real time. The simulator mimicked the cockpit of a single-engine airplane, and the pilots were instructed to land at a virtual San Francisco International Airport. The trial started the pilots at 350 feet of altitude. They were instructed to begin their descent based only on their instrument readings, as would be typical in most real-life flights. Once they reached 200 feet — the altitude at which the Federal Aviation Administration mandates you must be able to clearly see the runway in order to land — the program would display the runway, either clearly or obscured by varying degrees of fog. The pilots would then need to flash their gaze from the instruments to the runway and back to make a snap decision about whether or not it would be safe to continue the approach.

**Better decisions, half the brain activity:** After multiple attempts per pilot, the results showed that the expert pilots made the correct decision about whether to make a landing attempt or abort 80 percent of the time, whereas the moderately experienced pilots did so only 64 percent of the time. Interestingly, the fMRI scans revealed that the expert pilots scored higher while displaying only half as much brain activity.

Landing a plane involves constantly scanning instruments as well as the view out the window, said Maheen Adamson, PhD, lead author of the study and a clinical associate professor of psychiatry and behavioral sciences at Stanford. Reduced neural activity in expert pilots indicates that they are able to complete the task at hand with fewer brain resources. She suspects that the brain's ability to streamline multiple visual inputs is the result of experience. "The data show that the expert pilot seems to just know what to look for, where to look and when to look," said Adamson, who is also the director of research and PhD fellowships at the War Related Illness and Injury Study Center at the VA Palo Alto Health Care System. "And we've been able to trace that skill back to the caudate nucleus." This is an area of the brain involved in regulating gaze as the eyes quickly shift their focus to different fixed objects. The work needs to be replicated to confirm the caudate nucleus's role in instrument scanning, Adamson added. Other brain structures or mechanisms might be playing a role in visual processing for pilots. But this work opens the door to pairing fMRI and flight simulators — something that NASA is already doing in limited trials — to test pilots' mental engagement during various flight maneuvers. Researchers might also be able to design interactive lessons that guide less expert pilots into behaviors that mimic the more efficient brain activity of more expert pilots.

**Other implications:** "In the future, we could put a trainee in a scanner and see what mechanism in their brain they're using to get better at the task, and train them to reallocate resources in the brain more efficiently," Adamson said. "If we are able to train pilots to process instruments and other visual cues more efficiently, you could reduce the likelihood of accidents during landing."

Although these findings were obtained by testing aircraft pilots, they may also have implications for skilled task performance and aging in general. Prior work in the same laboratory showed how slower speed of information processing predicts worse performance on aviation-related tasks in older pilots. The current research offers an insight into how more efficient brain activity and information processing may provide a countermeasure to loss of speed of processing with aging.

More information about Stanford's Department of Psychiatry and Behavioral Sciences, which also supported the work, can be found at <http://med.stanford.edu/psychiatry.html>.



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## Safety board says FAA can regulate drone use

By Joan Lowy/Associated Press



WASHINGTON - The government has the power to hold drone operators accountable when they operate the remote-control aircraft recklessly, a federal safety board ruled in a setback to small drone operators chafing under Federal Aviation Administration restrictions. The National Transportation Safety Board, which hears appeals of Federal Aviation Administration enforcement actions, ruled that small drones are a type of aircraft and fall under existing FAA rules.

The FAA had fined Raphael Pirker, an aerial photographer, \$10,000 for operating his Rite-wing Zephyr in a reckless manner on the University of Virginia campus in 2011. Pirker appealed the fine, saying his aircraft was effectively no different from a model aircraft and therefore not subject to regulations that apply to manned aircraft. An NTSB administrative law judge sided with him in March, saying the FAA hasn't issued any regulations specifically for drones and therefore can't determine their use.

The FAA appealed the decision to the four-member safety board, which said that the definition of an aircraft is very broad. "An 'aircraft' is any 'device' used for flight in the air." This definition includes any aircraft, manned or unmanned, large or small," the board said. The board sent the case back to the judge to decide if Pirker's drone was operated recklessly. The FAA said in a statement that Pirker operated the drone "in a careless or reckless manner" and the fine "should stand."

The decision strengthens the FAA's position as the agency tries to cope with a surge in use of unmanned aircraft, some weighing no more than a few pounds and available for purchase on the Internet and in hobby shops for as little as a few hundred dollars. More than a million small drone aircraft have been sold worldwide in the past few years.

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## What is shaping air travel in 2015?



What is shaping air travel in 2015? - This trend report was released by the Official Airline Guide (OAG).

Jet fuel price dropped by 20 per cent compared to a year earlier, resulting in a saving of US\$7 billion on the fuel bill for the global airline industry in 2014, says OAG.

The report said Chinese outbound travel will remain a hot topic in 2015 as demand for air transport continues to rise. "Since November 2013, 19 new Chinese airlines have commenced service or are in the planning stages. Even at six per cent passenger growth annually, the Chinese travel market will double every 12 years," it added. Many of the largest markets for travel to and from China are within North East Asia, and the number one market is South Korea. The number of passengers flying between China and South Korea grew by 39 per cent in the year to September 2014, it said.

The combination of Malaysia Airlines' two hull losses and civil unrest in Thailand, prompted the much courted Chinese tourists to stay away from the Malaysia-Thailand-Singapore area, with visitor numbers down by 30 per cent, OAG said. According to the OAG Traffic Analyser, zero growth in these markets comes at a time when total international passengers from China grew by 19 per cent in September 2014.

OAG expects changes in the Indian travel market. It said anticipated reforms include scrapping the rule that has allowed Indian airlines to operate international routes only if they have operated domestic routes for at least five years. AirAsia India started services in 2014 as the first foreign airline to set up a subsidiary in India, a move that should stimulate passenger growth. But operations by Vistara, a joint venture between Singapore Airlines and Tata, has been delayed and Spicejet has experienced financial troubles. In December 2014, India introduced e-visas for visitors from 43 countries in an attempt to increase inbound tourism arrivals.

In 2015, OAG expects continued growth to and from Africa, and the China-Africa market will be one to watch.

In the 12 months to September 2014, 28 out of 59 African countries experienced growth from China in excess of 60 per cent, it said. It said by 2034, eight of the 10 fastest growing markets globally will be in Africa.

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## Cramped in Coach, but With Better Entertainment

By Molly Wood/The New York Times



Air travel, as an experience, sure leaves a lot to be desired. Smaller seats, higher baggage fees and ticket prices (despite lower fuel costs) are just a few of the myriad complaints. On the bright side, however, airlines are making more money, and after years of outdated in-flight entertainment, investments in onboard technology may entertain passengers enough to make the miles go by more quickly.

Most United States carriers have, in recent months, announced updates and improvements to their domestic in-flight tech that, in some cases, even provide free entertainment to the poor souls back in coach. These new services let you use your own mobile devices, like tablets, laptops and phones, to either stream free content like TV, music or games, or to rent movies and TV without having to pay for a Wi-Fi plan. At the center of many new offerings is Gogo Air, the in-flight Internet pioneer that provides both Wi-Fi on planes and more full-fledged entertainment options. Delta Air Lines' new Delta Studio service, for example, relies on Gogo. The service, released last August, is available to all passengers on any flight over 90 minutes, letting them stream satellite TV, music and video games on a personal device without paying for a Wi-Fi plan. When you open a browser window on your laptop, tablet or phone, you'll see a menu that offers movies and TV to stream or rent. What you see is based on where you're sitting. (You'll be asked for your name and seat number when you sign in.) So-called premium movies and TV are free for first, business and upgraded economy class, but Delta said coach passengers get at least something free, and can pay \$6 for additional movies and \$1 for TV shows. If you want to surf the web or check email, though, you'll still have to pay for Wi-Fi. And be aware that to get the free streamed content, you must download Gogo's video player app before boarding the flight.

Alaska Airlines announced a similar service, also powered by Gogo, that will let fliers rent movies and TV even if a separate Wi-Fi subscription isn't available on the flight. JetBlue, which has long been popular thanks to its satellite TV in flight - every plane in its fleet has a seat-back TV - is also leaning heavily on personal devices and faster Wi-Fi. The airline's Fly-Fi service uses satellite-based Internet access, instead of the more typical ground-to-air system, with speeds that can rival home broadband networks. The airline is still deploying the faster Wi-Fi throughout its fleet; it said just under half its planes offer the faster Internet options. A JetBlue spokeswoman said the rollout would be complete in spring 2015. If you're on a flight with Fly-Fi, you can get basic web access free, or upgrade to even faster Internet access for \$9 an hour. Those prices may change after the entire fleet has the technology. That's expensive, but I've paid as much or more for Gogo's in-flight Wi-Fi and had it work at a crawling pace. If you really wanted to stream a movie from Netflix, the cost might be worth it. Its free content includes programs from Fox and National Geographic, e-learning videos, book excerpts and cooking shows. Personally, I'd rather watch the live TV on the seat back, but maybe a Fox series would suffice if the TV signal became choppy.

Many airlines are finding that offering better in-flight Wi-Fi and a few free content options is easier and cheaper than upgrading expensive seats to include seat-back TVs. And a few free offerings go a long way, especially in coach. "Other than pouring us endless martinis, that's just about the only thing they can do to keep us happy in flight:" said Jack Plunkett, chief executive of Plunkett Research, a market research firm based in Houston. Mr. Plunkett said airlines were slow to jump into in-flight technology after the industry's first major attempt - the seat-back telephone - proved a "dismal failure:" "It added a lot of weight to the airplane, drew a lot of power and required a communications system connecting the airplane to a comm system on the ground," he said. "After that failure, it was hard to talk them into trying Wi-Fi on board." But as personal devices like phones, tablets and laptops became more and more common, and third-party Wi-Fi providers offered to shoulder the cost of in-flight Internet access, airlines realized that the "bring your own device" model of in-flight entertainment could be cheap and easy. And instead of replacing entire seats to add entertainment, airlines are adding welcome niceties like power outlets and USB plugs in every row. So, using in-flight Wi-Fi to stream a movie to a plugged-in tablet becomes a better wa to fly.



Southwest Airlines, always bare bones in terms of its actual planes, offers Wi-Fi on about 80 percent of its flights. While the company said its smaller aircraft would not be retrofitted for Wi-Fi, any new jets that come into the fleet will have it. Southwest also includes live Dish satellite TV and Beats Music playlists without requiring passengers to pay for a Wi-Fi plan, and said it was the only airline that offered wireless Internet access during taxiing, before takeoff and after landing.

In the coming years, expect in-flight Wi-Fi to continue to get faster - and hopefully cheaper. Virgin America announced that it had upgrade its in-flight Wi-Fi, provided by Gogo In-flight, to up to 10 megabits per second, close to a typical home broadband connection. The connections in-flight will probably be slower, because everyone sharing the Wi-Fi, but that is still an improvement. And Gogo said that it was testing satellite-based Wi-Fi, instead of the current ground-to-air system, and that could provide a plane with a connection of 70 megabits per second. Even shared among passengers on a plane, that would be speedy Internet.

A few carriers are, of course, slower to upgrade than others. United, for example, offers Wi-Fi access on only about half of its jets, although it announced plans to bring Wi-Fi and Gogo powered personal device streaming to some of its smaller United Express planes starting early this year. About 200 of its 700 planes offer seat-back entertainment.

American Airlines offers Wi-Fi on all its big jets, but only on 12 percent of its regional planes, and it has some kind o seat-back entertainment in 58 percent of its wide-body jets, the company said.

And then there's the domestic in-flight dream: Virgin America, often lauded as having the best domestic in-flight system of them all. Yes, every flight has (newly upgraded) Wi-Fi, power outlets and USB ports. But every plane also has seat-back TVs that stream live television and offer on-demand movies and TV (free to Main Cabin Select and first-class passengers).

The TVs serve as touch-screen ordering systems for food and drinks, which are then delivered directly to your seat. You can use them to play games and chat with other passengers, and Virgin America just introduced a new feature that lets you send a drink to another passenger on the plane. Such seat-back amenities might not be practical to maintain forever, especially as personal devices and faster in-flight Internet access become cheaper and easier to deploy. But for' now, the best of all worlds is still the best option.



## Retiree Association of Flight Attendants

**The new phone number for the Employee Travel Center (and other UAL departments)**  
Domestic use; 877-825-3729 International locations use: 847-825-3729

### Important things to know about the “My Info” page

“My Info” (used for EF registration) is now located in the left column of the Employee Services page on Flying Together <https://flyingtogether.ual.com>

Retirees who do not visit Flying Together at least once every 90 days will be denied access. To get reinstated you must call the United IT Service Desk: 1-800-255-5801 outside of normal biz hours.

If the “My Info:” page does not display on your computer then try changing your browser preferences to enable JavaScript and cookies. Don’t know how? Call the United IT Service Desk: 1-800-255-5801 outside of normal biz hours.

**Personal Information:** If you are on the “My Info” page, do NOT click on “Myinfo” under “Personal Information”....that’s for employees only. Retirees can view their personal information by clicking on “Your Benefits Resources (YBR)” under the blue “Benefits” heading on the “My Info” page. Once you are re-directed to the YBR page, click on “Your Profile” at the top of the page to view your personal information.

“**Pass Travel Report**” under “Pass Riders” will display all the pass travel trips you and your eligible pass riders have taken (handy to have if United sends you a 1099 tax form early next year). Only problem, the Pass Travel Report does not work on Mac computers. Find a friend with a PC to generate your report.

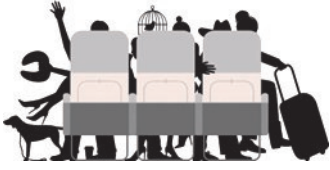
### RAFA New Website?

(This is a great website) Check out the Travel Benefits tab: <http://www.rafa-cwa.org>

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## Just Plane Ugly

By Frank Bruni/The New York Times



THE woman in 27E doesn't have only one carry-on plus a small bag for a laptop or personal items. She has one carry-on plus a purse the size of a bassinet plus some canvas vessel for all of her electronics plus two different plastic totes for various pillows, blankets and possibly an ottoman and a coffee table. Shuffling down the aisle, she looks more like a Peruvian llama than anything human. She grunts and buckles. She must have heard the announcement that the flight was full and the plea that everyone not bring too much aboard, because those words blared every 45 seconds. But there's no selective hearing loss like that of the airline passenger. She reaches her row, predictably discovers that there's insufficient space under the seat in front of hers and proceeds to colonize the space under the seat in front of yours. You arrive to find that what little legroom you'd counted on is gone. She pretends not to see that you're glaring at her. A tiff has erupted in Row 18. The man in Seat C has used the overhead for his jacket, which is lovingly folded there, and is protesting any and all attempts to move it. He has miles. He has status. That's why he was invited to board the aircraft earlier than almost everybody else, and he's hell-bent on milking that privilege for all that it's worth.

I'm not describing a flight that I just took. Among my Thanksgiving blessings was an avoidance of the unfriendly skies. I'm describing every other flight that I've taken over the last year. I'm describing a flight that many Americans surely suffered through this weekend. And I'm doing it not simply to rue the horrors of air travel these days, which have been rued aplenty. I'm doing it because there are few better showcases of Americans' worst impulses, circa 2014, than a 757 bound from New York to Los Angeles or from Sacramento to St. Louis. It's a mile-high mirror of our talent for pettiness, our tendency toward selfishness, our disconnection from one another and our increasing demarcation of castes. It's a microcosm at 30,000 to 45,000 feet.

Most of the passengers start out in a bad mood, because there's no good way to get to the airport. The thrifty, efficient rail links that exist in many Asian and European cities remain uncommon in the United States, a reflection of our arrogant and damnable inattention to infrastructure. Even in recent years, during an economic downturn that cried out for the kinds of big projects that create jobs, we made only meager investments. Our airports and the roads and nonexistent tracks around them show it. "Our infrastructure is on life support right now," Ray LaHood, the former transportation secretary, told Steve Kroft in a segment of "60 Minutes." It was titled, fittingly, "Falling Apart." Kroft noted that there was "still no consensus on how to solve the problem," which had grown more severe because of "political paralysis in Washington."

One of the impediments to consensus is manifest on a plane: There's little sense of a common good, no rules that everybody follows so that nobody gets a raw deal. Instead there's an ethic of every passenger for himself or herself. The existence of, and market for, the Knee Defender, that device that prohibits the person in front of you from reclining, says it all. On second thought, no, this does: Immediately following news coverage of a flight that had to be diverted when two passengers scuffled over a Knee Defender's use, sales of the device reportedly *increased*.

Courtesy is dead. The plane is its graveyard. There's a scrum at the gate and then another scrum in the aisle that defy any of the airline's attempts at an orderly boarding process. There's no restraint in the person who keeps smacking the back of your chair; no apology from the parent whose child keeps kicking it; no awareness that certain foods, unwrapped in a tight space, turn one traveler's lunch into every traveler's olfactory reality. And nobody really communicates. Conversation between strangers becomes rarer as gadgets get better, enabling everyone to hunker down with his or her own music and own movies and own video games, to shrink the world to the dimensions of a Smartphone's or tablet's screen, to disappear into a personalized bubble of ceaseless entertainment and scant enlightenment.

ON the plane, as in the economy, most people are feeling squeezed. Financially, every flight is a death by a dozen cuts. There's the baggage fee, the meal fee, the wireless fee. All the base price gets you is a perch that's tighter than ever and getting tighter still. In *The Daily Beast* two days before Thanksgiving, Clive



Irving described airlines' sophisticated, inch-by-inch stratagems to "engineer you out of room," and they sounded like experiments in orthopedic torture. What the rack was to medieval times, Seat 39B is to modern ones.

But Seat 2A? That's a different story. A different *world*. The gap between first class and everyone else is writ vivid on a plane, and crossing from one side of the divide to the other seems to be growing more difficult. Frequent-flier programs are being tweaked to reward dollars spent on tickets instead of miles flown, and to give more bonus miles to people who are *already* at a high status than to people who aspire to be. "United Continental's Miles Program to Penalize Average Fliers," said a headline in The Wall Street Journal. The article went on to explain that the airline was "becoming the latest carrier to shift its loyalty program to favor bigger spenders." A recent story in The Journal explored this further, noted that Delta was making similar adjustments, and explained, "People who fly on expensive business-class and first-class tickets and have top-tier status in frequent-flier programs will see their accounts flooded with miles."

In the clouds as on land, the rich get richer, social mobility wanes and people are funneled ever more ruthlessly into gradations of privilege: those in sections with names like "economy comfort"; those eligible for the exit row; those who get to board in the first, second or third waves; those consigned to later stages and middle seats.

Some blot out all of this sorting with Candy Crush. Some seethe. Too many of us lose sight of more than the earth. We forget that simply being up in the air is an experience that others seldom if ever get. If there's one thing in even shorter supply than legroom, it's empathy.

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## United's New trans-Atlantic summer services



United customers and employees flying to Europe in summer 2015 will have several new flights to choose from as we launch new service to Venice, Italy; Paris; Dublin; and Newcastle, U.K.

We will operate the new daily nonstop Boeing 767-400ER EWR-VCE (Venice) service from June 4 through Sept. 23. We will use Boeing 757-200s to operate a new daily nonstop ORD-DUB (Dublin) flight and a second daily IAD-CDG (Paris) flight from June 4 through Aug. 17. We also announced Oct. 27 that we plan to operate a seasonal summer service five times weekly between EWR and NCL (Newcastle, U.K.) from May to September 2015, subject to government approval, using a Boeing 757-200.

The flights complement our existing European service to Italy, Ireland and France. We currently operate nonstop flights from EWR to MXP (Milan) and, on a seasonal basis, from EWR and IAD to FCO (Rome). ORD will be the third United hub with nonstop service to DUB, after EWR and IAD; we also operate nonstop services from both SNN (Shannon) and BFS (Belfast) to EWR and a seasonal nonstop service from SNN to ORD. We operate nonstop flights to CDG from ORD, EWR, SFO and IAD. We already offer trans-Atlantic service from more cities in the U.K. than any other airline; our NCL service will be will be Newcastle's first scheduled nonstop trans-Atlantic service.

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## FRANK AND ERNEST | Bob Thaves



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## Top 5: Debit card purchase no-nos

By Jeffery Weber



When at the checkout line and a clerk asks, "debit or credit?" I have only one answer: credit. There are a number of reasons I never make debit card purchases - security, peace of mind, rewards - but perhaps the biggest reason is that I've learned how to use my credit card like a debit card. I pay credit card balances in full every month and never spend more than I can afford, thereby eliminating interest from the equation and ultimately eliminating the need to use a debit card at all. While being debit-card-free has great advantages, particularly because I earn between 2 and 6 percent in credit card rewards on everything I purchase, it wasn't easy learning how to use credit cards like debit cards, and because of the temptation to overspend, ditching debit cards altogether might not work for everyone.

For those who alternate between credit and debit cards, here are five situations when you should always choose credit.

- 1. Online purchases:** Debit cards offer similar protections as credit cards. Under the Federal Reserve's Regulation E, the maximum liability for debit card fraud is \$50, just as it is with credit cards. However, dealing with fraudulent debit card purchases is not as simple as dealing with online credit card fraud. If a debit card number is compromised, it can leave a cardholder with no available cash while the issue is being worked out by the bank. If the same problem happens with credit card purchases, a new credit card can usually be mailed to cardholders overnight. Also the time frame of its absence is a factor for debit cards. The longer it's missing before you report it, the greater your liability, whereas credit cards are usually liability free regardless.
- 2. Gas:** While many gas stations offer lower prices for debit and cash transactions, purchasing gas with a debit card typically leads to a short-term monetary hold of \$50 to \$100 that can last a few hours (or possibly overnight). This hold can cause issues for consumers with very low balances, especially if it leads to overdrafts from outstanding checks, or prevents additional debit card purchases until the hold is released.
- 3. Hotels:** Hotels, like gas stations, place monetary holds on debit cards. At a hotel, a hold of \$100 to \$200 is typically applied, often in addition to the hotel cost. Once again, this can cause issues for those who carry low balances, which is why charging this purchase on a credit card is recommended.
- 4. Large purchases:** Unlike with a credit card, consumers are typically unable to stop payment on a defective item purchased with a debit card. So a person who spends \$1,500 on a defective television with a debit card will be forced to wait until he can resolve the matter with the merchant before getting his money returned or be issued a replacement television. To make matters worse, if no agreement can be made, the debit card holder is stuck with the defective item. With a credit card, the same consumer can get the situation remedied almost immediately without losing access to the \$1,500 spent on the TV or running the risk of being stuck with a bogus item.
- 5. Dubious places:** Since dealing with fraudulent credit card purchases is significantly easier than dealing with debit card fraud, you should never use a debit card at any establishment that appears questionable. It could be a brand name gas station, a convenience store, a chain restaurant - essentially any place that looks dubious should be treated as such. So if you think the ATM card insert area looks strange, use cash or a credit card instead.

Ultimately, consumers who have the self-control and credit limits needed to use credit cards as their go-to payment sources should avoid paying with debit cards altogether. Credit cards offer great security, better fraud support, allow cardholders to earn valuable credit card rewards and cost nothing to use, as long as all purchases are paid in full every month. Those who aren't fully ready to make the switch to a credit card-only lifestyle shouldn't be overly concerned; simply being informed about monetary holds that can impact balances and the dearth of protection available relative to credit cards should be considered whenever you have a choice between using a debit card vs. credit card.



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## Where is Malaysian 370?

By Capt. Paul Mattson/RUPA Member



As of this writing, there is still no trace of the Malaysian Airlines Boeing 777 that disappeared in the spring of 2014. Among the many people trying to find it is a collection of otherwise unaffiliated scientists and engineers from around the world who refer to themselves as the IG, or Independent Group. Last summer I was contacted by a fellow member of the Soaring Society of Boulder, Mike Exner, who is a member of the IG. Mike is a Communications Engineer and

he knew that I was, at the time, a current B-777 Captain. Although himself a pilot, Mike was not familiar with the actual operation of the B-777 and what would be standard procedures and there were several questions that the group could not verify. So I have been collaborating with the IG for several months. Most of the information the IG has, comes from the Inmarsat satellite communications records. Upon powering up the aircraft, the Inmarsat Satellite terminal boots up and establishes a 'handshake' with the satellite station. The station used by MH370 was a satellite in geosynchronous orbit over the Indian Ocean and a ground station in Perth, Australia. From the time delay in sending and receiving, a very accurate distance from the satellite can be determined for each transmission. From this distance, a ring may be drawn from the satellite and the aircraft's position at the time of transmission is on that ring. Consequently a series of rings can be used to resolve ambiguities and somewhat track the aircraft's position. In the absence of other communications, at specific time intervals the terminal sends a 'ping', or a message to the satellite to say: "the terminal is here and available."

From the normal communications the aircraft's position was shown to be at the gate, at the runway, taking off, heading northbound, over the FIR into Vietnam. Then there is a gap for about 30 minutes when 0 pings were received. The pings resume over the Indian Ocean.

The first thing that Mike and I did was to debunk most of the theories and speculation:

- 1) Was the Transponder turned off? Possible, but transponders only work within the range of the radar and they may have been out of range.
- 2) They did not communicate by VHF but being out of VHF communications for 10 to 20 minutes is not unusual, it is common in certain areas. Northern Canada is a good example. You are often told to contact the next controller in 10 minutes. Many times flying through Vietnam airspace in the middle of the night it was difficult to communicate via VHF.
- 3) No distress signal was sent. We "Aviate, Navigate, Communicate." Transmitting your predicament to someone on the ground, who can't help you, is a very low priority. No distress signal sent doesn't mean anything.
- 4) ACARS may have been deselected. You can deselect VHF ACARS easily. Not so easily the SatCom and it will still continue to 'ping', even if it is not sending information.
- 5) The Captain had a computer set-up at home to 'practice'. I do not need any computer set-up in my basement to 'practice' short field landings or a different airport. Give me the Latitude and Longitude coordinates of any 4000' piece of asphalt or concrete in the world and I can fly to it and I can land a 777 on it. (Now, what you do with the aircraft after that is an entirely different story.) The MH Captain had a similar level of experience.
- 6) Why didn't the Air Force scramble? Malaysia has a very small Air Force of about 35 aircraft. They have no enemies in the area so they do not have a sensitive ADIZ as the US does. They are not likely to devote a lot of resources to positive aircraft identification in the middle of the night. Indeed, their primary radar is rather rudimentary.
- 7) The aircraft zoomed up to 43,000' and down to 20,000'. The aircraft did not "zoom up" to 43,000'. At that

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weight, the aircraft is incapable of reaching anywhere close to 43,000.

8) The aircraft flew for hours at 20,000' and 400 kts. There is no reason or procedure to fly for a long time at 20,000' or at 400 kts groundspeed, as was an initial assumption.

8) Although malicious intent cannot be ruled out, it makes no sense to have flown a circuitous route and made a couple of large turns before heading out over the Indian Ocean if that were the initial goal. There have been no notes or claims of responsibility for the disappearance either.

There are several things that we do know or I think can relatively safely assume:

1) Both pilots were experienced in that region and would have known where other airports are. Indeed the initial turn headed them towards Penang, Malaysia, a larger airport and maintenance base.

2) If making a turn off course in an emergency, it would be a good assumption that 'Heading Select' would have been used, involving one push and turn of the Heading Select knob, rather than a much more complicated programming of the FMC (Flight Management Computer).

3) A push of the 'Airport' button on the glare shield would have shown all of the airports on the Nav Display and the line on the Nav Display from the Heading Select could be laid right on top of Penang, directing the autopilot to fly there.

4) The Autopilot would have been left on, or re-engaged if it had tripped off. Standard procedure for high altitude.

If this had been a United aircraft, we probably would have a much better idea of what occurred. Whenever there is an anomaly on a United aircraft; a caution light, warning light, system turned off or failed, or operating parameter exceeded, a message is automatically sent to the maintenance controller, now called TOMC through the ACARS system, either VHF or Satcom. Malaysian Airlines did not pay for this service so they did not have it.

Unknown, is why the aircraft made a right turn to the northwest when close to Penang, and a turn to the south several minutes later. This information was based upon primary radar tracks and not as reliable as the satellite data.

About this time, the Inmarsat pings resumed. From the pings, a track to the south can be assured. A track to the north would involve a zigzag track and an unusual groundspeed. The track to the south follows about a perfect rhumb line, consistent with a constant heading and a groundspeed of about 478 kts, consistent with FL350 Mach 83. This continues over several rings from the satellite and several hours until about the time one would expect the fuel to run out.

So the question is: What happens when the fuel runs out?

A major airline, which requested not to be identified, graciously donated four hours of simulator time to test several scenarios. The results were definitive: We can't know for sure. It depends upon too many unknown factors; primarily fuel balance and the trim of the aircraft.

The Boeing 777 is equipped with several automatic features, which would come into play:

1) The TAC, Thrust Asymmetry Compensator, automatically provides rudder input in the event of a difference in N1 speed. This would have happened when the first engine failed.

2) With a failure of a generator, i.e. first engine failed, the Transfer Bus would automatically transfer to the other generator and the autopilot would remain on and the entire aircraft powered electrically.

3) If the second engine kept running long enough, the autopilot would hold FL350 until reaching a minimum speed and then start to descend to maintain minimum speed. When the second engine failed, the aircraft would be trimmed to that speed. This is possible within fuel imbalance parameters. If the second engine failed shortly after the first one, the aircraft would be trimmed for a much higher speed.

4) In the event of both Transfer Bus failures, i.e. when both engines fail, the APU will autostart and the RAT, Ram Air Turbine will drop from the fuselage providing hydraulics and stand-by electrical. As there is no more difference in N1 speed, the TAC removes rudder input as long as there is AC power. When up to



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speed, the APU will power the entire electrical system, including the Inmarsat Satellite terminal, which then sends a 'handshake request'.

5) The autopilot will not reengage but the wing leveler function will keep the aircraft from going into a spiral as long as the APU keeps powering the electrical system.

6) The APU will only run as long as there is residual fuel in the tank and the lines.

We tested several scenarios and the results ranged from the aircraft in a very shallow banked glide for almost 20 minutes to a steep diving spiral. This would make the search area very large or very small but the IG has identified a relatively small search area of high probability. Still as one oceanographer described it: "It is like looking for two shoe boxes in the Rocky Mountains, at night, with a flashlight."

There was one, final, anomalous ping at a different time interval. This would have come from the Inmarsat rebooting up when the APU started. From that 'ping', there is not only distance, but also Doppler information. The Doppler information showed on the order of a 15,000 fpm descent, consistent with our simulator experience in a steep diving spiral. At that velocity, water is about as hard as concrete and there would not have been much debris left.

The next big hurdle is for the ATSB, Australian Transportation Safety Board, and the Malaysian government to accept the data.

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## What to Do When Your Financial Adviser Retires

By Paul Sullivan/The New York Times



FINANCIAL advisers as a group are aging and that means many of them are about to retire or transfer their practices to someone younger, just as doctors, dentists and other professionals do. But for clients who have worked with the same adviser for decades - and may be close to the adviser in age and outlook - the change could come just when they need that person the most: to help them financially manage their own retirement. A lot is riding on how an adviser handles the transition, and clients need to be prepared to ask hard questions - or even find a new adviser if the conversation does not go well.

"If clients ask what their succession plans are and if the answer is 'Don't worry about it I'll live forever,' that's a terrible answer," said Ruediger Adolf, founder and chief executive of Focus Financial Partners. "If there is no next generation of advisers around, they're not doing their jobs. They're not protecting their client." Mr. Adolf has a lot to gain from this belief. His firm was created in part to serve as a source of capital for advisers with a small or midsize client base who are looking for an exit strategy. The firm now consists of 30 adviser groups that manage \$80 billion. The numbers are on his side. According to a study in August from Cerulli Associates, 43 percent of advisers are over 55; the average age is 51. An earlier Cerulli report found that advisers over age 60 control \$2.3 trillion in wealth. In addition, the industry is failing to attract enough younger advisers. A study from the Oechsli Institute, which consults with financial advisers, found that only 23 percent were under 40— meaning there is a dearth of people who are working if you retire today who will still be working 30 years from now.

When clients find themselves transferred to a new adviser at a new firm or a younger adviser at the same firm, they have to ask questions to make sure the process has been handled in their best interest - and not just as a way for advisers to sell their books of business and pad their own retirements. The most basic question should be asked before any transition occurs: What is the adviser's plan? Not having one is a red flag that the adviser is not planning far enough into the future on that issue and maybe others. There isn't necessarily one right answer. It could be that the adviser is grooming a team internally to take over. Or the adviser has a close relationship with another adviser who has a similar approach. But what matters is that thought has been put into planning.

"A lot of advisers mistakenly think they can work forever," said Matt Oechsli, president of the Oechsli Institute. "The whole Great Recession has been very trying on advisers. It's forced advisers to really raise their game and provide much more competent wealth management services and, many times, to form teams."

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Paul Saganey, founder and president of Integrated Financial Partners, which manages \$5 billion, said all his adviser teams were required to have succession plans for both retirement and less predictable events, like dying or becoming disabled. Retiring advisers are expected to begin the transition process a year or two before the actual date in order to get clients comfortable with the new adviser. If the fit doesn't work, the firm will look for another adviser for that client. "Clients need to say, 'My retirement is going to last 30 years. Where are you going to be?'" Mr. Saganey said.

Clients who are being moved to another adviser should assess the replacement as if they were looking for an adviser for the first time, said Stephen Horan, managing director and co-leader of the CFA Institute, which administers the chartered financial analyst designation. He said making sure the new adviser had the same style as the departing adviser was crucial if clients were going to be able to stick to their financial plans. "If the person is internal and has been groomed you'd expect to see a lot of alignment," Mr. Horan said. "Still, you want to get a sense of, is that new approach something I'd be comfortable with? Is it purely investment management or does it include other financial planning?"

Since many financial adviser relationships are long-lasting, either because of great service, inertia or the adviser was your college roommate, an adviser's retirement is a great time for clients to assess how their needs have changed. After decades of accumulating wealth, they may be entering a phase where they will no longer have income and will be spending what they saved. "I think you want to ask yourself what was it that made your old adviser relationship work, if in fact it did," Mr. Horan said. "Was it their technical competence, or was it that they were a confidant? What would you be looking to replace?"

It's clear from the economics of selling these practices that incoming advisers are counting on the imprimatur of their predecessors to succeed - or for clients to forgo a rigorous assessment out of comfort with or loyalty to their retiring adviser. Otherwise they would not be paying 2.4 times revenue, on average, for a business that was entirely based on clients who could easily move their money, and the fees it generates, elsewhere.

Brad Bueermann, chief executive of FP Transitions, which values adviser practices for sale, said client retention rates for fee-only businesses are in the 95 to 98 percent range, and clients who have been with a firm for at least 10 years are the least likely to leave. (The retention rates are lower for transactional practices that rely on the old stockbroker model of selling products and receiving a commission.) "Unfortunately the predominant model in the market is not selling practices - it's attrition," Mr. Bueermann said. "Advisers want to stay and do it forever. Over time they wind down. Or the clients leave when the adviser stops returning their phone calls. Or the guy doesn't have a plan and he wakes up one day at 72 and is speaking Martian." Staying on too long may come from a good place. It's hard for many advisers to give up their clients.

Cheryl Witman, 65, who has run a financial planning firm with a partner in Fairfax, Va., for 20 years, started talking about transitioning her clients to Shawn E. Wilson, 37, at Integrated Financial Partners, about a year ago. The impetus, she said, was that five of her clients received cancer diagnoses in the same year. She felt that her 300 clients would fit well with Mr. Wilson's 250 clients because of his financial planning credentials and approach to investing. But she also liked the firm's retirement income software, which she did not have. So far, she said, her clients have appreciated her concern for their financial futures. But she is in no hurry to set a firm retirement date yet.

Of course, many firms are facing the flip side of the client's situation with a retiring adviser: Clients will eventually die and their heirs may not want to leave the money they inherit with the same firm. Some firms are becoming more proactive at bringing in their clients' adult children as clients in their own right - as opposed to treating them like future recipients of an inheritance. Massey Quick, an adviser in New Jersey, is using this strategy to help its clients' children get financial advice earlier than they might otherwise in their working lives. "Our average client age is 55 to 60" said Leslie C. Quick III, 61, founding partner. "We realized that if we were going to help them we'd have to develop relationships with the children." Yet, he added, there was a firm business reason behind it: "You obviously want to keep the relationship."

Christopher B. Moore, 35, chief investment officer, said he often took the lead with younger clients. "I have a 2-year-old son, and my wife works full time," he said. "A lot of the second-generation clients we're working with are in similar situations. That helps us understand their priorities."



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## Do You Have an "Advance Directive for Health Care?"

**The precise meaning of one's wishes for end-of-life can be hard for loved ones to know**

By Elizabeth Reis/The New York Times



My 78-year-old father died recently after a sudden heart attack. I ought to have been prepared for the five days my mother, brother and I spent with him in the cardiac intensive care unit because I teach medical ethics at a university, and I am a member of a hospital ethics committee and have discussed many difficult end-of-life cases. But much of what happened - and what didn't happen - came as a surprise to me.

My father got excellent care; his medical needs were attended to around the clock, and he received every available intervention. What I wished we had had, though, was a conversation with his physicians about end-of-life possibilities right from the beginning.

When my dad collapsed at a restaurant, the manager rushed over and performed CPR, but my dad stopped breathing several times during the resuscitation. The E.M.T.s shocked his heart six times in the four blocks between the restaurant and the hospital. During his five days in intensive care, he never achieved consciousness. Doctors induced therapeutic hypothermia, a kind of deep freeze, to reduce the risk of brain injury by decreasing the brain's oxygen demand, and then warmed him gradually over the next day or so. His eyes opened but never focused, he never looked at us or spoke again, but it was as if he was imploring, "Why am I still here? I just told you yesterday what I wanted if I was ever in this situation!"

And indeed, he had. Just the day before his heart attack our family had a prescient conversation about end-of-life decisions. We all heard my dad say very plainly that he did not want any heroic measures to be kept alive, and that he would not want to live with any physical or mental incapacities. "Not even a wheelchair?" my brother asked. "No," my dad replied. "Nothing." And so when I arrived at the hospital the day after the heart attack and saw my dad hooked up to a ventilator to keep him breathing, a blood pump to keep his blood pressure up, an EEG machine to assess brain function, and an assortment of maybe a dozen IV medications and fluids dripping into his body, I recoiled not so much at the horror of the sight, but from the sad realization that he probably should have been left to die at the restaurant. My father would have been even more horrified than I was at his predicament.

But there is always hope. Right? And because of that sliver of hopefulness, we kept him on those machines for five days, through the freezing and the thawing, the neurological assessments, the administration of one drug and then another to control this and that.

What I hadn't considered before my father's heart attack was the precise meaning of "not wanting to live hooked up to machines." When people say that, it is unclear whether they mean that they don't want to live for the rest of their days in this condition, or that they don't want to live for even a few weeks like that. The question of "how long?" is one we would all do well to consider.

If my father's body improved enough to stay alive without the machines, but he never regained consciousness, then he would be doomed to what he most wanted to avoid. Honoring my dad's wishes meant taking him off the ventilator while we still had that option. The timing was key, but no one explained this or advised us how to determine when the time would be right. We now shudder that, because of hope, we were slow to see this choice and so easily might have missed it.

On the fourth day, my father's cardiologist told us that despite some improvements toward stability, "the big picture was terrible." Though no one can predict the future, we grasped that a full recovery was unlikely, and so we decided to let my dad die. With the feeding tube removed, the ventilator detached and the multicolored EEG leads no longer emerging from his scalp, my mother could comb my father's hair, and he looked relaxed, as the morphine and Ativan dripped slowly into his veins. He slept through the night and died peacefully the next morning.

Though hospital staff proved mostly supportive, we were jarred by the careless comment of one resident who entered the room and pronounced, "I don't think you gave him enough of a chance." To hear this moralizing judgment after the fact seemed unhelpful and even cruel. For many families, such words would have been

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devastating.

The biggest lesson I learned is that every family should not only discuss end-of-life wishes but should act on them by filling out an advance directive. If my father had completed one, his end might have played out differently. By the time we told the medical staff that he didn't want to be hooked up to machines, he already was, and we acquiesced in letting things take their course, with the hope that he might improve.

I can appreciate doctors' reluctance to talk to families immediately about a patient's ultimate demise. No one wants to dash hopes for recovery. But confronting the end from the beginning might alleviate some of the inevitable feelings of guilt that arise when people make the decision to end life support. Injecting a healthy pessimism - or realism - gives loved ones an opportunity to broaden the scope of their hope, to stretch hope in a way that accommodates a better death.

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## Pilots and skin cancer: A true danger?



Scientists at the University of California measured levels of UV radiation in the cockpits of planes during flight and compared them to those observed in sunbeds. They found that a pilot flying at 30,000 feet in a typical small aircraft for an hour, is exposed to the same level of ultraviolet A (UV-A) radiation as 20 minutes in a tanning booth.

Previous research has suggested that pilots are at a higher risk of skin cancer, with ultraviolet radiation encountered in the cockpit believed to be a possible cause. The measurements were taken at midday in April, in California, so the effect may not be so pronounced all year round and in all climates, but radiation is stronger at higher altitudes, and the windows on planes do not block it out.

The authors of the research, which is published in the Journal of the American Medical Association: Dermatology, said that it made the case for pilots to wear sunscreen when flying. They also found that radiation could be even higher if pilots were flying above clouds or snowfields, because of the reflection of light from white surfaces.

"Airplane windshields do not completely block UV-A radiation and therefore are not enough to protect pilots. UV-A transmission inside airplanes can play a role in pilots' increased risk of melanoma. We strongly recommend the use of sunscreens and periodical skin checks for pilots and cabin crew," the authors concluded.

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## No proof computer games help keep seniors sharp

By Kathryn Rowthel



Seniors take note -computer games advertised as ways to sharpen your aging brain - may not actually be keeping you, well, on top of your game. The scientific evidence to support the game makers' claims just isn't there, more than 70 neuroscientists and psychologists say. The doctors from around the world signed a joint statement released by the Stanford Center for Longevity and Germany's Max Planck Institute for Human Development.

The statement emphasizes that, while the games may provide a mental challenge or teach new strategy, there's not much proof that those things "reduce cognitive slowing and forgetfulness, and will fundamentally improve your mind and brain." Nor is there any evidence that the games can stave off or reverse Alzheimer's disease or dementia.

Laura Carstensen, director of the Stanford Center for Longevity, says the game makers "play on people's worst fears" by claiming their products can prevent or reverse debilitating diseases. And any new knowledge people do gain in playing the games, she said, "tends to be small and tends not to last." The statement calls for more research, and cautions consumers to beware of brain games that cite a single study or quote a single scientist, often one with a financial stake in the product.

Carstensen adds that brain games should never be a substitute for physical exercise, socializing with friends and family, reading or pursuing hobbies or work you love. Those activities have been scientifically linked to strong cognitive function in the golden years.

*For the full statement on brain games: <http://stanford.io/1sNFTTF>*



# LETTERS

## Another year has passed and we're all a little older

Another year has passed  
and we're all a little older.  
Last summer felt hotter  
and winter seems much colder.

There was a time not long ago  
when life was quite a blast.  
Now I fully understand  
about 'Living in the Past'

We used to go to weddings,  
football games and lunches.  
Now we go to funeral homes,  
and after-funeral brunches.

We used to have hangovers,  
from parties that were gay.  
Now we suffer body aches  
and wile the night away.

We used to go out dining,  
and couldn't get our fill.  
Now we ask for doggie bags,  
come home and take a pill.

We used to often travel  
to places near and far.  
Now we get sore asses  
from riding in the car.

We used to go to nightclubs  
and drink a little booze.  
Now we stay home at night  
and watch the evening news.

That, my friend is how life is,  
and now my tale is told.

So, enjoy each day and live it up...  
before you're too damned old!

**KEN ANDERSON**—Loveland, CO  
Cleve, Leon, et. al., December... Birthday month  
again—13 years since my wife's retirement surprise  
of flying in all my family on buddy passes didn't  
come to fruition due to 9/11. As many recall, there  
was a moratorium on buddy passes due to the in-  
tense security and confusion over this dreadful inci-  
dent. I was surprised, however, the following sum-  
mer of '02. My whole family from all over the  
country appeared at our door (Jill already had a bag  
packed for me), and we proceeded up to a nice reun-  
ion at the YMCA Camp of the Rockies. Seems like  
13 weeks, not years!

I was able to enjoy another sibling reunion this past  
July on the occasion of a niece's wedding in Lin-  
coln. Believe me, that trip was a welcome diversion  
from what disasters were taking place in our base-  
ment! Our first "flood" was in late March, when a  
clog in our sewer lines led to a backup from the sep-  
tic system—biohazard cleanup, drywall/carpet re-  
placement, etc. We just seemed to be recovering  
from all that when, in late May, an isolated storm  
parked over our house one evening for a little over 3  
hours. It dumped just over 6 inches of rain. All the  
reservoirs in the area were at capacity, due to record  
winter snows in mountains and spring runoff. An  
irrigation ditch across the road from us overflowed  
due to all that, which made situation even worse for  
a "pond" that was forming around our foundation!  
Needless to say, basement got its second flood in 2  
months. Took us over 3 days to finally get ground  
water to stop coming in in one area. "It's a sign,"  
said our son, the neat freak. We knew we had col-  
lected way too much stuff from nearly 38 years in  
one place, but now we're finally facing up to it.  
The rest of summer and fall were quite dry, which  
allowed us to tackle lots of "dirt moving," address-  
ing the long-overlooked low areas around founda-  
tion. We had professional help with one area, but



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we did a majority of the dirt hauling/throwing ourselves. Still not done outside, will continue that in early spring. We're now sifting through memorabilia, etc. Old friend, Mel Finzer (ret. ORD) just paid us a visit and wondered if we had any pix of the old CUB he & I learned to fly in the Air Scout Squadron. By golly, I think I've discovered some! Ran across my new hire class photo—who are all those young'uns?!?

Thanks again all for the superb publication; it's great each month seeing all those new Ruparians!

*Ken & Jill*

**JIM ARTHUR**—Milpitas, CA

Leon, here are my dues and a little extra. It is still a bargain, considering the wealth of timely and relevant info you put out. We all really appreciate all of the hard work you all do for us. (That's a lot of "all's.") Thanks, *Jim*

**GERRY BALDWIN**—Hilo HI

Dear Cleve, et al, As this is my birth month marking the end of my sixty-fifth year, I am reminded to get my RUPA dues in to you. Look for my check under separate cover.

This would be my last month of flying the line for ConU, but I chose to retire early on July 1, 2012 (best decision of my life). After eight years as a carrier pilot in the Navy, I worked for Texas International Airlines (TXI), Continental (CAL), and United (UAL), totaling forty years, thirty-three with the airlines. I did not, though, arrive as a result of the most recent merger. After fighting Lorenzo and going on strike from October 1, 1983, through December 31, 1985, I moved on and never looked back. I was hired by United in August, 1979, but never made it to class when United shut down new-hire training and furloughed. Those who were two weeks ahead of me were in class and protect upon their return in late 1984. I came back in the middle of the 570 "pre-hires" on April 9, 1985.

Including my time with TXI and CAL, I was based in IAH, DEN, ORD, SEA, JFK, and SFO. I spent my last twenty years with UAL on the B-747-400, the last five as captain. If I were to rate my flying on a fun meter, I'd have to rank best to worst in the same order as the chronological order, Navy, TXI, CAL, and finally UAL. That is not to say I did not have fun later in my career, I did. The only issue really is the loss of pay, prestige, and camaraderie

after deregulation and the strikes of the 1980s. The active brotherhood is not what it was.

Prior to and after retirement I devoted much of my time to fund-raising for political campaigns and charity. In all, I raised more than three million dollars and, without intending to, garnered a reputation as a fund-raiser. My health is fine. My wife, Joan, though, was diagnosed with a chronic illness in the mid-1990s. Her condition grew critical last year, so things had to change. One issue was Joan's inability to keep warm. I decided to cure that with a warmer climate. We sold the house I built in Seattle in 1988, and purchased an oceanfront home in Hilo, Hawaii. That both got Joan the relief she needed and got me out from under my heavy burden of fund-raising and other charity work. We enjoyed some quality time with the Big Island Stargazers. Unfortunately, Joan's condition grew worse still, and we could not get the level of care she needed in Hawaii.

We rented an apartment in downtown San Diego. I was based at Miramar and North Island in the 1970s, so we are not strangers to San Diego, but we hope to get Joan's condition reversed and return to our home in Hawaii. I hope that next January I can report that all is well from our perch overlooking Hilo Bay and the Pacific Ocean.

Best regards, *Gerry*

**HARLIN BELL**—Moneta, VA

60 - 30 - 90--How did I get here so fast? Haven't been airborne in 30 years. OOOOPS, that's not quite right.

I was working on the ceiling lights in the garage--fell off the ladder--God I hate a cement floor. Health is a mess--took a bad #####, that's a tumble, a year ago and knocked theS---- out of me (that's snot). I've aged more in the past 9 months than I have in the past 9 years. (Now I know why they call them "throw rugs." Three shots in the left eye every ninety days and now the right one is going. In addition to that, my favorite word is now "HUH?" Losing my hearing, too many jet engines, (loved them).

The boat has been dry for five years, just sitting alongside of the garage. Still have some monster Stripers in the lake, 14 to 36 pounds. Haven't been hunting in 10-12 years, but have gotten three deer since. One 2 years ago with the escape, and this



September another one and had to replace the grill, right front fender and hood. The car came back looking brand new. Three weeks later another deer, this one on cost the right front fender and the right passenger door. I haven't eaten venison in over 10 years. Just not fair!

Recognized names getting harder to spot??? Still have some memories, Convair 340 Engine fire-- THROTTLE, FFATHER MIXTURE, FIRE WALL, SHUT OFF, HEAT SOURCE COWL FLAPS, CB (CLOP BP, P METHANE, then I tried a DC-6B electrical and could only remember "HIT THE GANGED BAR." (I HAVENT SEEN A GANGED BAR SINCE LAST NEW YEARS EVE.

A big hello to everyone and drive careful, automobiles aren't the only thing the maker recalls.

OH-- And remember to tell a new DC-3 "Stew"-If someone uses the "blue room" to come to the cockpit and move the handle by the Captains right shoulder either forward or back to "flush." *Harlin*

**PHILLIP BIERSCHENK**—Sewell, NJ

I'm 82 and don't complain anymore because I'm in independent living at my new address. No one can remember a complaint more than 20 minutes, especially the management. LOL..

Still play bridge Monday and Thursday, and it helps as long as I don't have an oral exam. Finally got rid or orals! *Phillip*

**ED CHAPMAN**—Jordan, MN

Say goodbye to another year! Made two trips to Germany for gas balloon flying and added my gas rating to the hot air balloon rating that I've had for 38 years. These last eight years my balloon flying has augmented PBGC and Social Security reasonably well; hope to do some more gas ballooning in 2015.

3-4 trips per year are about the limit for flying out of Minneapolis; what used to be a steady stream of 737s and 727s (with an occasional 757 thrown in) has dwindled to a handful of RJs. I'm sure the geniuses in the Puzzle Palace are wringing their hands wondering how they can boost load factors to 107% or so to make the route profitable....

More ballooning info at;  
[www.BalloonRidesMinnesota.com](http://www.BalloonRidesMinnesota.com).

Keep up the good work; check sent separately.

*Ed* ORD

**DON COLLINS**—St Charles, IL 60175

Enclosed is another years dues in my grace month with some for stamp money.

Never being a pilot for United as I could not get thru the Class 1 physical although I have had light airplanes my entire adult life since my early 20's and still own a beautiful Citabria and an RV-6 with my Son who is a MD80 Capt for American. We would like to sell the Citabria come spring. We call the RV6 "The Red Rocket" and that it is an easy cruise of 185 with an 0360 160 HP Lycoming, such fun for an old guy who turned 85 last October. The total time on the RV-6 is now just under 100 hrs built by a Canadian my age in Hamilton, Ontario.. it was the 9th homebuilt for him including one Rebel on floats.

My jobs with Capital/United have been in flight operations crew function BUF, MIADD and EXOFO, one of the last who made and published your DSL and lines of flying by hand.

Thanks to all who make this publication possible.

[Dondoncollins@ameritech.net](mailto:Dondoncollins@ameritech.net)

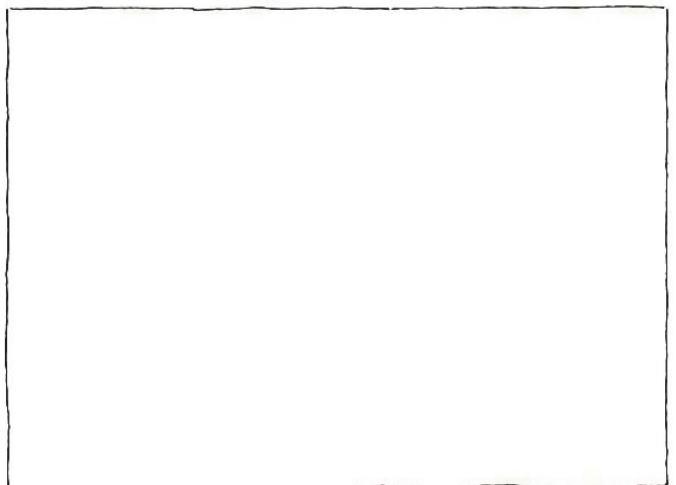
**CLARK CRAWFORD**—Hansville, WA

United hired me in 1959 and let me off the hook in 1994 at age 60 only 20 years ago: such a flash of activity seems like Life goes by in an instant.

Wife Mary and I are still hale and hearty here playing about on the 40 acre compound on Foulweather Bluff we moved onto 43 years ago. We seem to be nominated as counselors to our many friends and acquaintances to help unravel their puzzles and foibles of living experiences.

PBS programming has several programs where doc-

PLEASE ENJOY THIS CULTURALLY, ETHNICALLY, RELIGIOUSLY,  
AND POLITICALLY CORRECT CARTOON RESPONSIBLY. THANK YOU.



*Shan*

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tors who practice their ministrations through proper ingestion of natural nutrients rather than reacting to symptoms of distress with a flood of medical procedures and pharmaceuticals. It seems that nearly all metabolic problems can be solved simply and safely in a timely manner with their protocols. I know it sure works for me and those I know that use the information properly, Dr. Joel Fuhrman M.D. for one.

Travel mostly on full Fare Alaska out of Seattle as they go nearly everywhere non-stop. They sure have grown there and now fill Concourses C and D and United's old stomping grounds the North Satellite. United swapped gates, they are now on the South side of Seattle's terminal as Continental's gates were there and connections were a real problem for connecting passengers. They had to cross from one end of the terminal to the other then take the underground tram or vice versa. The "Red Carpet Room" is no longer in the basement dungeon of the North Satellite but on the Second level of D concourse, and has windows all around to the outside world, much improved.

Again, I send much gratitude to you wonderful folks who keep this high quality, helpful publication alive and well, may you all flourish.

*Clark*, MDW, ORD, DEN

**ROGER DANIELS**—Johnstown, PA

Sorry we have made you have to do extra work.

Enclosed is what we owe you and some extra dollars.

Spec is in an Alzheimer's unit. He has little he can do for himself. He has been retired 25 years. We have been blessed with 62 years together. I live in a townhouse on the property, so I see him every day. We have had a great marriage and a lot of fun, much to be grateful for in our life.

Thanks for the fine job you all do. *Marilou & Roger*

**TERRY DAVIES**—Leesburg, VA

For far too many years, though enjoying *RUPANEWS* to the max, I have remained solely a lurker.

While almost every letter includes well deserved thanks to our editor for the dedication and the many, many hours of his time involved in putting out this excellent publication, a recent missive also included a word of appreciation directed toward those who

send in the individual letters that are such a valued component of the total product. I strongly second both positions and feel that it is past time to make a modest contribution too.

There never seemed to be anything to write about that might be of interest to others in my pleasantly quiet retirement but, recently, in the course of going through the papers of the long deceased lady who raised me, I did find a piece of my very early history that in a way might connect me with those who joined United from our neighbor to the north, way back when. At the time they were informally referred to as frost backs, because they allegedly came across the St. Lawrence on the ice. As I recall it, sometime in the sixties, a number of former Canadian Navy pilots came to United as a result of a decision to discontinue the use of aircraft carriers in the about to be unified Canadian military. Probably some of our members who fall into the category can provide more information.

I was born in England in 1937 but my parents sent me to distant relatives in Washington, D.C., in November of 1940 to escape the war. Pearl Harbor was over a year in the future and Hitler had thus far conquered every European country that he had attacked. My father thought that England would put up a good fight but lose and so he wanted to get me out of the country. I came over with a lady who was emigrating to Canada on a ship called the S.S. Nerissa. The name of the ship only came to light in going through these long buried papers and, just for the hell of it, and not expecting to find anything, I Googled the ship. What turned up was quite a surprise.

The S.S. Nerissa was torpedoed at 2230 on April 30, 1941. 207 lives were lost, among them 73 members of the Canadian military. Amazingly, among approximately 500,000 Canadians who crossed the Atlantic in WWI and WWII, these were the only Canadian army lives lost in a sinking. The German U-boat captain, Eric Topp, survived the war, rare for a submariner from his side, and eventually rose to the rank of admiral in the post war navy. His was the third highest total U-boat tonnage sunk in the war. One of the two British destroyers, HMS Veteran, that had come to pick up Nerissa survivors the next morning was itself sunk by a U-boat seventeen months later, on September 26, 1942, with the loss of all hands, including the survivors of the S.S. New York, itself sunk just the day before,



that Veteran had stopped to pick up. There is a great deal more info, including a number of survivor accounts, for a quiet afternoon's read at [www.ssnerissa.com](http://www.ssnerissa.com).

My only recollection from my own passage is of sitting up all night, dressed and with my life jacket on, because we were under submarine attack. I was told later that one ship was sunk but that no one could stop to pick up survivors because they would become a sitting duck. I guess that luck then, as now, is better than skill any day - as I have heard whispered after some of my very best landings.

*Terry*

**GLENN DE FORGE**—The Villages, FL

Thank you all for your continued production of an outstanding magazine. Sue and I always enjoy your constant flow of important, interesting, and entertaining information. And the stories sent in from the membership, their recounts of past flying experiences, can really trigger the old gray matter into nostalgia.

As for our part, we are simply happy to be able to enjoy every day, although it seems weeks go by now as fast as days used to. We still do some travelling, and chase the good weather twice a year in order to avoid either too hot or too cold.

To tell the truth, Sue and I are so thankful to be able to live comfortably during these retirement years. We wish all of you a most pleasant and Holy Christmas season and a very Happy New Year. Keep up the good work. *Glenn*

**BILL DENHART**—Spokane, WA

Hello to all. Just reached 91 and going for 100. Late news quotes Einstein's Theory of Relativity that, having logged over thirty thousand hours fly-



"REPEAT AFTER ME: AT LEAST WE DON'T GET HURRICANES...  
AT LEAST WE DON'T GET HURRICANES... AT LEAST...."

ing those damned machines, my longevity has increased by three percent ( $E=MC^2$ ). Not bad eh!

Living in GEG seems to suit me just fine. All is well and hear from the gang that all the same problems are still with the company. Paterson took us all to a graduation dinner on complet our indoctrination. I wonder if they still do that? Just kidding.

*Bill & Pette* (Married 70 years, WOW!)

**PHIL FOSS**—Lake Forest, IL

Greetings to all RUPA members and their families. I write to help keep the 'Letters' pages full and otherwise bore you with stories, some of which I may make up.

Debi and I are fine physically (and I guess, mentally) for our ages, with only the usual aches and pains. Invest more time than we used to at various medical facilities, but over-all, we are well. Had a brief bout with shingles that was noticeably unpleasant, so I recommend to one and all that you get 'the shot.'

Keep traveling a lot, mostly on passes without too much trouble. Obviously, we closely monitor the computer before we ever head for the airport. A plus of living in the Chicago area is the frequency and destinations of flights. Think the revisions to the pass program by Continental are more positive than negative. Years of service is the ideal measure of one's contribution to UAL. Also must remember that pass expenses imposed by UAL after we retired have been eliminated. While loads get ever-increasingly high, I remind myself that the airline's primary purpose is to make money, so good on em.

In addition to winters in Hawaii, we usually take a cruise and a European trip annually. It keeps us socially engaged and is nice to see the sights that we missed on lay-overs. The folks we have met over the years in France, Switzerland and Germany have been delightful. If you stay out of the big cities (or what passes for big cities in Europe), you will love the people.

55<sup>th</sup> high school reunion coming up this summer. Had noticeable difficulty recognizing my classmates at the 50<sup>th</sup>, so I'm sure it won't be any easier this time 'round. But its always great fun to hear the stories of past years and find out what everyone has been up to. Best part is nobody can lie about their age.

Getting to that time of life where mortality of

friends and family is robbing us of their presence. I remember my dad complaining about it in his seventies and I have a better appreciation now that the experience is first hand. Haven't discovered a way to accept these inevitabilities even though my brain continually tells me it's the cycle of life. Guess the oldest of clichés has application here: Enjoy it while you can!

Many thanks to the folks who keep RUPA alive, I know it is a sacrifice and I am grateful that you are willing to do it.

Guess that's it for this year; keep those cards and letters coming to RUPA while we still can remember who you are.

Best, and Semper Fi, *Phil* (ORD 1969 – 2002)

**PETE FRIEDMAN**—Edgewater, MD

All I can say is thanks for another year. Very little of new-worthiness events to make headlines.

We spend the summers hanging around Annapolis and most of the winters skiing in Utah. We seem to be fair weather skiers now. Although when the Utah powder starts falling, our daughter seems to push us a little more.

I hope many of the old gang is faring well. I still hang around with Capt. Lane Haley, an ol' Capitol type. He is doing well at 83 for those of you who remember him.

Life is good, post United. We don't travel on the new UAL since our benefits and seniority deteriorate on a daily basis.

Best to all. Looking forward to all the *RUPANEWS*. You guys and gals are doing a great job and service.  
*Pete* Class of 2002

**MARTY GALLAGHER**—Marengo, IL

Greetings: I hope this letter finds you all well this holiday season.

I made it to 79 last month and I'm moving a little slower. The electric wheelchair serves me quite loyally with Sylvia driving me around to appointments. She is also my number one helper, for which I am very grateful.

Our travels are local, we have kids, grandkids, and great grandchildren close by. With the exception of one of our sons, David, who is in Ohio.

I hear the weathermen using terms like Polar Vortex, Calgary Chipper, and Lake Effect ... so winter

is pretty close by. Thankfully it has been a pretty mild winter around here so far.



It has been pretty busy around here with the holiday's right around the corner, but I can't complain about being mostly shut in. My grandson Scott and family are staying with us and they help keep up with all the chores and the kids make sure that I can still hear, but I wouldn't give up one crazy second of it. It's very nice having my family all around.

Best Wishes To All, *Marty* DTW-ORD '66-'95

**MRS. LINDA GRAFFEO**—Port Orange, FL

As many of you may know, my husband, Paul Graffeo, died on February 15, 2014, after battling cancer for four years. Anyone who knew Paul should agree he was "larger than life," and loved every second of existence. Well, maybe not with some, to be unnamed, Captains. Mostly fond memories were relived in his last days of UAL. He would be very disappointed if I was remiss in supporting RUPA, so please find my enclosed check for postage, and please keep the publication coming to me. *Linda*

**QT HANSOM**—Toquerville, UT

Greetings from southwest Utah. Many times I flew over this country and thought this would be a nice place to live and now I do. Twenty minutes to Zion, 2 hours to the North Rim, an hour to Brian Head, an hour to lake Mead.

The holidays always remind me it's time to send a check and sometimes include a letter. It's hard to realize I'll start my third decade of retirement. I can attest to all the clichés about getting old, lot's of lead in the golden years, old age ain't for wimps, if I knew I would live this long I'd taken better care of myself, etc.

Reminds me of an old saying "Life is like an old-time rail journey-delays, sidetracks, smoke, dust,



cinders and jolts, interspersed only occasionally by beautiful vistas and thrilling bursts of speed, "The trick is to thank the Lord for letting you have the ride."

At the end of the year the stock market is up, gas is down, life is good.

Thanks to all who make this group operate. Regards, *QT*

**DEKE HOLMAN**—Napa, CA

Amazing, I'm only a month late. Just rolled over 90, and I shot my age about a month ago. It doesn't get any easier every year.

I haven't done any traveling this year, Merle has dementia so we just stay home and enjoy local friends.

My health is fair but haven't done much flying since I sold the Eagle last year. I spend most of my time at Silver Oak Winery two days a week and the rest keeping Merle happy.

Great article in the December *RUPANEWS* "Why I Left United Airlines." All my air travel has been on Southwest. Thanks for the *RUPANEWS*.

Hope it's been a good year for everyone. *Deke*

**LARRY HORTON**—Port Orange, FL

It's time to collect my thoughts and try to explain where the past year has gone. First, Janet and I give thanks that we have been blessed with good health this year.

Although we enjoy traveling, we find it increasingly difficult to leave good weather and good neighbors and friends here in this Fly-In community where we can fly our own airplane and do so regularly. Just the thought of fighting airport crowds and security is enough to cool our desire to venture on to a commercial flight.

We have owned a motorhome for many years and other than weekend trips, try to take one or two longer trips each year. We ventured out this fall traveling through Georgia, Tennessee, Kentucky, Ohio, Indiana and Michigan with many interesting stops along the way. We then headed south and traveled the Natchez Trace Parkway from Nashville to Tupelo, MS before returning home. The parkway continues on to Natchez, MS for a total of 444 relaxing miles with many pull-offs to enjoy the history of the Natchez Trace. Unlike an interstate highway the adjacent grass is manicured, the speed limit is 50 mph, there are no billboards and few road

signs.... and you won't find any 18-wheelers.

This magazine doesn't just happen. My thanks to all who make the *RUPANEWS* happen. *Larry*

**JIM IRWIN**—Santa Fe, NM/Coeur d'Alene, ID  
Hi Leon, since you went to great lengths to track me down and determine that I was alive, I figured that I should respond with a 17-year update. It has been that long since I taxied through the "water lei" at HNL, set the parking brake and went home to New Mexico in pursuit of my three retirement goals:

1. Lower my golf handicap.
2. Build the model railroad.
3. Play a song on my guitar that someone other than I can recognize.

Those things are still a work in progress except that my pedal steel guitar and Dobro® are in their cases, the railroad is in its fourth incarnation and golf still is "a four-letter word."

While I have failed to reach my retirement goals, I have achieved several others which weren't on the list. I went to contractor school and then served as general contractor on our Santa Fe residence. I had lots of fun, except that sometimes the owner (Bert, my child bride of 45 years and a UAL flight attendant for 35 years) wanted construction to move along at a faster pace.

We spend our summers in Idaho in a place made possible by some good real estate investments (Thank You, Bob Chaber for those cross country investment tutorials. They worked). I was in partnership with a long-time college friend and we built out a 48-unit apartment complex and developed a 35-unit subdivision. After that it was time to enjoy retirement.

This finds us in good health with nothing more than a few nicks and bruises -- a broken wrist playing



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golf in Hawaii, and a dislocated shoulder during a jet ski excursion in Idaho. Both are too stupid to go into detail.

I gave up skiing a few years ago because I was tired of being cold - much to the chagrin of Bert who says that as a thrifty pilot I am passing up the good deal of free lift tickets now that I'm older than 72.

The day you called, Bert and I were heading to London to begin a trip to the 70<sup>th</sup> anniversary of the D-Day invasion. We began in Portsmouth, toured several WWII museums and sights, got our fill of fish and chips and took the ferry across the Channel to the Normandy city of Caen. The next several days of visiting the beaches, cemeteries, monuments and museums could not begin to grasp the enormity of the invasion.

A great big thanks to all of the RUPArians who do the work of putting out the magazine and keeping track of us.

Oh yes, my check is enclosed. Cheers, *Jim*

**PHIL JACH**—Hudson, Ohio

It has been a while since I last wrote to the *RUPANEWS*. I have been retired 13 years now and it seems like only yesterday since my last flight.

Time flies when you are having fun!

2014 has been full of anniversaries and reunions for my wife Linda and me. We enjoyed my 55th High School Reunion, Linda's 50<sup>th</sup> Nursing Class Reunion, and our 50<sup>th</sup> Wedding Anniversary. We had a great trip to Disneyland with my daughter and her family for spring break. Seeing Disneyland, Universal Studios, and Sea World through the eyes of our grandkids makes it all the more exciting. And, we had our usual summer trip to Northport, Michigan with Linda's sister and family.

My thanks to Cleve and the *RUPANEWS* staff for all the good work you do and the always interesting magazine each month.

Cheers, *Phil*

**ALVIN JOHNSTON**—Seneca, SC

Hi U all, retired 30 years ago already so that makes me 90 years young, & like Jack Benny going on 39.

Last year I had a heart Stint put in, this year had kidney stones removed and I hope next year will need nothing worse than that.

Happy holidays, & famous last words "the check's in the mail." *Al*

**LOWELL JOHNSTON**—Port Orange, FL

Check is in the mail for dues. This has been a good year for Anne and me with no major medical problems and really no minor ones.

No trips this year except short ones by car and the Bonanza. Did use UAL passes to go to Los Angeles for Mary Johnston's service. Mary was the wife of Capt. Bob Johnston and good friends of our's. It was good to see Bob and Mary's children and friends we hadn't seen in years even on that sad occasion. That trip went well. Otherwise we try to use Mileage or buy tickets.

We have made plans for a 30 day cruise in December over Christmas and New Year out of San Diego to Tahiti and return to SAN. It will be the longest cruise we have taken and are looking forward to the trip.

I am still playing golf and flying my Bonanza and Anne is always busy. Life is not boring.

Thanks to everyone involved with the RUPA update. I always enjoy reading and catching up with my fellow pilots. Some great stories for sure.

*Lowell*

**CARL JORDAN**—Port Charlotte, FL

This month (Feb.) I turn 82. Here's a picture of me taken some 80 years ago. Sorta explains that I was destined to become an aviator whether I wanted to, or not. Actually, it's all I ever wanted to do. My dad learned to fly in 1927. He soloed in a Curtiss Jenny. He started with American Airlines in 1935, flying Curtiss Condors and Stinson Trimotors. When the DC-3 came along, he called it "the ultimate airliner." He could not envision anything that would surpass the "advanced technology" of the DC-3. Of course, he retired off B-707's. He would certainly marvel at today's glass cockpits and fly-by-wire airliners.

He taught me to fly when I was 16. I could fly the Stinson, but I was not allowed to drive the Studebaker. "Too many idiots on the road!" was his theory. Got my Private at 17. Even flew solo in a PT-17 at that age. Got my aircraft mechanic's license at 17, which was necessarily post-dated to my 18th birthday, and on that day in 1951 I went to work for American Airlines at MDW. At that time, American's fleet consisted of DC-6s and Convair 240s. Both had P&W R-2800 engines. So, the spare parts inventory was quite manageable. The



DC-6B came along later that year. The Korean War had cranked up and I had a draft deferment ("essential civilian occupation"). But, on my 19th birthday I enlisted in the Air Force. Just had to do my part to win that war. They made a 20-year-old second lieutenant and fighter pilot out of me. (Hey, we're all bullet-proof at age 20, right?) At least I got a parachute that fit better than the one in the photograph.



Got released from active duty at age 23, and two weeks later I was hired as a DC-3 copilot by Capital Airlines. That was the beginning of my second airline career. Dad had recommended Capital in lieu of going back to American on the theory that I would become a captain much faster on Capital. However, I did spend ten years in the right seat before gaining enough seniority to move over to the left seat in a DC-6. (So much for that sage advice.) My second of four daughters, Cathy, carried on the family tradition by becoming a captain with Southwest Airlines. By the way, that's how I lost my hair - - four daughters learning to drive! None of my seven grandkids show any inclination of following suit in the world of aviation. However, my great-grandson (age 6) says that he wants to become a pilot someday. That could be nothing more than youthful exuberance on his part. In any case, I doubt if I'll hang around long enough to see if that current desire on his part actually comes to fruition. Maybe I should get a photo of him in helmet and parachute just in case it does.

Incidentally, I'm now flying solo in life. Carolyn died last March. She made it eight days past our 60th anniversary. I'm still working on getting used to the idea. Never planned on this eventuality. Life sure is full of surprises.

*Carl*, MDW-ORD-LAX

**DON KYTE**—Arden, NC

I missed sending my annual letter in a timely fashion because while visiting family and friends in Seattle and the Los Angeles area I developed a very sore right knee. This resulted in a call to 911 at Ontario California in the middle of the night. I was staying at a hotel by myself and couldn't get out of bed. Firemen came and drove me to the Kaiser

Hospital Emergency Room which was the closest to the hotel I was staying in. They took some blood samples and got me feeling much better. They also provided me with a walker.

I had already visited everyone I planned to see so I got some positive space discount electronic tickets (or rather my wife, who was still at our condo in North Carolina did) and caught the first flight home to Florida. After arriving I got a message on my cell phone from the Ontario, California Kaiser Emergency Room to return there immediately. I called my doctor here and after he had contacted Kaiser they said they had just received the results of the blood tests they had made and I had a serious Staff infection!

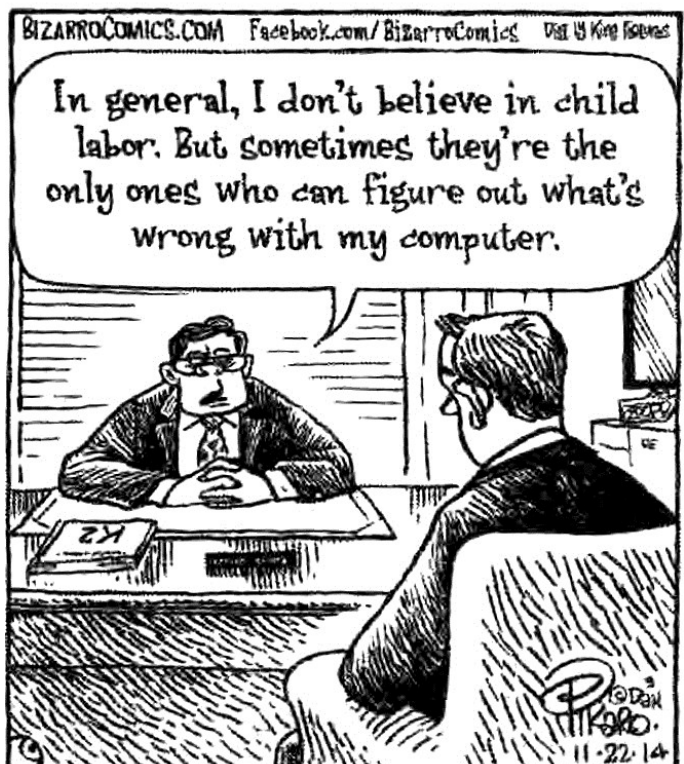
This resulted in getting referred to a series of Specialists and getting a computer controlled one-liter bag of Penicillin I had to be attached to 24/7 for at least SIX WEEKS! The bag lasts 24 hours. The 6 weeks were up yesterday and I am now free to return to normal.

The check for my dues will be in the mail tomorrow. That's how my Fall has been. All my best to everyone. *Don*

**STEVE LAURANCE**—Redmond, OR

Hello to Cleve & all the folks who keep RUPA go-

## **BIZARRO** | Dan Piraro



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ing. I also really enjoy RETUP. Any of you who want to keep up on current happenings, should look into it.

This year we only took one trip. Flew to OKC to visit kids in TX. Did the whole trip on United Express and it was fine. Those RJs are fine pieces of equipment. Smooth and fast.

The scuttlebutt on RETUP has been on pay, hearing aids, insurance and some on travel. Sure a change from what cockpit chatter used to be like.

My contribution to health info is to tell you about coconut oil. A Dr. Fife has written over 20 books on the subject. My wife has a couple of them and we saw him on TV. The product is remarkable! There is a documented case of a man reversing Alzheimer effects by using it. Here is a substance that has no side effects, is very inexpensive and is literally food for the brain. There are also claims of other health benefits but I am not as familiar with them. I encourage you all to investigate the subject for yourselves. I feel more mentally alert since I began taking it. One tablespoon a day is all you need.

We hope to take a trip back east next year. I find the 20% positive space to be a fairly good deal. You also can check 2 bags free. *Steve*

**MRS. JILL MC CARTY**—Santa Ana, CA

Dear Leon, Thank-you and the rest of your cohorts for making RUPA possible.

I recently received a forwarded email from you about widow's benefits. While I was saddened that so much was no longer available to me as a widow, I was also appreciative of what I still do have. Specifically the medical benefits and travel on United. I still have family back east and it makes it possible for me to stay close to them.

It is coming up on the third anniversary of Bob's death. Everyone who told me it takes three years to move ahead after a death, even one that occurs after a long illness or dementia, was correct. Grief comes in many forms and not all in a way that is expected. California has a name for everything it seems and here I learned I was suffering from "ambiguous loss." The term was first used to describe the type of loss people feel when a loved one disappears and nobody is recovered. There is no closure, to use a tired phrase.

It seems the survivors of victims of dementing diseases share a similar dislocation in their grieving

process. The person has in fact "disappeared" long before the death actually occurs and the caregiver, as in my case, left the spousal relationship behind in order to be of service to the victim. I have found this a common situation especially between husbands and wives and parents and children. Furthermore the change occurs so subtly that grieving the loss of the relationship gets all mixed up with the process of adjusting to the "new" normal.

When death finally came it was anticlimactic for me and left me feeling empty, alone, relieved and guilty. I was free of the work and free from the exquisite pain of watching someone I was madly in love with, literally disintegrate before my eyes. Yet the center of my life no longer existed. It was confusing and sad.

Since Bob's death I have sold the house, moved, had a son marry, become a grandmother to a lovely little girl, a daughter go off to college and do well, and had a stepson die. Life has gone on and I finally feel like I can participate as my own person.

Anyone who is facing down what comes with age I would suggest this:

- (1) Don't stick your head in the sand about financial matters. Get a good estate planning lawyer, get your Power of Attorneys lined up and Wills updated. No one gets off the planet alive.
- (2) Make sure the other spouse knows where all the money is and investments located... once a year at tax time is a good review time.
- (3) Have a trusted financial advisor who will call you out if you start making stupid or uncharacteristically risky financial moves.
- (4) Have a plan for the future but live in today.
- (5) Finally, after a certain age if you think something is wrong it is. At least find out what. You can decide to treat or not, but knowing your physical vulnerabilities is a planning tool.

The check is enclosed and I hope to make it to Sonoma next year. Oh did I mention how important staying involved, in touch, and engaged in life, is. You're the best, *Jill* [jillmccarty@yahoo.com](mailto:jillmccarty@yahoo.com)

**GEORGE MENDONCA**—San Mateo, CA

For the first time I am on time with my 2013 newsletter!!!

I keep upgrading my Kitfox. The latest is replacing the Hooker seat belt with an inertia reel type that



was used on the B-737. It is working and makes flying easier.

I will be going to the Guppy Group gathering in Sonoma next month. I continue to fly children for the EAA Young Eagles program. I have flown 1,825 to date. Keep the dirty side down.

For some reason my letter got lost in the black hole of the internet. I am resending it in December for the February magazine.

After the Guppy group I crashed the Kitfox near Napa. It was totaled. Jan McNaughton and I had several injuries. I have just gotten home on November 25<sup>th</sup>. Still some minor pain but it is bearable. I Hope everyone has a very nice Christmas. *George*

**JIM MOREHEAD**—Aurora, CO  
EWR, JFK, DCA, MIA, CLE, ORD, SFO, LAX, DEN (16 schools), TDY to HNL, SEA, LHR, HKG 1969-2003. I didn't miss many places and it has been 11 years now gone from United. Peanuts for pension and SS pays more. Life moves on and enjoying it.

2013-2014 were interesting years. After my Mom's death, I was free to go different directions. After flying in Nantucket and Anguilla in the Caribbean, I tried many avenues to find great jobs. Very few were ever as good as my United years.

I ended up going to work for American Airlines as a home based RES agent in June, 2013. I could work from home overlooking the pool. I got a number of nice letters from customers, but the smell of jet fuel and being around people was the next move. I transferred to the American Eagle side as an agent in Ft. Walton Beach in the Florida panhandle. That was OK doing station work on RJs in what I thought was a warm climate at the other end of the state. That last winter produced snow near PNS and I-10 was closed for a day or so with snow and ice. I knew Eagle was just a stepping stone and it led me to Southwest Airlines where I am in DEN as a Ramp Supervisor. I'm over on the C concourse and always look over to the B concourse at United.

This current job is about as close as I'll get to Transport category airplanes again. I think there is another move shortly ahead. Southwest is a great Company to work for. You may also know Randy Babbitt is there. The 60/65 age rule is so stupid, but it is there.

The other major development for me in 2014 was

my best friend Soni Bodner hurting herself in May when she fell on a tiedown wire at Ft. Lauderdale Executive Airport and broke her hip. It was a terrible event and I feel so sad for her. It has gotten better and time will tell.

Older son Charles is now on Oahu with his wife and daughter. Many of the pilots remember Mike Bodner and he left Southern flying the 777 as F/O and now is starting his second week with Hawaiian. He is a great kid and I wish them both well. *Jim*

**BILL MOSSOP**—Boulder City, NV  
Check to Leon and greetings to all. Sign me up for another year.

I just reviewed the December issue and re-read that great piece by Edgar Riehl praising the C-54 (DC-4), and relating his part in the Berlin airlift. He was about ten years ahead of my time on active duty in the Air Force, but C-54's were still very much in view in 1951-55. I flew fighters, but spent some time in the back end of C-54's between Europe and North Africa as a passenger. On one visit to the cockpit the crew gave me a demonstration on how you could cut the mixture on an engine and the instruments didn't make it obvious until the cylinder head temperature started down.

### Speed Bump/Dave Coverly





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I joined an Air Force Reserve fighter outfit after leaving active duty. After about a year with first F-80's, and then F-84's, we converted to C-46's, followed by C-119's, then C-124's. I gained plenty of experience with failed recip-engines during that time. I sold my Bonanza last summer, winding up 63 years of flying, mostly keeping the blue side up.

Bev and I thank the Lord for continuing good health. We stay on the go. My son and our grandchildren live near our second home in Indiana. We have learned to cherry pick the trips and make good use of our passes. Life is good. Someone said life is like a roll of toilet paper. It starts out like it will last forever, but towards the end it goes awfully fast.

**Bill.** SFO, ORD, SFO. DC-6, DC-7, then the best, BOEINGS. '37's thru rope start '47's.

**JOHN J. O'CONNELL**—Geneva, IL

First things first, for those who keep the *RUPANEWS* coming to the mailbox. THANK YOU very much for your dedication and an excellent publication. A big THANK YOU also to those who keep RUPA alive and well. It is an organization that cannot be duplicated in our lives. Words of appreciation seem inadequate, but please know your efforts do not go unnoticed. Thanks.

We had a busy year keeping up with the grandchildren's activities. We start every year since hanging it up in Prescott AZ four months out of the snow and northern IL weather. Last winter was a bonus. The best winter we have had since we have been going there. We drive down and back and just enjoying the contrails. We are planning a Hawaiian visit if I can figure out all the right buttons to push for the ticketing.

We are enjoying our retirement campus here in Geneva. More activities than we can keep up with.

MY usual SOAP BOX remark. Like to hear from some of you who have not written for some time. We know you are out there, but need confirmation. Merry Christmas & Happy New Year. JJ

**DENIS O'MALLEY**—La Mesa, CA

Year 17! It has been some time since I sent greetings. Membership checks are easier, but we should also let our old friends know we're still around and how we're doing. I mentioned, last I wrote, that I had a ladder accident, that "fixed" my 4-year back problem, and luckily, didn't break any bones. My

retired Navy surgeon friend had previously told me not to let the "docs" cut me, and that I could cure my near-crippling Sciatica, if I could strengthen my core (abdominals, lower back, etc.). Sounded easy, but the back pain made it unbearable, -until the ladder fall. With less pain, I got in the habit of hitting the gym most afternoons, and after a while, no more back pain. Actually, the biggest thing I learned is that stretching old tendons and ligaments cures lots of problems, and prevents injury. The simplicity of it was downright unbelievable. As we age, those tendons get leathery and less elastic. Unless we keep stretching them out, they tighten-up and cause pain, poor posture, and sometimes we feel it at the other end of the skeleton. We're used to sitting in airplanes for long periods, and that sets us up for back problems that come from a pain-defensive posture, usually. After retirement, we tend to avoid pain by staying seated or down too long. Not stretching those tendons only aggravates, and tragically, leads to more serious health issues. It becomes a vicious circle. Old rule: Avoid sitting for more than an hour without getting up (without the aid of your arms, if you can).

Most of us expect to end life by one of the chronic killer diseases of aging, but that end is not inevitable. There is a universal disease called Sarcopenia that starts about age 20, when our muscles (and health) start going downhill. Sarcopenia is the muscle-wasting disease that slowly reduces our muscle mass by 30% at age 70. Even MD's, who know the disease, usually don't know that our immunity decreases as muscle mass decreases. MD's generally want to do surgery or prescribe a pain drug. Professional athletes and the Physical Fitness industry learned the fitness-to-health connection a generation ago, and we all know that a few people tried to convince us to stay fit, like Jack LaLanne. He was right, but couldn't convey the absolute necessity of maintaining that muscle mass. He died in 2011, at 96, not of cancer, heart disease, diabetes, or Alzheimer's, the most common diseases of the frail aged, but of pneumonia, which he could have contracted showing-off in San Francisco bay, towing boats as he swam, in his 90's.

Our muscles are driven by a form of organic battery power, electrons stored in a chemical called ATP. Mitochondria within the cells, produce this ATP fuel, and they become fewer and smaller as less demand is put on muscles, so they slowly decrease

their energy output. We're finding that Mitochondria affect our over-all immunity too. How, is complicated and not fully understood, but what is evident is that frailty leads to those chronic killers, particularly cancer, that make our last years painfully unpleasant. The Drug Industry, which controls health care in the U.S. has learned this mitochondrial protection-function, and they are working to find a pill that will induce the benefits of mitochondria for couch people. An article in the British Pharmacology Journal states that life can be extended 20% to 35% with regular exercise. The added years will be good ones, not ones of pain and depression. In fact, that same article states exercise should be prescribed by MD's, as they would a drug, and for psychological problems and stress reduction. The article can be found at this link: <http://tinyurl.com/kqs73mq>.

A grandchild can get it for you, if you don't have a computer. Email me and I will gladly send articles and links that will support advice I found, which includes:

1. Add some muscle mass, not necessarily a lot, just enough to get you off that Sarcopenia down-escalator to the dirt, and keep stretching your tendons.
2. Keep your cholesterol up, if you want to avoid



heart attacks and keep your immune system strong. Immunity is directly proportional to LDL cholesterol, as well as muscle mass. Low LDL equates to low immunity. Check it here: <http://tinyurl.com/lqorbdc>.

3. Eat and supplement with anti-oxidants. Cancer is caused by damage to DNA that is uncorrected by the regulating enzymes that monitor DNA replication. Oxidation is a major cause. Mitochondria have a role in protecting DNA that is evidenced in the incidences of cancer by age and muscle mass. Frail old people get cancer; take a look in a mirror. Try to get stronger; exercise any muscles you can. As you get stronger, you'll feel better and have fewer health problems.

4. Get an arterial ultrasound picture of your arteries from a private source like Life Line Screening, every year. It's cheap and it's good to know the degree of arterial blockage. Statin drugs don't remove it, and Medicare probably doesn't pay for a scan until after a heart attack. You need to know beforehand.

I can back-up all of the above with medical and scientific articles, and there are more and more on-line, every day. You will not learn these facts from the medical business, and may, like me, decide you don't like the forecast or the way your health looks, and start digging on your own. Pills have side effects, many unreported, but exercise only has good ones, and you feel infinitely better as they kick in. Good health to all and Happy New Year.

[Denispalmsup@cox.net](mailto:Denispalmsup@cox.net)

**JIMMY PRICE**—Los Altos, CA

Leon and Cleve and all the rest of the RUPA officers who work hard to keep the group together and informed.

Thanks a big bunch, it's appreciated. *Jimmy*

**DARRELL RADER**—Woodstock, IL

My "happening" of passing out while driving, by myself, at night, is an event of the past. After every available test came back normal, (yes, we know), the head of neurology at Loyola University Medical told me to go home and pretend it never happened; they found nothing residual or that could have caused it.

In addition to helping my artist buddy and a bunch of other interests, I work in my shops fixing stuff, turning and carving wood and deal with my essential tremor.



Marlene continues to age gracefully, perhaps slowing a little here and there as she makes the farm a showplace with flowers each summer, decorating the house for CHRISTmas, mowing yard, etc and deals with wearing two hearing aids.

Observing most others our age, we think our ailments are quite insignificant and we're blessed far more than we could ever have imagined.

We still enjoy our antique Nash cars and a bunch of neat people that own them. Stop in, the latch string is always out. *Darrell*, ORD

**ED RIPPER**—Palm Harbor, FL

Greetings Cleve and fellow Ruparians. Having recently celebrated 74 years since my birth date and with Christmas only 8 days away, it's time to take a break from the craziness and bore you with my annual update.

Last April we took advantage of Ed DeChant's discounted Interline rates and experienced a week long French canal cruise on Caprice, his company's barge. What a wonderful experience, but definitely not for anyone trying to diet or stay on the wagon. There were 18 of us, about half from United and the rest from other airlines. I believe all but two couples were retirees. I hadn't used a UAL pass since 2001, so needless to say, a steep learning curve was in order for us to get over there. Using a pass out of TPA is iffy on a good day so we decided to buy a 20% discounted full fare on UAL to make sure we got to EWR on time. EWR to CDG looked tight so we opted for First Class on our B767-300 to GVE. Nice flight, very much like the old days. We then took a high speed rail from Geneva to Dijon France to meet the barge. After the cruise we stayed another

week and toured through part of Switzerland by rail. Euro rail is a wonderful way to get around over there, and it's really too bad that we don't have anything comparable in this country. We came back to EWR out of ZRH and had a wonderful Business First experience on our 767-400. Getting through customs at EWR was a nightmare in that it took us about 90 minutes, so prior to another international travel adventure, acquiring the Global Entry or whatever it is called would certainly be worth the time and money that it takes to have it.

A few days after returning from Europe we closed on a small villa in a 55+ community in Palm Harbor, FL. This place has more amenities and activities than anyone has time or energy to participate in so we will certainly not be bored, and it will serve as our winter home. It is also just a few miles from Daddy's Grill in Oldsmar where I enjoy getting together with several other area UAL retirees for lunch on the third Thursday of every month. During the summer we share traveling in my motorhome or hanging out at LaRae, my significant other's lake house in Cadillac, MI. She went through a knee replacement in July and that makes her fourth and final (hopefully) new joint. So, aside from a few aches and pains, we are in pretty good health and for that I am very thankful. In August my oldest son, Adam, celebrated completing his first year with UAL as a EWR based 737 FO. He was a Captain at Express Jet prior to being hired by United.

My check's in the snail mail to Leon and I thank all of you who are dedicated to keeping RUPA alive and well. I very much look forward to reading the NEWS each month and keeping up with everyone who made United the airline that we were proud of.

Merry Christmas and best wishes for a prosperous 2015 to all. *Ed* ORD, SFO, LGA, EWR, CLE, DEN, LAX, DCA, ORD, IAD.

**ED SARKISIAN**—(Still working Pilot)

Dear RUPA: From a 57 year ole' legacy UAL Capt. I just FINALLY got to read your December 2014 issue of the RUPANEWS. Great to read of some good 'ole names from The United Club before it went through the "CAL Deal". Some funny articles,...reading this all as I'm deadheading on the going home leg of a trip. Crunched in the glorious last seat of a legacy Airbus. (GEE,...At least it's only inches from the Head).



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Some of the articles really got my attention, like "the Back Nine". Yes, time DOES fly by fast. I just read of two names in this 2014 issue, Captains for whom I was engineer or FO. Jim Dowd (I was DC-8 new hire in '88) and Dave Hoyt (FO). I always wondered how you guys are doing!? Hope you are surfing down there.

I distinctly remember flying with each of them, like it was yesterday. Now, I see on the line the "guys and gals in the right seat" look soooo young!! Yep, with Seniority comes getting somewhat senior. Only 57 years old. So far.

Great articles RUPA. I feel like the Maytag repair man, because a little more than 6 years ago when the retirement age went to 65, I was the local C-52 retiree photo-man. No gold-watches, but the guys got a nice photo of their Favorite Flying Chariot! So it be. As the JFKFO C-52 photo man, I want to let you all know I always enjoyed speaking on the phone with each of you, who recently retired, to get the run-down of what each is doing on their "days off". If it weren't for this RUPA magazine I found, I'd never know.

Yep. Still in Jersey. But I love Florida: the Sunrise Side.

Stay healthy--enjoy retirement. Blessed New Year all. Thanks guys. *Ed*

#### **RICH & ANN SELPH—Vail, CO**

Much quieter year with no new grandchildren (suspect that the current crop of six may be the final count??). Last year's six family moves culminated with our finally getting into our remodeled condo in SF just off the Embarcadero last December. The 220 units comprise an active social community and there are a lot of restaurants and activities within walking distance.

Downsizing has not been our biggest success. Our goal was to just get rid of anything that we didn't have a place for. When that didn't happen we compromised on a storage unit, but with a strict 'drop dead' of June 30<sup>th</sup>. You can imagine how likely that was to be met.....Strong decisions to dispose of things only work if you do so immediately, because if not, another look often results in a different decision.

Another strong Opening Day with lots of snow and a large number of lifts operating. We have skied the first 3 days, but don't last as long as we used to

(understatement). Still exhilarating to get up on the mountain though.

"Trigger Alert" (per new rule on progressive campuses...) – you may not want to read this next bit if you are offended by corny attempts at humor. As you get older, more important to 'live in the present' (you can't count on the future and can't remember the past). I am working on a new smart phone app that uses built in GPS to locate nearest toilet. Alerts can be set when within 100 feet of a toilet to avoid missed opportunities. Keep an eye out for the release of "iRelief".

Sadly, we just lost our canine companion of almost 16 years. Pushinka (Russian for 'little fluff') was only 6 lbs. Smart, precious, and quiet, she accompanied us everywhere (in her little bag if necessary) – restaurants, movies, doctor visits, airplanes, even the motorcycle ride to Alaska (10 yrs ago). A frequent surprise to friends or strangers, after an event, would be to discover that Pushinka had been with us the whole time. She added a lot of joy to our lives and we miss her a lot.

We add our appreciation for the *RUPANEWS*, always a cover to cover read for both of us.

*Rich and Ann Selph*, SFO 86-01 (FOPA)

#### **TOM SHEERAN—Grand Junction, CO**

Everything seems to be going well here in Grand Junction, but then what do I know??? I've enjoyed the tales in the magazine of what transpires in a retired pilots mind and what they do too occupy their time especially when they cross the age 80 threshold, I'm 86. Which reminds me of the story of the elderly gentleman who returned from his annual physical and was questioned about the outcome. His response was that the bad news was his eyesight was failing, his hearing was failing, and his reflexes greatly diminished. However the good news was that he could still drive. That in a nutshell is me. I can still get in the car and drive. My other occupiers are building models. I've stopped building plastic models, ran out of space to display them. (It seems there is a priority in this household on occupying space, and I'm at the bottom of the list.) Anyhow in lieu of the above, I started building wooden boat models and discovered it's a completely different game. They tell you what to do, but not how to do it. "Velly inteltesting!" So far I have completed two, and a work in progress on my third. If I can be dressed in the morning by 10 AM I'm ahead of the



game, and if it doesn't get done in the AM, it just doesn't get done, nap time you know!!! Enough of this detritus, what follows is a story worth telling.

### THE DEDICATED PILOT

We all have our stories of the trials and tribulations of being hired by a major carrier. None that I have ever heard could even come close to showing the grit, determination, and incredible resolve to be able to overcome the seemingly impossible odds to fulfill his dream of becoming an Airline Pilot. This was first related to me by his Flight Instructor, Don Chalmers at Opa Locka Airdrome in Miami, Florida.

This young man at an early age had a great interest in aviation, and the extreme desire to become a pilot. However, it was expected that after completing his school years, he would follow in his Father's footsteps and become an A/C specialist, which he did. During the course of his employment he was involved in a terrible accident that left his right hand disfigured and impaired. Because of this happening he had received a settlement from an insurance company. He took the check to a fixed base operator, Don Chalmers at Opa Locka Airport in Miami, dropped the check on his desk and asked if that would cover the cost of a Commercial license and Instrument rating? It would, and it did. (As a matter of fact, he completed both in 93 days!) Toward the end of his student days, during the course of a conversation, the condition of his hand was discussed in relation to its ability to handle the four throttles of a large prop airliner. As a result, this pilot contacted and made arrangements with Capt. John Aiken F/M for U.A.L. in Miami, (AKA -The Bald Eagle), and requested to see the throttle quadrant of a DC-6 Aircraft. After explaining why, they proceeded to an airplane and took pictures of the

quadrant. Through a friend at Eastern Airlines he managed to take photos of a DC-8 quadrant, and constructed a model of both. He then took the model to a recommended hand surgeon and asked if he could reconstruct the hand to be able to handle all four throttles and controls with his right hand. To make a long story short, after seven operations were successfully performed, he presented himself to the employment office at DCA, completed all the preliminary testing and then with the aid of his "quadrant" convinced the Medical Dept. and Flight Ops., that he was more than able to do the Job. He was hired and proceeded to be an outstanding example of the "dedicated pilot" Capt. Ed Petrovich. I might add that none of the other airlines would even consider him for employment. In addition, because of his dedication and example, two of his sons have since become outstanding Captains with United, Capt. Dan Petrovich flying out of ORD, and Capt. Brian Petrovich flying out of LAX.

I sincerely hope you've enjoyed reading this as much as I have relating this truly incredible story of "willing to go to any lengths to achieve your goal." Speaking of which, I am a 35 year member of "Birds of a Feather." Wishing everyone the best for this Holiday Season.

Sincerely, *Tom*

### PATRICK WALKER—Minden, NV

Hey, RUPA Troops! Just finished my 13<sup>th</sup> year of retirement and we are still suing UAL for the pension mess, or at least getting a few of the law suits cleaned up with some dubious settlements.

Nevertheless, my daily schedule is still in my own hands, and it is working ... I am most lucky to still be flying. I manage about 20-hours a month flying a Beech DUKE, a Cirrus S22 and a Cirrus S22 Turbo. Yep, still getting paid for every hour, having a great time, and wow, three bosses! And, the Lord only knows why, but I am still holding my 1<sup>st</sup> Class Medical.

This little agricultural valley in which we live, about 35-miles south of Reno and 5-miles south of Carson City, is the best domicile I ever had. The commute to work at KMEV is a whopping 1.5 miles. Makes it real tough to be late for work!

Not vacation-type traveling much at all since my lovely wife, Robbie, is not of the greatest health. So all-in-all, we are busy keeping life in perspective



.... Being thankful to God for what we have, and that we have a lot of loving family close by. And that's the truth!

Cheerz to all, and thanx ever so much for the great work of the RUPA staff.

Ta-Ta 'til next year, *Patrick*

**JIM WILSON**—Clearwater, FL

The odometer just clicked past 93 and I am still functional, hence this letter.

I still travel several times a year, almost all of the trips for family reunions so I haven't tried passes for several years. I still live in the house I have owned for the past 32 years by myself and have no restrictions for driving so life is good. Watching the 31 grandchildren getting to college age and beyond finding their way to becoming productive citizens is a joy.

The *RUPANEWS* is eagerly awaited and I still find the name of a contemporary occasionally. Unfortunately, usually in the "flown west" section.

Check to Leon. Thanks for all your efforts. *Jim*

## IN MEMORIAM

**VERNON E. BALDESHWILER**

Vernon Baldeshwiler, 84, died November 11, 2014 in Cheyenne, WY. Vern was born November 11, 1930 in Cheyenne and grew up on his parent's dairy farm and lumber business. After graduating from Stanley High School, he enlisted in the Air Force in 1951, serving in Photo Intelligence. Vern became an Air Force pilot when he completed cadet training in 1954. After serving as a test pilot in the Air Force, he served in the Air Force Reserve and the Wyoming Air National Guard. Vern was a veteran of Korea, Vietnam and other conflicts and retired after 39 years as a Brigadier General. He had a parallel career with United Airlines and retired in 1990 as a DC-10 grandfather all on the same day.

He is survived by his wife, Paula, four children, eight grandchildren and four great grandchildren.



**NEIL THURSTON BROOKS**

Neil Brooks passed away suddenly at his Boulder Creek, CA home on Dec. 1, 2014 at the age of 85.

Neil was born on April 16, 1929 in Clyde, on the family farm. The family moved to Denver where Neil grew up and attended Colorado A&M, obtaining a degree in Mechanical Engineering. He was in the ROTC program and commissioned as a flight officer in the USAF upon graduation, stationed in North Japan during the later phases of the Korean conflict and during this period he married Barbara Ann Bittingham. After leaving military service, Neil returned to the engineering trades very briefly until he was recruited by United Airlines, where he had a long career until his retirement in 1989.

Neil was very active in the community and was involved in auto mechanics, the Experimental Aircraft Assn., the Watsonville Airport and a member of the Quiet Birdmen.

Neil is survived by his wife Barbara, three children, six grandchildren and great-grandson.

**ROBERT STETSON CRUMP**

Robert Stetson Crump, 89, Lake Mills, died on Tuesday, Dec. 9, 2014, at the Lighthouse Care Center in Sun Prairie, WI.

Bob was born on March 30, 1925, in Madison. He graduated from Cambridge High School in 1943 and from the University of Wisconsin with a bachelor of science degree in 1949.

Bob was a veteran of WWII and the Korean Conflict. He joined the Army Air Corps following his high school graduation and served until 1950, and then joined the Wisconsin Air National Guard and served from 1950-1958. Bob started flying for United in 1953, and retired in 1984. He served as a flight manager, liaison between management and union, vice president of the eastern and western divisions, as well as vice president of the UAL Training Center. Special projects included a novel employee assistance program with a focus on alcohol intervention and cockpit resource management, a cockpit communication program to improve flight safety.

Bob was a people-person who would strike up a conversation with anyone and everyone. He was a voracious reader as well as an outdoor enthusiast, especially enjoying hiking and canoeing. He was actively involved in church and community affairs.





Bob married Helen Kathryn Egge in 1947, They were married for 59 years, until she passed away in 2006.

He is survived by four children, eleven grandchildren, and twelve great-grandchildren. Memorials may be given to Trinity Lutheran Church or to Nature Conservancy.

### **ROBERT "BOB" THOMAS DOBBINS**

Bob Dobbins, 91, of Atlantis, FL passed away in his home surrounded by his loving family on December 23, 2014.

Bob was born on November 16, 1923 in Pittsburgh. During World War II he served as a pilot in the Army Air Corp from October 1942 to June 1945 and logging 1,300 hours flying 218 combat missions in the China Burma India Theatre. He was awarded the Air Medal and the Distinguished Flying Cross for his service. After the war, he was in a group of 36 Army combat pilots accepted by Pennsylvania Central Airlines under the Air Force program to fly commercial flights within the United States. Bob flew over 38 years with United Airlines and logged over 35,000 flight hours. He was captain for 37 of those years and retired as #1 on the seniority list.

After retirement, Bob continued flying an E-35 V tail Bonanza, a 1947 Cessna 120, and a Cherokee 160 with frequent flights to Bimini, Bahamas to visit his family-built home. He also enjoyed remodeling and showing over 50 antique cars in retirement including Packard's, Lincoln's, a 1932 Roadster, and his favorite, Model-A's.

Bob is survived by his adoring wife, JoAnn Dobbins, and his eight children, 26 grandchildren, and 10 great-grandchildren.

In lieu of flowers, the family is requesting donations be made to TrustBridge Hospice in his memory.

### **KENNETH C. "KEN" EWING**

Kenneth Curtiss (Ken) Ewing flew west, November 28, 2014. He was born in Sioux Falls, SD on February 25, 1931. He grew up in Sioux Falls with his brother and sister, where he attended local grade schools and graduated from Washington High in 1949.

Ken completed a year at Miami University in Ohio



and some classes at Augustana College before enlisting in the Air Force in late 1951 where he entered pilot training and received his wings in 1953 and was checked out in the F-86. In 1956 he departed the Air Force and was hired by United Air Lines in Denver and joined the Wyoming Air National Guard. While Ken was flying for United and the Air Guard he finishing his bachelor's degree at the University of Denver. He flew out of Denver, several years in Chicago and retired as captain in Denver in 1967.

In his first year with United, Ken met and married Fay Johnson, a stewardess. Fay predeceased him. He is survived by: three children and four grandchildren.

Memorial Service were held December 6, 2014 at Oliinger Crown Hill, Pavilion of Reflection, Wheat Ridge.

### **JAMES THOMAS LASASSO**

James T. LaSasso, 73, of Alexandria, Virginia passed away peacefully on December 20, 2014 in his home.

Jim was born in Lawton, Oklahoma in 1941 and spent most of his life in Colorado and Virginia. He graduated from Colorado State University in 1963 and spent his career with United Airlines, starting as a passenger agent in 1965 and retiring as a Boeing 767 captain in 2001.

Jim was of Italian heritage with a last name that translates to "the rock". A selfless, humble, generous, resourceful and level-headed man with a great sense of humor, Jim lived up to his name and was a cornerstone of his family and community. His love of life and people made him a surrogate father of many and a teammate to all. In retirement, Jim was an avid outdoorsman and neighborhood handyman who most enjoyed spending time with his family.

Jim is survived by his wife Carol of 49 years, three children, and six grandchildren.

Memorial donations may be made in Jim's name to The Scholarship Fund of Alexandria.

### **ALLEN H. LOCHER**

Allen H. Locher, 81, of Kerrville, Texas, passed away on December 8, 2014.

Allen began flying with the military in 1955, being trained at Webb Air Force Base in Big Springs, Texas on



the F-100 and the T-33. During his tour of duty, he accumulated thousands of hours of flying as well as completing a Bachelor's of Science in Mechanical Engineering from the University of Arizona.

After leaving military service, he joined the civilian aviation sector before once again pursuing his greatest passion – flying. He accepted a position with Pan American World Airways, flying internationally. Allen continued to fly with Pan Am until United Airlines purchased the Pacific routes from PAA. There, he flew a number of different aircraft types until his retirement from UAL at the age of 60.

During his early retirement years, he rebuilt and restored a Cessna 195 to perfection— gaining him much notoriety amongst other aviators in the Denver area! Allen and his devoted wife, Joann, eventually found their retirement home in Kerrville, Texas where they enjoyed traveling in their Avion RV.

Allen is survived by his wife of 37 years, Joann, five children, five grandchildren and five great-grandchildren.

A memorial service was held in January, with interment at Fort Sam Houston, San Antonio, Texas.

In lieu of flowers, donations preferred to Peterson Hospice at [www.petersonhospice.com](http://www.petersonhospice.com).

### **PAUL A. MILLER**

Paul A. Miller, 95, of Mechanicsburg, PA, passed away January 10, 2015 at Messiah Lifeways. He was born October 25, 1919 in Upper Allen Township, PA. He was a graduate of the Glen Allen School, Mechanicsburg High School class of 1938 and Central Penn Business College class of 1940. Paul learned to fly as a young man and was accepted into the Civilian Pilot Training Program prior to WW II. In April, 1942 he entered pilot training in the US Army Air Forces where he first became a pilot instructor and later was assigned as commander of an 11 member B-29 crew. Stationed on Saipan, he and his crew served in combat with the 20<sup>th</sup> Air Force 500<sup>th</sup> Bomb Group 73<sup>rd</sup> Wing and participated in the final huge bombing raid over Japan on August 14, 1945 that finally ended the war in the Pacific. He always spoke highly of his crew members and kept in contact with them over the years. After a 33 <sup>1</sup>/<sub>2</sub> year



career as a pilot with first Capital Air Lines and then United Air Lines based in the Washington, DC and Baltimore domicile, he retired in October, 1979.

Paul was a patriotic man and a loving husband, father and grandfather. He was a member of Mechanicsburg Presbyterian Church. He was a member of the Retired United Pilots Association, Mechanicsburg High School Alumni Association, Central Penn Alumni Association, Mechanicsburg Museum Association, the American Legion and many other local and national organizations. He enjoyed helping to preserve the history of his home area near the Yellow Breeches Creek and in 2004 his book Happy Yellow Breeches, a collection of articles on the area, was published. Paul was also privileged and honored to share this history and the experiences of his crew during the war with many local school students and community civic organizations.

Paul was predeceased by his wife of 45 years Elizabeth (Betty) Gamble Miller in 1991. He is survived by a son, two daughters, seven grandchildren, and eight great-grandchildren.

The family requests that a memorial contribution in Paul's name may be made to his church or to the Central Penn College Education Foundation, P.O. Box 309, Summerdale, PA 17093-0309.

### **RALPH L. PASLEY, SR.**

Ralph Lee Pasley, Sr., 97, of Fauquier County, passed away January 12, 2015, at his home.

Raised in Bloomington, IL, Ralph was a graduate of Illinois State University. He was a WW II U.S. Marine Corps veteran, having served in the South Pacific as a dive bomber pilot. He received the Purple Heart and retired as a Lieutenant Colonel. He later retired as a pilot from United Airlines.

Survivors include his wife of 50 years Marilyn Pasley; three children, nine grandchildren, and four great grandchildren.

Sadly, another of the Captains who set a positive example for me has passed on. Many hours were spent sitting center seat behind Ralph. He will be





sorely missed at the gathering of the Eddie O'Donnell Luncheon. E.K. Williams

### JOSEPH LOUIS PERNARELLI

Joseph Louis Pernarelli was born in Cambridge, MA March 8, 1931, and passed away October 12, 2014. He was raised in Cambridge and went to grade school and technical high school there. He served and was a veteran in the US Air Force, training and flying cargo planes and fighter jets during the Korean War (1952-1957). He continued his love of flying for Capital Airlines, which became United Airlines (1957). He retired in 1996.

He loved his life, flying, music, baseball (especially the Red Sox), and family.

Joseph is survived by three children and three grandchildren.

### WILLIAM SHAKESPEARE POWELL

William Shakespeare Powell, age 81 of Tullahoma, TN passed away November 18, 2014 at Harton Regional Medical Center.



Bill, a native of Helena, Arkansas. He was a U S Navy veteran and a retired United Airlines Pilot. Bill enjoyed working on his computer and maintained a data base for retired and active United Airlines Pilots. He enjoyed spending time with family and helping other people.

Bill is survived by his wife, Brenda Russell Powell, one son, one granddaughter, and two step children.

The family has requested memorial donations be made to Coffee County Lannom Memorial Public Library, 312 N. Collins Street, Tullahoma, TN. 37388.

### DUANE ELLIOTT SEARLE

Duane Elliott Searle, passed away December 4, 2014 at the age of 89. He was born September 25, 1925 in Salt Lake City, Utah.



Duane joined United Airlines in 1951 and retired in 1990.

He is survived by his wife Mary Lois Hill and seven children, 20 grandkids and 37 great-grandkids.

### ROBERT LEE SWOFFORD

Robert Lee Swofford passed away November 3, 2014.



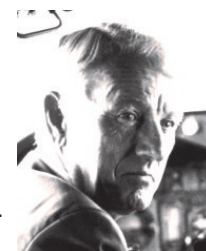
Lee always said that he had lived a life of dreams. He was born on a side hill share crop cotton farm in North Carolina.

Lee said he had to lie about his age in order to join the Army in 1939. He participated in maneuvers in Louisiana in the summer of 1941. There are Historical Markers at the old camp gates. Lee learned to fly and was commissioned in the Army Air Corp. He took a B 24 and crew to England via South America and Africa. There, on D-Day, he participated in the largest Air Armada that the world would ever see. He led a twelve plane formation that destroyed a bridge at Caen, delaying the German tanks for a crucial three hours allowing the British time to land anti tank guns. Lee survived 35 combat missions over France and Germany. After a year of flying transport New York to Paris he joined Capitol Airlines and flew with some of the pilots who started the airline industry. He then flew a number of different aircraft and thirty six and one half years later retired off the 747, one of the largest aircraft in the world. From the age of eight Lee had dreamed of flying planes and he managed to pull it off.

In October, Lee was informing that he had been awarded *The medal of Knight in the French Order of the legion of Honor* in recognition of his contribution to the liberation of France during WWII. The medal was to be presented to him by the French government during a ceremony to take place on November 14<sup>th</sup> at Fort Sam Houston, MacArthur Field, San Antonio. Unfortunately, Lee passed away just 11 days before he would have received the honor.

### JAMES O. WALLACE

James O. Wallace of Downers Grove, Illinois passed away, November 29, 2014, two days short of his 95<sup>th</sup> birthday.



Joe was hired by United on December 7, 1942 and was part of the Civilian Pilot Training Program (CPTP) during WWII flying heavy transport for the Pacific Operation. After the war, Joe was promoted to captain, which he retained for his 37 years with United ending his career in 1979 flying 747.

Joe spent his entire career in Chicago with his wife Ramona and their seven children. He enjoyed fishing and traveling in their Airstream camper. His children and many grand, great grand and great-great grand children survive him.

### **JAY DOUGLAS WEEKS, SR.**

Jay Douglas Weeks Sr. of Lebanon Township, NJ passed away October 16, 2013. Jay was born in High Bridge, NJ where he attended grades 1-12, and then Upsala College in East Orange, NJ.

Jay volunteered for the Marines where he was trained to fly fighters and was a commander of multi-engine transports. After being discharged he flew for Capital Airlines, and then United Airlines until his retirement in 1988.

A lifelong Avid Sportsman and Outdoorsman Coordinator of several Sportsmen's Clubs in Hunterdon County, Jay was their legendary leader...their "B'Wana." He taught many young hunters safe hunting procedures. Jay owned 2 working farms, 110 acres in Lebanon Township NJ and 250 acres in Pennsylvania. He was often seen giving hayrides for township activities.

Jay was active in local government, started on the Township Committee mid-year 1982 through December, 2010. He served as Mayor in 1985, 1990, 1995, 2000, 2003 and 2010. He was a leading voice in cost-effective government, and Jay fought hard to preserve the US Constitution and the rights of all Americans, especially the working man. While on the Committee he served as liaison to the Department of Public Works, Safety-Police, Fire & Rescue &

Administration. He also served on Planning Board from 1985 until his retirement in 2010.

Jay was an active member of RUPA, the VFW, the American Legion, The Elks, The Moose Lodge and the Masonic Order.

Jay is survived by his wife, Matilda, three children, eight grandchildren and two great-grandchildren.

In lieu of flowers please donate to the NRA, or Wounded Veterans Association.

### **JOSEPH GEORGE WEST**

Joseph George West was born on April 16, 1928, in Elgin, IL. His early education was in South Elgin, but he graduated from Wickenburg High School in Arizona. His parents owned a ranch outside the town of Wickenburg. He often rode a horse to



school. His father was part owner of an airplane, so Joe got his pilot's license before his driver's license. Graduating from the University of Illinois with a bachelor's degree, he then enlisted in the U.S. Air Force. Joe was sent to basic training in Columbus, Mississippi, in the Air Force cadet program known as the Class of '52B. After graduation — getting his "Wings" — he married Connie Balding and was stationed at various Air Force bases, learning to fly several types of aircraft. At Luke AF Base, he was assigned to the 6147th TAC.CON GP 5th Air Force "Mosquitos" — Korea. There he flew 100 missions and then was stationed at Perrin AFB in Sherman, TX where he was discharged with the rank of Captain. Shortly after that, he was hired by United in 1955 and retired in 1988.

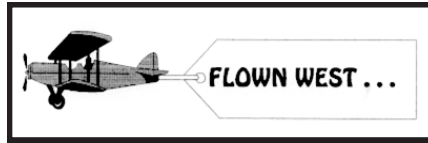
Joe was an avid fisherman and hunter. The family enjoyed camping and the outdoors, and so moved to Boulder. The family later built a home in Tall Timbers on Sugarloaf Mountain, up Boulder Canyon. After several years, jobs and travels included living in Hawaii and California, and finally retiring to a farm outside Philomath, OR, raising sheep. In 1986, Joe had a stroke, which required a move into Corvallis, OR, where he and Connie have lived for 27 years.

Joe always was very active in the local church, especially with the children and youth activities. His faith and family were extremely important to him. He was a member of Grant Avenue Baptist Church, the U.S. Airline Pilots Association, Veterans of Foreign Wars, the Korean War Veteran's Assn., and the Retired United Pilots Association. He was in the process of writing his autobiography, titled "God Is My Captain."

Joe is survived by his wife of 62 years, Connie; four children, 12 grandchildren; 14 great-grandchildren, and six great-great grandchildren.

Memorials in Joe's name can be directed to Grant Avenue Baptist Church, the Mennonite Home, Disabled American Veterans or a charity of choice.





*M. R. "Mack" Moore	Jan., 2012
Arthur A. Nelson	Oct. 09, 2013
Jay D. Weeks	Oct. 16, 2013
*Ralph O. Moller	Jan., 2014
*Harold R. Hendrix	Mar., 2014
Charles Krekorian	May 22, 2014
*D. A. Doud	Jun. 2014
Joseph L. Pernarelli	?
Francis J. Kenny	Oct. 01, 2014
Vernon E. Baldishwiler	Nov. 11, 2014
Kenneth C. Ewing	Nov. 28, 2014
James O. Wallace	Nov. 29, 2014
Neil T. Brooks	Dec. 01, 2014
*Arnet D. Sorter	Dec. 01, 2014
*John Van Wie	Dec. 01, 2014
Duane E. Searle	Dec. 04, 2014
*Thomas A. Bennett	Dec. 09, 2014
*Gaylen White	Dec. 16, 2014
James T. LaSasso	Dec. 20, 2014
Robert T. "Bob" Dobbins	Dec. 23, 2014
Francis D. "Hoppy" Hopkins	Dec. 24, 2014
Sam F. Bordonali	Jan. 01, 2015
Paul A. Miller	Jan. 10, 2015
Roger Baker	Jan. 06, 2015
Joseph G. West	?

*\*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



February, 2015 Edition

**From:**

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



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**To:**

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## **RUPANEWS Deadline: 15th of Each Month**

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### RUPA's MONTHLY SOCIAL CALENDAR

#### Arizona

Phoenix Roadrunners (2<sup>nd</sup> 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 (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant* - 949-496-2691  
Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - *Hacienda Hotel* - 310-541-1093  
Monterey Peninsula (2<sup>nd</sup> Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747  
San Diego Co. (2<sup>nd</sup> Tuesday)—*San Marcos CC* - 760-480-7420  
San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590  
San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 12:30 PM)—*Black Bear Diner*, Pleasanton, CA, Call 925-846-8436  
San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall*, Thousand Oaks, CA 805-497-4847

#### Colorado

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

#### Florida

N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL* - 561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*, 808-315-7912 or 808-334-1883

#### Illinois

Greater Chicago Area Group (2<sup>nd</sup> 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 (3<sup>rd</sup> Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175  
Reno's Biggest Little Group (4<sup>th</sup> Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*  
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

#### New York

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

#### Ohio

Cleveland Crazyes (3<sup>rd</sup> Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

#### Oregon

The Columbia River Geezers (2<sup>nd</sup> Wednesday of every month)—*Pizza Kitchen 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(3<sup>rd</sup> Thursday)—*Airport Marriott* - 360-825-1016

#### Washington D.C.

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