
rupanews



Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson
President: Jonathan Rowbottom 831-595-5275 rowbottom0@aol.com
Vice President: Cort de Peyster 961-335-5269 cortreno@aol.com
Sec/Treas: Leon Scarbrough 707-938-7324 rupasectr@aol.com
Membership Bob Engelman 954-436-3400 engeljet@comcast.net

— BOARD OF DIRECTORS —

President - Jonathan Rowbottom, Vice President - Cort de Peyster, Secretary Treasurer - Leon Scarbrough
 Rich Bouska, Phyllis Cleveland, Sam Cramb, Ron Jersey, Milt Jines
 Walt Ramseur, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Cruise Coordinator..... Rich Bouska rbouska1@comcast.net
RUPANEWS Manager..... Cleve Spring clevespring@comcast.net
RUPANEWS Editors..... Cleve Spring rupaed@gmail.com
Widows Coordinator..... Carol Morgan..... perdido1871@yahoo.com
 Patti Melin..... pimelin@aol.com
RUPA WEBSITE..... http://www.rupa.org

— AREA REPRESENTATIVES —

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Phoenix Road Runners..... Ken Killmon
 Tucson Toros..... Randy Ryan

California

Dana Point..... Ted Simmons
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 S.E. Florida Gold Coast.....
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 S.E. Florida Treasure Coast Sunbirds Bob Langevin
 S.W. Florida Gary Crittenden
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Hawaii

Hawaiian Ono Nene's..... Larry Becker
 Big Island Stargazers..... Linda Morley-Wells
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Greater Chicago Area Group Claude Nickell
 The Joe Carnes 31 North-IL RUPA Group.....E. Allan Englehardt

Nevada

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

New York

New York Skyscrapers..... Pete Sofman

Ohio

Cleveland Crazyies Richard McMakin

Oregon

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

Washington

Seattle Gooney Birds William R. Brett
 Brent F. Revert

Washington D.C.

Washington D.C..... E.K. Williams Jr.

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

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President's Letter

NEW MEMBERS: We have 14 new members to report this month. I am pleased to welcome Captain Don “The Wolfman” Wolfe, Forestville, CA, Captain Lance Seppi, Hood, CA, Captain Tom Golej, Arvada, CO, Captain Roger Hoover, Fleming Island, FL, Captain Jeffery Gregory, Arvada, CO, Captain Alvin Davidson, Miami, FL, Kim Osteros, Evergreen, CO, Captain Frank Harris, Burke, VA, Maureen Lilla, Plymouth, MA, Captain Richard Martinez, Monument, CO, Captain George Hemminger, Reno, NV, Captain David Stout, Cadillac, MI, Captain Stephen Kesinger, Fremont, CA, Captain James Berg, Evergreen, CO, Captain Denny Holman, Libertyville, IL.

RUPA ELECTIONS: The current term of the Executive Committee, consisting of the President, Vice President and Secretary/Treasurer, expires on August 31, 2015. Elections for the upcoming term, beginning on September 1, 2015, will be held in July, which is only 4 months away. The RUPA Board of Directors votes to elect the new officers. I have found the last 3 ½ years as your VP and President very rewarding. I encourage you to seriously consider stepping up to run for office. Unlike during our working careers, where leadership positions came with seniority, in RUPA we find the newer retirees have the interest in volunteering to give something back and preserve our wonderful organization. We have also been blessed to have the long term dedicated services of our Sec/Tres Leon Scarbrough and our Editor Cleve Spring. Please think about what RUPA means to you and volunteer a small amount of your time. I would be happy to answer phone calls and email inquiries if you would like a little more information about the jobs. Take a look at the back of the RUPA Directory you recently received. There is a list of all the Past Presidents of RUPA. It will be an honor to have my name added next year below pilots I have held in such high esteem throughout my United career.

RUPA DIRECTORY: By now you should all have received your 2015 Membership Directory. It was mailed out in January and contains all the members who wish to be listed. I suggest you take a moment right now, before you forget, and check your individual listing to insure the accuracy. Contact Leon with any corrections. Please remember the information should be treated by all members as **confidential** since it has our personal information. None of us wants our personal information to get out to people who wish to sell us a bridge, if you get my drift. Please guard the directory for everyone’s benefit.

570 REUNION: Some of the 570 from our 1985 Strike are considering a reunion. May 17, 2015 will mark the 30th Anniversary. The organizers are trying to gauge the interest. Please send them an email at ual570reunion@aol.com if you are interested in attending and they will send the details.

FINALLY: There is no news to report on the United side, which is probably a good thing. There was a bogus email flying around in January regarding another Travel Survey. We quickly contact United and were advised that there is no such survey and that the email was a hoax. Thank goodness for that!

Enjoy the March Madness as you sit in your Captain’s Chair by the flat screen. Keep an eye on the “Low Beer Light” and be ready to execute your Immediate Action Procedures!!

Jon Rowbottom
RUPA President

How to update your personal Information!

Address changes, (Attention Snowbirds!!!!)

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

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

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

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

About the Cover

A United Boeing 737 on Final Approach to somewhere

Vice President's Letter

As we approach the spring thaw it is hard to fathom that one quarter of 2015 is almost behind us. With that being said, echoing what our President, Jon mentioned, RUPA is all about volunteerism, be it on the national or local level. Without all of you RUPA would not exist.

We are happy to announce that a new RUPA lunch group is forming in the Sacramento/Sierra foothills area due to the efforts of some new RUPA, volunteers. There should be information soon as to where and when these lunch meetings will occur. Rumor is that it will be at fun spot in the Auburn area.

We encourage other regional areas not served by a RUPA lunch group to band together with retired or active UA pilots and form one. Either Jon or myself would be more than happy to assist any who would like to take the lead. We can provide you names of fellow Ruparians in your area to help in getting you started. Please feel free to call or write either of us.

RUPA is all about continuing the camaraderie we shared for years in the cockpit and fostering fellowship and support for each other in our golden years. Please invite your fellow retirees to join or in some cases to rejoin RUPA. Best to all of you in this spring season. Respectfully, *FV "Cort" de Peyster* RUPA VP

Dana Point RUPA Luncheon

The staff for the upper Deck area were ready and quick to serve us on this beautiful day in the Harbor. Quickly getting our drink orders and let us settle in - to meet and greet.

On Deck were: Al Pregler, Bill Rollins, Bob Fuhrmann, Bob McGowan, Denny Giese, Jack Frisch, Jerry Myer, Jim Grosswiler, Joe Udovch, Park Ames, Ted Simmons and Mack Brophy (new). Mack Brophy just retired--Jan 2015 - from United. He has an address in Georgetown TX, and now also an address in North Co. of San Diego. Welcome Mack!

Arvi from the LAX RUPA group sent us a invite to come to their new meeting at Proud Bird restaurant. They hope to meet there for future RUPA meetings.

A few of us from Dana Point were able to make the Journey to LAX on Thursday the 12th. Also several of the Thousand Oak Group that meet on Thursday were able to attend. The Proud Bird recently got a new lease after 57 years at this location. They have a great view of the aircraft landing and 20 vintage aircraft on the grounds. (It is a great place to come and wait for someone that you are going to pick up at LAX) All for now. Cheers, *Ted*

Greater Chicago Area RUPA Group March Luncheon Reminder

The Luncheon will be on March 10, 2015

At Nick's Pizza And Pub, 856 Pyott Road, Crystal Lake IL, Ph.# 815 356 5550.

Social Hour starts at 11:30am. Lunch at 12 NOON.

Order from Menu and there is a CASH bar.

RSVP by Thursday March 5th to buddyclaude@comcast.net, or call 815-459-5314

Spouses and friends welcome!

QUESTIONS THAT HAUNT ME!

Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?

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

January 8th was a warm day for the gathering of our 19 retired pilots for lunch at Galluppis Patio Bar and Restaurant. With the Artic Freeze in the north, many of the 19 Sun and Snow Birds were in attendance.

Those of us attending today were; Denny Keast, Jim Good (flew in from Naples area) Bill Garrett (Mortocycled in from the west coast), Rick Valdes, Bob Dodson, Terry Lewis, Ham Oldham, Jerry Bradley, Steve Jakobowski, Bob Engelman, Tom Berg, Les Eaton, Art Jackson, Dan Kurt, Stan Baumwald (Retired NWA pilot), Bob Beavis, Mike Warde, Ed DeChant and your scribe Ned Rankin

Dan Kurt (who is and active pilot with about 3 months to retirement) informs us that Warren Hepler is not in the best of health. Perhaps cards and/or notes to Warren would be appreciated. *Ned Rankin*

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

The Ham Wilson Southeast Florida Gold Coast February Luncheon was held under Sunny skies and temperatures in the 70's.



Those attending in the picture from left to right are: Les Eaton, Bill Garrett, Terry Lewis, Joe Jenkins, Lyn Wordell, Bob Beavis, Jerry Bradley, Dave Dryer, Ralph Rodriguez, Ed Wheeler, Ned Rankin, Ham Oldham, Jim Good, Bob Engelman, and Gene Andreson. A special thanks to Ralph Rodriguez for the picture. Your scribe *Ned Rankin*

SEA Pilots Racetrack Lunch

On January 6 a group of retired SEA pilots were invited for lunch and to watch Bill Jensen's (SEA ret.) horses run at Turf Paradise in Phoenix. Bill had 2 horses running this year. We all agreed that we were bad luck for Bill and left after the 6th race. It worked out well for Bill as his second horse won its race.



In the picture from L to R; Page Watson, Veril Olson, Bill Jensen, Don Cobb, Eric Malm



United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"



The Douglas DC-7 “Mainliner” was the 33rd airplane type in the United Air Lines fleet - dating back to 1926. Each airplane type represented an advance in air transportation - edging its predecessors in speed, comfort, dependability and efficiency.

The DC-7 was the fastest piston-engine commercial airplane in the world with a top speed of 410 m.p.h. Cruise speed was 365 m.p.h. (more than six miles per minute). Ads read: “*Modern Magic Carpet*” - “*Coast to Coast in 7-1/2 hours*”.

The United DC-7 fleet (including replacement parts) represented an investment of \$58,000,000.



The forward passenger cabin seated 44, the aft cabin seated 14 and the rear lounge seated five. The cabin consisted of a “main-deck” cargo compartment, coat-rooms with pull-out rods (for ease of hanging) & two lavatories. The cabin included a compact buffet and located at the rear was the “attractive passenger lounge”. The buffet was located between the forward and aft sections and “saved steps” by the Stewardesses.

Compiled by Marvin Berryman, DENTK Retired.

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



San Diego North County (January) RUPA Luncheon

It wasn't a big turnout for the San Diego RUPA Group but it's still nice to get together. The WX was exceptional for a winter day with the temp in the low 70's.

Most of the conversation was about going on cruises and the next one coming up is the RUPA Cruise through the Panama Canal that Brad + Rhoda are going on. Sounds like a great time!!!

From left to right; Rhoda Green, Colin Winfield, Susan and Mark Mayer and Brad Green.



We will be cruising into February with thoughts of future cruises and maybe get all the San Diego group to go on the next RUPA Cruise. See ya, *Mark Mayer*

San Diego North County (February) RUPA Luncheon

The usual lunch meeting was held on February 10 with Bill and Evelyn Pauling, Brad and Rhoda Green, Susan and Mark Mayer, and me. The Bowmans were missing and missed. Our club humor specialist, Collin Winfield, was also missing. Where you be, boy?



Left-right: Brad & Rhoda Green, Bob Harrell, Bill & Evelyn Pauling, Mark & Susan Mayer.

The changing luncheon menu provided some interesting choices. I usually eat healthy food at home, but the once a month RUPA meal is sometimes an exception. I had a sandwich called a Classic Burger (damn the cholesterol) which must have been a half a pound easy. It had Tillamook cheese and coleslaw. I skipped the fries. Evelyn heard my order and had the same thing, as I recall. She liked it as did I. As usual, there were some great stories and lots of laughs. What a lovable group!

As a widower, I do get lonely sometimes, and the RUPA luncheon gatherings, along with my Masonic Lodge meetings and dinners are food for the soul.

The Greens are planning to take the RUPA cruise through the Panama Canal and that will be nice. I've been there twice. Once, courtesy of Uncle Sam, and once with a group of six close friends on a cruise ship. That was a wonderful trip, and I didn't have to stand watch like Uncle made me do.

Until next month, Cleve, thanks again for all you do. The *RUPANEWS* gets better and better, thanks to you and all the rest of the hard working volunteers that put it to print. Fraternally yours, *Bob Harrell*

Laws They Don't Teach in Physics

Law of Close Encounters - The probability of meeting someone you know INCREASES dramatically when you are with someone you don't want to be seen with.

The Columbia River Geezer's RUPA Luncheon

Our always convivial group was a bit smaller than usual, present left to right: Rich Warden, Tony Passannante, Dick Ionata, Fred Krieg, and Doug Howden.



Conversation started off with a lively discussion about the recent crash of the Trans Asia ATR 72 which neatly segued into a lengthy discourse regarding the safety benefits (and, dare I say joys) of frequent hand flying these contemporary computer and FMS driven airliners, especially given the state and demographics of the current world wide airline industry. Even experienced "old school" pilots can witness the corrosion of basic airmanship skills, for lack of frequent use and if those basic skills have not been imprinted by training and practice in the first place, well.....

One bright spot is that I've noted a "better really late than never" recognition of this problem by the industry and many have a new emphasis on frequent hand flying and have also instituted "out of the box" training scenarios. Even to the point that several companies are actively considering training their crews in extreme attitudes and edge of performance envelope flying in appropriate aircraft (ie: Czech L-39), using experienced private contractors.

We noted that each in our small group present had spent major portions of our careers in LAX, mostly during the same periods of time. This led to many anecdotes regarding some of the characters we all knew and flew with.

In line with this small world and airmanship thing, I related that one of the pilots I flew with in another job after my retirement is presently employed as a test pilot for Honeywell. He is flying, among others, a Convair 580, N580HW. The original owner of this aircraft happened to be United, where it served under the nom de guerre of N73102 as a CV-340. This just happens to be the very same aircraft flown to a no injury, successful off-field (so to speak) forced landing in 1964 near Saugus, CA by stalwarts Captain Bill Wade and F/O Jerry Campbell, LAXFO. I dare say that quite a few of you reading this not only recall this amazing event (aircraft later flown out) but remember many of the details, so I won't take the space to go into those. Suffice it to say that anyone who had the pleasure to know and fly with Bill and Jerry can attest to their skill as aviators, and fine gentlemen besides. AVIATOR- I love that word.

That's it for now, if you're in the area on the second Wednesday of each and every month, drop-ins are welcome. California Pizza Kitchen, Clackamas Town Center, Happy Valley, OR @ 1100 hours.

Tony Passannante & Ron Blash

HIGH SCHOOL -- 1957 vs. 2014

Johnny and Mark get into a fist fight after school.

1957 - Crowd gathers. Mark wins. Johnny and Mark shake hands and end up buddies.

2014 - Police called and SWAT team arrives -- they arrest both Johnny and Mark. They are both charged with assault and both expelled even though Johnny started it.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

The February luncheon was an annual affair honoring our favorite valentines that included one of our OLD AND BOLD pilots (yes there is at least one) becoming an honest man. Dick Starita showed up with his wife who he married last Easter.

Lunch was at Spoto's Oyster Bar in Stuart FL along the St. Lucy River and Intracoastal Waterway. This is one of USA Today's 10 best; no wonder it's a favorite of our wives. Wonderful food, superb service and GR8 Company make for a memorable time.

It's always a wonderful luncheon when the wives are present. Very few "war stories" were told and those that were didn't seem to be as dashing and daring as they are when the wives are not present. Unfortunately one topic that didn't change was all the aches and pains. However, light conversation, jokes and laughter made for a great time.

Dick Base won it big in the Super Bowl and would have bought lunch for everyone but he spent it all before showing up. And finally, Ted Osinski informed anyone who was in the market for a car to go thru the employees web site. After you add your information you will get quotes from various dealers.

Scribe: John Pinter, Honorary Den Mother in Bob Langevin's absence. By the way Bob did show up just as everyone was leaving.

Left to Right back row: Dave Damon, Lulu Cole, Connie Dowd, Jim Dowd Don and Jane Jefferson.

Left to Right Middle Row: Dick & Zsuzsa Starita (Newly Weds), Bill Cole, Ted and Hellevi Osinsky.

Left to Right Front Row: John & JoAnn Pinter, Linda, Dick Baese



The Monterey Peninsula RUPA Lunch Bunch

The February 11th luncheon was rewarded with beautiful weather so the group enjoyed dining on the patio at Edgar's at Quail Lodge. With the AT&T in town traffic was only just beginning to clog the roadways but the usual gaggle of corporate jets parked at MRY airport provided a welcomed viewing!

Those attending were: Phil and Pat McClain, Jon and Jane Rowbottom, Will and Fran Blomgren, Pete and Donna Walmsley (our hosts), Dave and Linda Mackie, Bob and Cindy Benzies, Pat and Pauahi Sheehy, Lee and Nancy Casey, Diane Ellis, and yours truly.

Happy St. Patty's Day! *Phyllis Cleveland*



ZITS | Jim Borgman and Jerry Scott



Ohio Cleveland Crazyes RUPA Luncheon

Our monthly meeting at TJ's Restaurant in Wooster, Ohio was well attended. It is impressive that so many could brave the weather and the cold to be part of our monthly meeting.

As usual, we heard many great stories, many great jokes from Kenny Wheeler, and our wonderful chocolates from Pat Morris.

Those in attendance from left to right in the picture are:



Sitting - Christi Deem (Ken's granddaughter), Ken Wheeler and Diane Johnson.

Standing – Phil Jach, Bob Olsen, Harvey Morris, Pat Morris, Vicki (our fantastic waitress), Rich McMakin, Monica Burrill, Jim Burrill, George Bleyle and Diana Zaleski.

Southwest Florida RUPA Luncheon

It was a rare gray day with light rain showers and a temperature in the mid-seventies in Southwest Florida for our February meeting. Fortunately 19 members and guests turned out for lunch.

A very informative presentation was given by Ms. Mary Moore and Mr. John Benjamin on the advantages of living in a retirement community. Shell Point is one of the largest retirement communities in the State of Florida. One point that was noted was that many retirees wait too long before making the move to a retirement community. They miss out on many of the advantages and may not qualify for residency.

Attending: Brian Leiding, Earl and Kathleen Walsh*, Wallis Alves, Harvey Hallberg, Gene Chapman*, Jim Sutton*, Don Kincaid, Rip Curtiss, Faith Osborn*, Don Wichelt, Mamie Thompson*, Jim Downing, Mike Jones, John Laut, Mary Moore*, John Benjamin*, Gary and Janice Crittenden (*= guest)

Respectfully, *Gary*

PICKLES | Brian Crane



The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again, a Happy New Year to all our brothers and sisters of RUPA from Southern Oregon! Yesterday, January 15th saw our group once again gather at the Pony Espresso in Jacksonville.....and a good group it was.

Once again we took claim to most of the Pony's seating and certainly raised the decibel level in the place. Good to have Bill Monfort again in town with us plus congrats to Art Lumley on his wonderful recovery from his recent adventures with the medical folks of the Rogue Valley. Tall tales were in order, but all true.....all true. Planes owned, planes flown, planes desired, planes remembered.....what a great common bond we have.

Normally, for our picture we get one of the young ladies working to take it, but the place was busy, so we had another customer, standing in line for his coffee, take it....double duty for him.and, a good job he did. Now, it could be argued this group might need some Photoshop work, but guess we don't need to go there.



Seated, left front, Bill Monfort, the bearded one, Harvey Saylor, Steve Fusco, Art Lumley, Bob Niccolls, Scot Lee, George Elliott and his daughter Catherine Dimino, Leeann Fusco, Marty Niccolls, Bill's buddy Janet Russell, and last but not least, in front, Dan Kurtz, he of the 2400# black angus fame. (and no Dan, I agree with your helper on the ranch, I wouldn't get in the pen with him either) The gal in the back right corner, no idea, but I think she was offered coffee. Good folk, good time. Come join us.

Cheers and a great 2015 to all, **Bob**

San Francisco East Bay RUPARIANS Luncheon

Our lunch group met as scheduled at the appointed time and place this past Wednesday. Attending were Jim Rosenbaum, Roger and Emily Ehm, John Baum, Rich and Georgia Bouska, Cleve Spring, Bernald Smith, Bruce Milan and myself.

The group was treated to an unexpected guest. Mr. David Ringler is the Executive Director of The Patriots Jet Team Foundation. This is an all-volunteer group and their pilots fly six L-39 jets at west coast air shows. They occupy a state- of-the-art hanger at the Byron airport in Contra Costa County. Their purpose is to advance aviation and space themed fun and educational activities to middle and high school-aged students in the east bay area. The students will learn critical science, technology, engineering and math concepts they can apply along their career paths. He is looking for instructors, retired airline personnel, who would like to participate in this program. Mr. Ringler has accepted the invitation to attend next month's lunch and again explain the program. Mr. Ringler is available for more details at 925-935-5710. This sounds like a very interesting program.

Don Merucci

The San Francisco Bay-Siders Luncheon

What a wonderful Valentine's month turnout we had for the February SF Bay-Siders' RUPA Luncheon at Harry's Hofbrau. We started slowly with just a few of the "Usual Suspects" and then suddenly more and more Ruparians began to arrive. Our final attendance number was a respectable 34. Nice going SF Bay-Siders'!



L to R: Cleve & Rose Spring, Chuck & Ann Stamschror, Marty Berg, Larry & Pat Wright, Bob & Dee Norris, Craig Norris, and George Mendonca.



L to R Seated: Georgia Bouska, Jeri Johnson, Carol Gillett, Stephanie McLeod, Jill Ebenhahn.
Standing: Rich Bouska, Walt Ramseur, Bill Madsen, Jerry Terstiege, Dick Johnson, Bruce McLeod, Bill Klett, Bob Ebenhahn.

Picture on the Right, L to R Seated.

Bob & Roz Clinton

Standing: Bob Kallestad, Rich & Cyndi Erhardt, Gene & Carol Walter.

Not in picture were:

Jan McNaughton and Joe Yanacek.

More importantly, we were all happy to hear that one of our regulars, Capt. Sam Cramb, is well on the way to recovery from his recent hip replacement surgery. You better hurry back Sam, before we elect you in absentia to head some undesirable committee.



As luck would have it, one of our active pilots, Joe Yanacek, was having lunch at Harry's and, recognizing one of our members, came over to join us. As he's approaching retirement age, we hope to be seeing him regularly at future luncheons.

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

San Francisco North Bay RUPA Luncheon

Our fearless leader Bob was unable to make it to the meeting so I was tasked with taking his place. The business meeting was short and over in no time.

I do not have much in the way of aviation memorabilia like Bob has and always bring to the meetings to be passed around. The only report was from our medical expert George. A study has shown that anxiety can lead to Alzheimer's disease. At least I think that is what he said.

Attending: Keon Scarbrough, Tom Grey and Collen Murphy, Ken Corbin, George Hise, J.R. Hastings, Dick Hana, Robert Grammer, Jules Lepkowsky, Jim Mansfield, Bill McGuire, John & Sharon Candelo, Dan Bargar, Sam & Mickie Orchard, Wayne Heyerly, Barney Hagen, Norm Deback, Dick Lammerding, and Tom Grey's daughter whose name I cannot read. Sorry! And of course me, *Bill Greene*

Denver Good Ole Boys and gals RUPA Luncheon

We met at the American Legion as has been customary the third Tuesday – attendees were Jim Adair, Darrel Ankeny, Gerry Baker, Rick Bebee, Stanley Boehm, Ray Bowman, Chris Bruce, Joe Collard, Mack Connelley, Ed Cutler, Jack Davis, Al Dorsey, Dennis Getman, Bill Hanson, Nick Hinch, David Horwitz, Susan Hytinen, Craig Johnston, Tom Johnston, Pete Lagerman, Rick Madsen, Bill Matheny, Brian Matheny, (guest) Rob Schmidt, Dick Shipman, Russ Ward, Jack Wilhite, Ross Wilhite, Ted and Rose Wilkinson.

For February in respect of the group desire we will try something different and be meeting at the Tin Cup Bar & Grill facility at 50 South Peoria Street, Aurora telephone, 303-364-8678, located on the Aurora Hills Golf Course grounds just a bit south of 2nd Avenue.

Other news – there was a memorial service held for Captain Bill Fife January 31st at the Littleton Methodist Church. Respectfully, Your Co-scribe – *Stanley Boehm*

United buys high-tech headsets for Ramp Service Employees



Creating a safe place to work is our top priority. We're also focused on providing employees with tools and resources to make day-to-day work more efficient. When we recently invested more than \$1.2 million in wireless headsets for ramp crews, we accomplished both.

Following field-testing last summer at IAH, the headsets are now in use at SFO and LAX. The rollout will continue this spring at our domestic hubs, enabling roughly 220 ramp crews to reap the benefits of this safety innovation. Designated to "high-risk" gates and widebody aircraft movements, the headsets enhance communication, currently done with hand signals. The headsets enable wingwalkers and ramp leads to communicate with each other, and a pushbutton feature on the ramp lead's headset enables two-way communication between the ramp lead and the flight deck. All parties with headsets can hear instructions from the flight deck.

"The headsets add a whole new level of instant communication, and we're definitely safer when everyone is on the same page," SFO Lead Ramp Service Employee Rick Eastman said. "Even in a loud, busy environment, I was able to easily communicate from the ground to the cargo pit when loading and even to the flight deck to let them know what's going on below."

Eliminating costly and preventable damages means recouping our investment quickly. By doing so, we plan to expand the program throughout 2015 beyond our initial investment.

"This technology eliminates a lot of potential miscommunications," SFO Ramp Service Senior Manager Brandon Noguez said. "As a leader, it's nice to be able to provide tools that keep our folks safer and make life easier. It's even better when it comes from reinvesting in our business, and our employees can reap the benefits of their hard work."

Pass Travel UPDATE January 28, 2015

1) Travel page on Flying Together gets a makeover!

The Travel page has been refreshed and is now more user-friendly!

Sign into <https://flyingtogether.ual.com> and click on the Travel tab. You will see handy new links to “Book a Flight” (employeeRES), “Update Pass Riders” (My Info>PassRiders), “Pass Travel Report”**, “Route Maps” and “Employee Discounts” right across the page. On the right side is a search box, different ways to travel (on UA, myUADiscount, Other Airline travel, etc), Q&As, and helpful contact information. Important Advisories are in the middle of the page and the familiar links are in the left column.

The new layout is easier to navigate....check it out!

Remember, you must log into Flying Together at least once every 90 days to avoid getting kicked off the island! If your account gets suspended you should click on “Reset Password” at the bottom left of the log-in page. Or call the IT service desk for help: 800-255-5801.

****See our comments about the Pass Travel Report below in 4c.**

2) Get some departure taxes refunded if transiting.

Pass riders may get a refund on some pre-paid departure taxes when transiting from another airline to United in certain international cities. When listing in employeeRES, pay attention to a pop-up notice in step #4 of the booking process. For example; when transiting London from another carrier, then pass riding on United Airlines to the USA in less than 24 hours:

So, what is the “GB” departure tax? It’s the “U.K. Air Passenger Duty”, which amounts to over \$100.00 per person! Visit the Pass Travel Calculator to see for yourself (employeeRES>Quick Links> Pass Calculator). If you transit London (in < 24 hours) to the USA, be sure to keep the other airline inbound boarding pass to send to the Employee Pass Charge Team (epc@united.com) for the refund!

Many thanks to Carol Schmus (HNL RAFA) who passed this info to us. She discovered 50% of the Japanese tax can be refunded when transiting thru Narita on the same calendar day. Like the UK departure tax, save your inbound other airline boarding pass so that you can send it to epc@united.com for assistance with your refund.

Regardless of what city you are leaving from (LHR or NRT), the departure airline must be United. The EPC Team cannot adjust any departure taxes you paid on another airline.

Please Note: If the city you are transiting offers a refund or exemption it will be noted in step 4 of the listing process in employeeRES. If there is no notice, there is no refund/exemption.

3) United app makes pass travel easier. Posted December 18, 2014 in the United Daily

Did you know that as a pass rider you can take advantage of many of the same features that customers can when they use the United app to help manage their travel? All the same features are available to pass riders except the one that allows you to change your seat (that's available only if you are a positive-space traveler). Visit united.com to read our press release on the top 5 ways the United app is your best holiday travel companion.

To use the United app for pass travel, just create a pass rider travel plan in employeeRES, then open the United app on your iPhone, iPad, Android, Windows or Blackberry device. Add the reservation either under "My Reservations" or in the travel wallet (top right icon) by choosing "Add a current reservation." If your flight is within the 24-hour check-in window, you can even use the app to complete check-in.

The United app offers additional tools for non-revenue travelers:

- "View boarding totals"
- "View standby list" links you to pass rider details, including pass class and abbreviated board date.

- "Change your flight" is an easy way to modify your itinerary without re-listing. Alternate flights will list, with a summary of the passenger boarding totals and a link to the standby list, to view at-a-glance seat availability and the standby list of alternate flight options for the same route.
- You can monitor the standby list on the flight status screen. Refreshing this screen on the app is the quickest way to see when agents are clearing standbys on the flight.
- Signing up for flight status push notifications will notify you when a flight has left the gate, taken off, landed, arrived at the gate, etc. It's helpful for monitoring pass riders' travel, particularly if you're meeting them at the airport.
- In the event of a delay, using "Where is this aircraft coming from?" on the flight status screen is an easy way to follow a plane from its previous destination. It's a feature unique to United.

If you have questions about pass travel, please direct them to the Employee Travel Center at etc@united.com or call the ETC at 877-825-3729. From international locations use: 847-825-3729.

4) Imputed income taxes and 1099s from United.

If your "taxable pass riders" accrue more than \$600 in imputed income in a fiscal year (flights flown between November 1st and October 31st of the following year) then you'll receive a 1099-MISC from United via US Mail. If your pass riders accrue less than \$600 then you do not get a 1099-MISC form and you do not have to declare any imputed income on your tax forms.

"Imputed taxes" on airline pass travel are complex, as are most things in the IRS code. Retirees should CONSULT their CPA to verify all these points.

A. What are Imputed Taxes and how are they computed?

1) The IRS requires that employees/retirees pay tax on the "Pass Travel Value" of their pass riders' travel. If your "taxable pass riders" accrue enough Pass Travel Value in a fiscal year then you, as the retiree, may have to pay the IRS "imputed income tax".

2) Retirees' "taxable pass riders" are: enrolled friends, domestic partner (same or opposite gender), non-dependent kids 18-25, and same-gender parents (employees' buddies are also taxable). Pass travel is not taxed when used by the retiree, their same-gender spouse, dependent children up to age 25, and opposite-gender parents.

3) "Pass Travel Value" is calculated to be 10% of the lowest unrestricted B or Y economy fare charged on the day of travel (regardless of where the pass rider is seated; FC, BC or Y), minus any service charge the taxable pass rider may have paid for that flight. If the pass rider did not pay a service charge, then the Pass Travel Value would be 10% of the economy fare that day. Pass Travel Value is also called "Imputed Income."

FYI: As of March, 2012, United retirees no longer have buddy passes, "buddies" or "companion passes".....we have "Enrolled Friends". EFs generally do not pay service charges, they usually fly free as all economy class travel is free. They only pay service charges when flying in a premium cabin (FC, BC) if the retiree has less than 25 yrs of service. Service charges are waived on ALL travel for pass riders of retirees with 25+ years of service. Employees' buddies pay a much higher service charge to fly, which off-sets or eliminates the imputed income taxes that employees may owe. Now that retirees have EFs instead of companion passes or buddies, we retirees are more likely to pay taxes on "Pass Travel Value".

4) If the sum of all your taxable pass riders' imputed income is \$600 or more during the fiscal period (Nov 1 -October 31st), then United is required by the IRS to send you a 1099-MISC form to be declared on your income tax forms.

Example (hypothetical estimates): If the SFO-KOA one-way economy fare is \$1,000 then the Pass Travel Value of 10%= \$100. The svc charge for an EF to sit in a premium class seat SFO-KOA is approximately \$60.

IF your EF got a premium seat and had to pay svc charges, you (or your EF) paid \$60 to United when listing. The segment would also accrue \$40 in imputed taxes (\$100 value minus \$60 svc charge = \$40).

IF your EF did not pay a service charge, the SFO-KOA segment would accrue \$100 in imputed taxes.

Fortunately, United computes all that data. Otherwise it would be a nightmare for us to determine what's 10% of an unrestricted B or Y economy fare on any one day (fares can change daily) and what service charges (if any) were paid for every trip our taxable pass riders took last year.

Note: Everyone must pay applicable international departure taxes and customs fees regardless of seniority; those are not "svc charges" and they are not deducted from the 10% economy fares to determine imputed taxes.

B. How much tax do you have to pay for your Enrolled Friend's travel?

OK....Let's say your EF accrued \$800 in imputed income last year (four roundtrips to KOA). That's more than \$600, so you got a 1099-MISC from United.

Do you have to pay \$800 to the IRS? NO!

You declare the \$800 on your tax forms and it's added to your other income, like that \$16,000 you received from Social Security. If you don't have any additional income, dividends, interest, deductions, etc, you would pay the IRS income tax on \$16,800.

If you happen to be in the 25% tax bracket, the tax you owe the IRS would be \$4,200. Without the imputed income, you would probably owe the IRS \$4,000 (25% of \$16,000).

So...your Enrolled Friend's four trips to KOA cost you \$200 in imputed income tax.

In this simplified example the \$200 is 25% of \$800.

Naturally your situation will be completely different than this example...I know retirees who had EFs accrue over \$5,000 in imputed taxes; it actually bumped the retiree into a higher tax bracket! So...read the "bottom line".

Bottom line: Do your taxes including your "taxable pass rider's" imputed income, then do your taxes without that imputed income; the difference in tax owed = what your pass riders' travel actually cost you. Ask your pass riders for the \$\$\$, or just say "Merry Christmas."

C. How much do you pay for EACH of your taxable pass riders?

Oh, you have two EFs and they flew different trips, and your non-dependent children took some trips, or your domestic partner flew all over the place...how do you determine who owes what?

Generate a PASS TRAVEL REPORT on Flying Together > Travel > Pass Travel Report. Choose the date range: November 1, 2013 to October 31, 2014 (only look for flights where the travel date is between Nov 1 and Oct 31).

Your report should give a breakdown of who flew where and when and what the imputed income was for each trip. The imputed income, labeled "Pass Tax Value" will be on the left side of the pass travel report. In the screenshot below, it's \$64.74. The total amount of all the "Pass Tax Values" in the fiscal period should equal the amount on the 1099-MISC form United sends you.

The "Tax Withholdings" amount on the right side of the report is an ESTIMATE of what your taxable pass rider may owe you. This estimate is based on 7.65% state tax (if applicable) plus 25% Federal tax. For my son's trip from SJC-DEN it shows \$25.02. Will I pay that amount to the IRS? It depends on my tax bracket and what state I live in. See the "Bottom line" in 4b above.

FYI: the Pass Travel Report says my son is a "companion"...that's incorrect, he is my Enrolled Friend. It also says the Tax Withholdings were "Payroll Deduct", they were not. The Pass Travel Report is designed for employees, not retirees.

Beware: the Pass Travel Report does not work unless you are using Internet Explorer and both ual.com and coair.com are selected as "allowed sites" in your Internet Explorer browser's "Compatibility View". If you are using an Apple computer try to find someone with a PC to help you....or.....

If you can't get the PASS TRAVEL REPORT to work, go to employeeRES > QuickLinks > Feedback, select Pass Travel Charges from the drop-down menu and send the ETC a message requesting your Pass Travel Report; advise them what date range you want.

There is still a controversy about United reporting the 1099-MISC income in Box 3 or Box 7. If you have a large amount of imputed income, it will make a difference on how much tax you owe. Read the NOTE near

the bottom of this document (<http://www.rafa-cwa.org/Costs-and-Imputed-Taxes>) and the message from United below (in red) then consult with your CPA.

The following message is from United:

United uses box 7 (“Nonemployee compensation”) of Form 1099-MISC instead of box 3 (“Other income”) to report the taxable income resulting from taxable pass travel because United believes that the income is most appropriately reported there. Since your travel privileges are available to you as a result of your prior services for the Company, and you are not currently an active employee, United believes that your travel-related income is a form of nonemployee compensation that is properly reportable in box 7. While reporting the income in box 3 may also be possible, the Company does not believe that it is the most appropriate means of doing so.

Check out the Travel Benefits tab: <http://www.rafa-cwa.org>

Compiled by Kirk Moore, RAFA Travel Benefits Committee

United’s Pass Travel Do’s and Don’ts

10 pass travel do’s and don’ts:

- 1) Be Friendly.** As representatives of United, employees and retirees and their pass riders should always treat one another with mutual respect in every interaction, whether in person, on the phone or via email.
- 2) Leave your flip-flops in your bag.** Travel attire when pass riding should allow you to feel comfortable yet should look neat and professional.
- 3) Don’t double book.** Pass riders may not hold a confirmed reservation and a positive-space or space-available booking for the same routing for the same trip.
- 4) Bring your documents.** Make sure you and your pass riders have the Documents Required for Pass Travel for international locations to avoid detention and removal from the country along with costs and penalties for United.
- 5) Pick your cabin.** List for a flight based on how you or your pass riders want to fly, since stand-by pass riders will be cleared in boarding priority order for the cabin in which they listed. If you list for a first or business class seat and your first choice is not available, our system will automatically assign you to the best-available economy seat. Remember, if you list for economy but accept a seat in a premium cabin, you will be charged for the premium seat.
- 6) Pick your priority.** Once you check in, you may not change your boarding priority within one hour prior to domestic flights and within two hours prior to international flights.
- 7) Change of plans.** Cancel bookings in employeeRES or mobileRES if your plans change. Listings are counted six to 12 hours in advance of departure time to determine how many premium cabin meals we will need to prepare for a flight. If you do not show up, we will needlessly board a surplus of meals that may be wasted. Also, if plans change and the accompanied pass rider is not traveling with their eligible, cancel the booking and rebook it properly.
- 8) Not for sale.** All travel passes and reduced-rate tickets are for leisure travel only and are not to be sold, bartered or used for personal gain or business purposes.
- 9) Know your costs.** You can view your pass travel service charges, fees and taxes in the Pass Travel Report in My Info. The reports include all associated costs, so you will no longer need to estimate the pass tax withholdings.
- 10) Use the United app to manage your travel.** View boarding totals, monitor the standby list, sign up for flight status notifications, change your flight and more. All the same features are available to pass riders except the one that allows you to change your seat

Pass Travel Attire:

Dress attire for pass riders traveling space-available or positive-space should always meet or exceed the

casual standards outlined in this policy. In general, casual attire refers to clothing that is appropriate for the local environment, allows you to feel comfortable while pass traveling, yet looks neat and professional.

Pass riders' overall appearance should be well-groomed, neat, clean and in good taste.

Attire should be respectful of fellow revenue passengers, co-workers and pass riders.

Pass riders may wear denim attire (such as jeans), shorts that are no more than three inches above the knee and athletic shoes.

The following attire is unacceptable in any cabin but is not limited to:

Any attire that reveals a midriff.

Attire that reveals any type of undergarments.

Attire that is designated as sleepwear, underwear or swim attire.

Mini Skirts.

Shorts that are more than three inches above the knee when in a standing position.

Form-fitting lycra/spandex tops, pants and dresses.

Attire that has offensive and/or derogatory terminology or graphics.

Attire that is excessively dirty or has holes/tears.

Any attire that is provocative, inappropriately revealing, or see-through.

Bare feet.

Flip-flops.

All co-workers, retirees, and early-out participants are responsible to ensure that all of their pass riders are dressed appropriately for pass travel on United and Continental flights. All pass riders are required to adhere to the Pass Travel Attire policy or the pass riders will be denied boarding, even at an en-route stopover. Once a pass rider is boarded on the aircraft, it is inappropriate to change into unacceptable attire.

These guidelines are not intended to be all-inclusive, but rather should help set the general parameters for appropriate attire. Pass riders should use good judgment and common sense about items not specifically addressed. If you are uncertain about what is acceptable attire for pass travel, please ask your supervisor or your Human Resources partner.

United Airlines to place an Order for 10 Boeing 777-300ERs



United Airlines is preparing to place an order for 10 Boeing 777-300ERs to replace older aircraft plying its longest routes. The Boeing 777-300ERs would be the first of that variant bought by United. The deal would have a value of \$3.3 billion based on list prices, though airlines commonly get discounts.

By buying now, United might be able to drive a bargain as Boeing seeks orders to keep its Everett, Washington assembly line humming until a revamped, larger 777 model debuts in 2020. Boeing garnered 63 orders for its best-selling wide-body jet last year, a pace it will need to maintain to avoid cutting production rates later this decade.

While United was Boeing's first 777 customer in 1995, the carrier hadn't upgraded its fleet with later models, focusing instead on next-generation aircraft such as Boeing's 787 Dreamliner and Airbus A350-1000 that is coming in a few years.

The -300ER is the top-selling of Boeing's 777 models, popular for its operating efficiency and large cargo hold. The jetliner seats 386 people in a typical three-cabin layout and can fly 7,825 nautical miles -- about 500 miles farther than the four-engine Boeing 747 jumbos that United flies across the Pacific.

Airline "Buddy" Passes Under Scrutiny, and Other Perks....

By Susan Carey/Wall St. Journal Online



The skies are getting less friendly for "buddy passes" and other airline employee travel perks. Free standby travel programs have long been a benefit of working for airlines. Millions of people fly every year under these programs, which extend to current employees and their immediate families as well as airline retirees and their families. The programs also make available inexpensive "buddy passes" that employees and retirees can dole out to friends.

Abuse of the programs, however, has cost the carriers money and has even facilitated criminal activity, and some big airlines are starting to crack down. Both Delta and United warned their employees last year that workers caught abusing the privileges could face termination. United's memo said that within the past year more than 100 people were fired "due to fraudulent activity related to buddy passes," primarily for overseas travel. The issue of buddy passes gained fresh attention when a former Delta baggage handler was arraigned last month in New York on charges that he smuggled guns from Atlanta to New York on Delta flights that he took using buddy passes supplied by his mother, a retired Delta gate agent. The former baggage handler, Mark Henry, was fired in 2010 for abusing the travel-pass program, according to law-enforcement officials. Prosecutors allege that Mr. Henry flew from Atlanta to New York 17 times in 2014, often toting firearms-sometimes loaded-in his carry-on luggage. Mr. Henry worked with an active Delta employee-now terminated-who used his airport credentials to smuggle the weapons into the terminal in Atlanta, for handoff to Mr. Henry before he boarded, prosecutors say. Mr. Henry, 45, was charged in a 591-count indictment including felony offenses of criminal possession and sale of firearms. He pleaded not guilty, according to his attorney, Terence Sweeney. Delta said it permanently revoked the travel privileges of Mr. Henry's mother, whom the airline wouldn't identify. The airline said the alleged gun plot hasn't prompted new changes to its buddy-pass program because anyone who uses such a pass is required to go through a Transportation Security Administration screening checkpoint.

Most misuses of the buddy passes are less dramatic. Delta and United, in their memos last year, referenced "pass travel brokers" who run underground businesses illegally selling the passes, employees who fraudulently designate individuals as eligible family members, and those who use the privileges for themselves or family members to travel for other jobs or side businesses, which is prohibited.

Delta has posted responses on Craigslist and other online classified-ad websites telling potential shoppers that the "discounted tickets" being offered aren't for confirmed seats and flout the rules of its employee-travel program. A spokesman said the airline has disciplined or fired some of the ticket sellers, but declined to say how many employees were caught trying to make money off their travel privileges.

Last September, American Airlines revised its flight-perk policies to meld those of its American and US Airways units. Now, American retirees seeking a free seat have to wait behind active employees. Previously, both groups got the same crack at any empty seats, with check-in time acting as the determining factor. US Airways workers lost their boarding priority based on seniority, with active employees having first dibs. A group of retired American flight attendants sued the company in a state court in Chicago, seeking class-action status for breach of contract for putting retirees behind at least 500,000 current employees and their families in landing free seats.

Airlines give employees, retirees, their families and friends the chance to fly for free or reduced rates if they stand by and seats are open. The boarding priority pecking order is complex. Airlines say they must manage the huge, complex programs closely to ensure they aren't giving away the store or displacing paying passengers. U.S. airlines, after years of losses and restructuring, have grown increasingly profitable in recent years, in part by becoming much more rigorous about how they balance costs and revenues.

United began requiring buddy-pass riders outside the continental U.S. to be accompanied by an employee or designate. American recently reduced the number of one-way buddy passes it gives retirees to eight from 24, but parents and companion trips no longer come out of this bank. Active employees get 16 succapses.

United to serve up new premium-cabin dining experience



United Airlines is treating premium-cabin customers on flights within North America to a brand new dining experience and is elevating everything from entrées to desserts and lighter snacks for United First and United Business customers. Additionally, United will expand North America premium-cabin meal service to include flights of at least 800 miles – or as short as two hours and 20 minutes – increasing the number of flights on which customers may enjoy meals. The airline will also offer a greater variety of dining choices. These changes come as United is making a multi-million-dollar investment in in-flight food service.

Premium-Cabin Dining Changes created by United’s team of chefs and inspired by cuisine in the airline’s hub cities and other popular North American destinations, United will introduce flavorful new entrées, including cage-free scrambled eggs prepared skillet style with pepper-jack cheese, sautéed pepper mix, sliced New Mexico sausage, potato gratin and fire-roasted pepper sauce; lobster macaroni and cheese with a baked crumb topping and side of broccoli rabe; and chicken and sausage jambalaya with white rice and green onions.

Other changes include:

- For short flights that offer lighter refreshments, the addition of new breakfast breads in the morning and a rotation of 25 new premium snacks in the afternoon and evening;
- On meal flights less than four hours, a variety of enhanced breakfast choices, such as French toast soufflé or steel-cut oatmeal, both paired with fresh fruit and Greek yogurt, plus new dinner selections, including tandoori chicken with basmati rice and paneer, to replace the current premium sandwich options;
- An expanded mid-continental meal service on flights of four hours to five hours and 19 minutes, offering customers who now get two entrée options a choice of three, such as creole shrimp served with Carolina grits, and a dessert of sorbet with mint-leaf topping during lunch or gelato or ice cream for dinner;
- New multi-course meal service on transcontinental and Hawaii flights, featuring heartier entrées, such as tamale-stuffed chicken wrapped in a corn husk and served with creamy corn sauce, roasted red and yellow tomatoes and yucca sticks, followed by sorbet during lunch or gelato or ice cream for dinner; and
- Signature bake-on-board cookies in customer-chosen flavors, including triple-chocolate chunk, served for dessert on short- and medium-haul flights that offer meals, or as an afternoon or evening pre-arrival treat on transcontinental flights and flights that link Hawaii with Los Angeles, San Francisco, Denver and Houston. United will also continue to offer premium-cabin customers Prosecco sparkling wine and – on lunch and dinner flights – the airline’s signature warmed nuts.

“Our customers tell us they want greater options and fresh, savory dining choices when they fly with us,” said Lynda Coffman, United’s vice president of food services. “With these latest enhancements, we will offer restaurant-quality cuisine that enriches their in-flight experience.”

United will continue to make investments in its customers’ in-flight dining. Beginning in March and throughout the rest of this year, the company will:

- Upgrade premium-cabin meal service on United Express flights, replacing snack boxes with freshly prepared food served on chinaware on flights of at least 800 miles – or as short as two hours and 20 minutes – and offering a selection of premium packaged snacks on flights less than 800 miles;
- Significantly enhance United Economy meals and beverages on long-haul international flights, including adding multi-course meal service;
- Refresh its Choice Menu Bistro on Board selection, which offers fresh food for sale in United Economy on most flights scheduled for more than three-and-a-half hours within North America, to Central and northern South America and between Honolulu and Guam; and
- Launch new premium-cabin menu choices on its p.s. Premium Service between New York JFK and Los Angeles and New York JFK and San Francisco.

United Considers Cramming More Passengers onto its Planes

Aviation Week



United Airlines is considering creating a high-density Boeing 777 subfleet with 10 seats across--rather than nine--in regular economy class and a smaller than usual business class cabin, Aviation Week has learned. The new configuration would allow United to install 364 seats on each aircraft, nearly 100 more than the airline has on many of its three-class 777s, a person familiar with the matter said. United would retain nine seats across in premium economy, the source said, mimicking what American Airlines has done with its new Boeing 777-300ERs. Ten seats across in the regular economy section has quickly become the standard for new deliveries, with roughly 70% of new 777s now being delivered by Boeing with that configuration. The plan under consideration calls for United to install 28 flat-bed seats in business class, 98 in premium economy and 238 in economy, airline documents show.

Internally, United is calling the new configuration the 77G. It is not clear how many 777s would be retrofitted, but the source said the aircraft would come from airline's United subsidiary -- rather than Continental -- and would be limited to aircraft with lower maximum takeoff weights.

United essentially has two versions of this aircraft. One is a three-class aircraft with 266 seats often deployed on short routes between the East Coast and Europe. The other is a two-class aircraft used on Hawaii routes. That subfleet was recently updated and the aircraft already have a relatively dense configuration.

"We evaluate lots of options across our fleet and haven't made any further announcements specific to the 777 fleet," a United spokesman said in an email. He declined to comment further.

United operates 74 777s, all of them -200s

Planes need new location Devices

By Joan Lowy/Associated Press



NTSB advises improvements in wake of lost flights. Responding to recent incidents in which airliners vanished; U.S. accident investigators recommended that all passenger planes making long flights over water carry improved technology that will allow them to be found more readily in the event of a crash.

Prompted in part by the disappearance of Malaysia Airlines flight 370 and its 239 passengers and crew last March, the National Transportation Safety Board said one way that could be accomplished is with tamper-resistant transmitters that send a plane's

location minute by minute via satellite.

It also asked that the government require that planes carry low-frequency underwater beacons whose signals are more easily detected by search vessels. And it wants them to have longer-lasting batteries that can function for at least 90 days after a crash, instead of the 30 days currently required.

The board also asked the government to require that planes be equipped with cockpit video recorders. But even with such technologies, black boxes trapped under thousands of feet of water can be difficult to find and retrieve. The board suggested that black boxes could be made ejectable, so they would float on the surface with a locator beacon.

Another possibility would be to require that planes, just before crashing, transmit crucial data, including airspeed, altitude, pitch and whether the engines were operating. Joe Kolly, NTSB's director of research and engineering, said it is possible to automatically send such information if something catastrophic goes wrong with the plane.

While the board said the technology is available, cost may be a barrier to its recommendations. Missing planes are rare, and none of the recent ocean crashes in which planes were hard to find involved U.S. airliners. The Federal Aviation Administration often has a hard time justifying new regulations unless it can show that the value of saved lives outweighs the cost to the industry.

Bloomberg View: is United Airlines as safe as its passengers are?



I'm one of those Luddite types that finds air travel scary. Last year's devastating plane crashes, including an aircraft that disappeared off the earth's face never to be found again, haven't helped. Yet air travel is said to be the safest forms of travel there is. Its safety has been described as 'an accumulation of knowledge about risk converted into practice, and no other mode of transportation has been as expansive as flying in incorporating what we know about the fallibility of humans and machines'. That's all very well and good,

but I wouldn't want any resting on laurels. And just as airlines take heavy-handed action against passengers who joke about carrying a bomb, I'd expect an airline to take very seriously the concerns of flight attendants that an aircraft hasn't gone through proper security screening. If the airline went on to fire the crew members for those concerns, as United Airlines did last year, I wouldn't ever want to fly with that airline. – MS

By Adam Minter: (Bloomberg View) - There are few quicker routes to being arrested at the airport than dropping a joke on the security screeners about the bomb you're carrying in your laptop bag. Still, it happens more often than you might expect, as documented on the Transportation Security Administration's (TSA) blog, a compendium of travel tips and wrongdoing.

On November 21, for example, the agency ran its week-in-review post - "40 Loaded Firearms, 92 Pounds of Marijuana, Explosives Training Kit & More", and added this rather representative anecdote:

A San Francisco traveler stated to a nearby US Customs and Border Protection officer, "I have a bomb." His statement led to a one-hour delay that affected 358 passengers and 20 crew members. He didn't have a bomb, but he was arrested by law enforcement on a state charge.

False alarms: Of course, it didn't have to be that way. The TSA could have pulled the man aside for a strip search, ordered his luggage offloaded from the plane for inspection, and then - if he cleared - allowed him to board, with only a modest delay for the plane. But they didn't. In a post-Sept. 11 world, threats against airlines are real and recurrent, passengers are edgy, and false alarms divert valuable security resources away from monitoring for actual threats.

TSA security might annoy me on occasion, but if I'd been on that San Francisco flight, I would have had a fit if they'd allowed the bomb joker to board. If he's willing to joke about explosives, who knows what he might do once we're airborne?

This brings me to the troubling case of 13 United Airlines flight attendants who were fired in October for refusing to work a San Francisco-to-Hong Kong flight they believed had not been subjected to a proper security screening. If the standard for airline security at all levels is no tolerance for nonsense, as it should be, they should get what they request. More broadly, though, the incident raises the question of whether or not airlines consistently hold themselves to the same standards that the TSA holds their passengers.

Disturbing image: The incident in question took place on July 14 at San Francisco International Airport. While performing a preflight examination of the 747-400's exterior, the flight's first officer noticed that someone had traced the words "BYE BYE" and two mischievous smiley faces - one of them "devilish" according to the flight attendants' complaint - into the oil covering the plane's tail cone. Somewhere, in San Francisco or Seoul, the plane's last embarkation point, a security sweep either missed the graffiti or considered it unthreatening. However, in the eyes of the experienced pilot and first officer, it most certainly wasn't, and they called in maintenance and then more senior members of United Airlines staff. The only inspection made was of the auxiliary power unit encased in the nose cone. When the flight attendants demanded a full-on security sweep of the plane, including a deplaning by all passengers, the request was refused. The pilot, apparently satisfied by the simple inspection, now called the graffiti a "one-off joke", according to the complaint. But the flight attendants didn't share his mirth and chose not to fly, thereby forcing the cancellation of the flight. Two months later, they were fired.

Overreaction? These are not rookie flight attendants. Collectively, they have "over 299 years" of flying experience. In other words: They've seen all the skies have to offer. Did they overreact to a cartoon? Only if

you believe that the TSA overreacts when it bars someone from boarding a plane after joking about carrying a bomb.

In each case - the bomb joke and the cartoon - odds are that there's nothing wrong. But in the case of the United flight, those odds could have been easily lowered in safety's favor. Why weren't they?

In a statement, the airline claims that it made a "comprehensive safety sweep prior to boarding." It did not address concerns, however, that the sweep was inadequate, or that its pilots and San Francisco management were willing to brush off crew concerns about a safety-related joke.

That's a dangerous double-standard that United – and the agencies that regulate it – need to address.

United Considers Cramming More Passengers onto its Planes

Aviation Week



United Airlines is considering creating a high-density Boeing 777 subfleet with 10 seats across--rather than nine--in regular economy class and a smaller than usual business class cabin, Aviation Week has learned. The new configuration would allow United to install 364 seats on each aircraft, nearly 100 more than the airline has on many of its three-class 777s, a person familiar with the matter said. United would retain nine seats across in premium economy, the source said, mimicking what American Airlines has done with its new Boeing 777-300ERs. Ten seats across in the regular economy section has quickly become the standard for new deliveries, with roughly

70% of new 777s now being delivered by Boeing with that configuration. The plan under consideration calls for United to install 28 flat-bed seats in business class, 98 in premium economy and 238 in economy, airline documents show.

Internally, United is calling the new configuration the 77G. It is not clear how many 777s would be retrofitted, but the source said the aircraft would come from airline's United subsidiary -- rather than Continental -- and would be limited to aircraft with lower maximum takeoff weights.

United essentially has two versions of this aircraft. One is a three-class aircraft with 266 seats often deployed on short routes between the East Coast and Europe. The other is a two-class aircraft used on Hawaii routes. That subfleet was recently updated and the aircraft already have a relatively dense configuration.

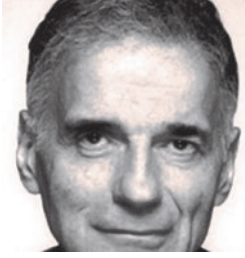
"We evaluate lots of options across our fleet and haven't made any further announcements specific to the 777 fleet," a United spokesman said in an email. He declined to comment further.

United operates 74 777s, all of them -200s

WUMO | Mikael Wulff and Anders Morgenthaler



Ralph Nader letter to Mr. Jeff Smisek



Dear Mr. Smisek,

Two stories have come to public attention about your airline, which invites some serious introspection by you and your fellow executives who make millions of dollars a year.

The first appeared in the January 23, 2015 edition of the Wall Street Journal titled, “Suddenly Flush Airlines Debate How to Use Cash.” The article posed the choices: for increased services for consumers and reduced fares; for investors to cut debt and buy back stock. There was no indication of a cash dividend increase. Then this paragraph:

“United returned \$320 million to shareholders last year through share repurchases, and it said Thursday it could accelerate its buybacks with extra cash flow.” Stock buybacks – really a poor use of productive capital – are favored by executive suites as a way to elevate executive compensation compared to cash dividends.

Now comes the second story that was not so widely publicized. Your subordinates have been instructed to outsource 2,000 union jobs under a vendor bidding process that you will throw against your loyal skilled workers to match, or else. Twenty-eight stations at airports are affected in this round. You hope to save \$2.7 million out of the pay of long-time United Airlines workers (many who make \$15 per hour and benefits) on the tarmac at dawn or dusk, and rain, snow or shine.

Do these two stories prod you to wonder what’s going on in your monetized mind that excludes common decency and elemental labor management relations? Do you think that vendors’ lower paid, inexperienced labor pool is not going to cause you problems down the road?

And does a merged airline (with Continental) planning more unproductive stock buybacks to pile on the \$320 million in 2014 have any qualms squeezing 2,000 already hard-pressed workers with families out of \$2.7 million (not to mention other similar plans, past and future), astonishingly at a time of record profits? Squeezing appears to be your corporate policy tool for your passengers as well – for example squeezing their leg room, squeezing them by innumerable fees and penalties and squeezing their time by delays on the phone in responding to their questions.

Why is it that a far tighter oligopoly of domestic airlines than before deregulation mimics each other’s race to the bottom in labor and consumer relations, instead of mimicking better practices by Southwest Airlines with a far more consistent record of profits and no layoffs? Does this perverse behavior also make you wonder?

Mr. Smisek, you’re pushing the envelopes in ways that reflect a power trip – that is if you can get away with it, you will. At this point I am reminded of the courteous UAL of the Sixties, Seventies and early Eighties with services and attentiveness, with a fine record of domestic maintenance standards. That history should provide you with some contemplation about the role of top management over the years.

Consider this advice: drop the risky outsourcing; treat your employees as Southwest does; and stop ratcheting up the fees for baggage, changes of reservations, etc. Unless, that is, you believe that customer backlash, investigations by media and lawmakers and lower job gratification are not anywhere on your horizon.

Your response is welcomed.

Sincerely, Ralph Nader

Human Mysteries

The acid in your stomach is strong enough to dissolve razor blades. The reason it doesn't eat away at your stomach is that the cells of your stomach wall re-new themselves so frequently that you get a new stomach lining every three to four days.

The war on Open Skies agreements has opened on all fronts



WASHINGTON, DC – OpenSkies.travel sent the following letter to Secretaries Kerry, Foxx and Pritzker at the State, Transportation and Commerce Departments respectively after reports of meetings where airline CEOs urged the U.S. government to perversely reinterpret U.S. Open Skies agreements with foreign governments with a clear goal of foreclosing on new foreign competition.

OpenSkies.travel and its members from the U.S. and 16 other countries write to express deep concern regarding reports that U.S. airline CEOs in meetings last week urged the federal government to institute draconian measures that would freeze out competition in international air service and undermine the decades-long advances resulting from the successful policy of Open Skies.

According to reports, the U.S. legacy carrier CEOs have encouraged senior administration officials to implement an immediate freeze on further expansion of flights to the U.S. by Gulf carriers and to request formal consultations to renegotiate the UAE and Qatar Open Skies agreements with the purpose of introducing a cap on flights to the U.S.

It has been reported to OpenSkies.travel that if Qatar and the UAE are unwilling to renegotiate, these U.S. airline CEOs would have the U.S. government terminate the two agreements and introduce a rule that the Gulf carriers may increase flights to the U.S. only if a U.S. carrier wishes to increase or introduce operations to their territory. Despite the undeniable benefits to consumers and communities across America as well as U.S. economic output and growth, these requests seek to rekindle the debunked practice of overregulation in international aviation markets and turn back the clock on decades of successful international aviation policy. If these reports are true, then the WAR on Open Skies has opened precipitously on all fronts. The U.S. legacy airlines appear to be focused on the Gulf carriers, but for the past 12 months they have been waging an aggressive campaign against a licensed carrier of the European Union – Norwegian Air International. All these battles are tied together by the desire to block new competition.

With the support of the U.S. government, these carriers received antitrust immunity for their global alliances and achieved a radically consolidated domestic airline industry. The U.S. Open Skies policy model anticipated such an evolution of the U.S. competitive structure and was designed to ensure foreign and domestic carrier new entry and robust competition. Open Skies was thus carefully designed by policy makers as the needed antidote to replace the competition lost when two carriers that had previously competed against one another head-to-head combined to operate as one under an immunized global alliance.

In 2005 eleven airlines controlled some eighty percent of the domestic U.S. market; today just four airlines control eighty percent as well as vital connectivity to foreign business centers and leisure destinations. Domestic and foreign airline new entry is necessary for monopolized U.S. markets to be properly contested. What's more, foreign carrier new entry is required to replace lost air services to hub airports due to industry consolidation and non-hub leisure travel oriented airports to support local economic growth and our national goal of one hundred million foreign tourists per year by 2021.

Now that U.S. airlines have secured antitrust immunity, industry consolidation and concomitantly rising airfares and ancillary fees, and are achieving record unprecedented profits, some carriers shamelessly seek to close off U.S. markets to competition from foreign carriers. We appeal to you to reject this proposal, which would harm consumers, local economies and much needed middle-class job growth.

Indeed, if U.S. airlines continue to seek closed markets and commercial protectionism through changes to Open Skies agreements, we urge you to remind them that their valuable antitrust immunity will be at risk. These alliances have been a welcome development in the marketplace. However, their existence is predicated on Open Skies and open markets. If the carriers seek to change that bargain, the U.S. needs to reconsider its policy.

Kevin Mitchell, Founder, OpenSkies.travel, Chairman, Business Travel Coalition

Is airline fuel surcharge a form of extortion by US airlines?



Kevin Mitchell, Chairman of the Business Travel Coalition in the United States, wants the US Department of Transportation to request for an investigation of airlines fuel surcharge practices. He wrote this letter to Ms. Blane Workie, Assistant General Counsel, Office of Aviation Enforcement and Proceedings, US Department of Transportation.

BTC

Dear Ms. Workie, The Business Travel Coalition urges the U.S. Department of Transportation (DOT) to launch a thorough and in-depth investigation with respect to the airline industry's continued assessment of often-sizeable fuel surcharges on many itineraries in violation of DOT's clear Additional Guidance on Airfare/Air Tour Price Advertisements of February 21, 2012.

As DOT will be well aware, oil prices have plummeted some 50 percent over the course of the past year while most U.S. airlines have left their often outsized fuel surcharges in place. We believe that the continued, widespread imposition of these substantial, add-on fuel surcharges in the face of plummeting jet fuel prices cannot be justified. This practice therefore constitutes an unfair and deceptive act or practice and an unfair method of competition in violation of 49 U.S.C. §41712. Further, these pervasive violations of §41712 inflict massive overcharges on consumers.

On January 13, 2015, USA Today published an article entitled, Fuel Prices Fall, Yet Airline Surcharges Remain the Same that shone a bright spotlight on this behavior. The story reported as follows:

"If you don't know about airline fuel surcharges, you're not alone. They're embedded in the price of a ticket and are especially hefty for international flights. Here's a price breakdown on a major U.S. airline's round-trip ticket between London and New York in February:

Base airfare: \$403

Carrier-imposed charges: \$458

As you can see, the carrier-imposed charges, or fuel surcharge, is higher than the cost of the actual airfare. And that same exact surcharge - \$458 - was imposed on London-New York flights back in August, when a barrel of oil was going for \$97, or twice the current price. Why are U.S. airlines keeping fuel surcharges, and keeping them so high?

Because they can. There is no incentive to drop prices because demand is good. The continuing imposition of these enormous fuel surcharges despite the profound drop in the item of airline costs they are supposed to defray flouts the express admonitions of DOT in its Additional Guidance on Airfare/Air Tour Price Advertisements of February 21, 2012. In that Guidance, DOT specifically cautioned airlines that:

"When a cost component is described as a fuel surcharge, for example, that amount must actually reflect a reasonable estimate of the per-passenger fuel costs incurred by the carrier above some baseline calculated based on such factors as the length of the trip, varying costs of fuel, and number of flight segments involved."

In that same Guidance, DOT repeated the point that to avoid being an unfair or deceptive practice, charges imposed on passengers as supposed fuel surcharges must bear a reasonable relationship to the per passenger cost of fuel, saying:

"Moreover, using the particular example noted above, we wish to remind carriers that amounts listed as charges for particular services must accurately reflect the actual costs of the service covered. Therefore, the fuel surcharge of \$476 in the above example, which is associated with a transatlantic trip originating in New York City, must be an accurate reflection of the fuel cost over some reasonable baseline for an individual passenger for that trip and the carrier should be prepared to detail the services and costs per passenger associated with its Passenger service charge international.

In the investigation that we urge DOT to conduct, we call on DOT to hold the airlines assessing fuel surcharges to account -- by requiring them to substantiate on a route-by-route basis that the fuel surcharges do indeed reflect the actual costs of fuel per passenger over some baseline amount. Several international airlines have eliminated or adjusted their fuel surcharges in an appropriate, pro-consumer manner to reflect

the lower cost of fuel.

Unfortunately, since the U.S. airline industry was permitted in 2008 to embark on the path of what has become a radical consolidation, several anti-consumer themes have become common place. In order to shield a large part of the price of air travel from the pricing pressure that results from efficient comparison shopping, major U.S. airlines first unbundled services that had long been included in the ticket price and then largely withheld from the travel agency channel (such as on-line travel agencies) the prices of an ever-growing litany of services for which they insist consumers pay extra, such as the cost of a family having assigned seating together before showing up at the airport.

Similarly, and with the effect of creating a shortage of capacity that has in turn increased the demand pressures alluded to by this USA Today article, major U.S. airlines have become fervent practitioners of what they call capacity discipline. And the Big Three U.S. carriers have worked together for the purpose of blocking new entry by foreign carriers. They have done this by pushing the Administration for modifications to Open Skies agreements that would erect barriers to foreign airline entry and expansion.

We urge DOT to investigate the airline industry's policies and practices regarding fuel surcharges. Furthermore, DOT should issue its long awaited rule on ancillary fees and restore true comparison-shopping by enabling consumers to see and buy ancillary services in the same transaction as the base fare so that they can do a true apples-to-apples comparison of what they will pay for the air travel services they need or want. Finally, DOT needs to communicate to U.S. major airline CEOs that it is steadfast in its commitment to upholding the integrity of the Open Skies policy and resulting agreements.

Sincerely, Kevin Mitchell, Chairman, Business Travel Coalition

The newest in aviation: Economy Sleeper Class



Air Astana, the award-winning flag carrier of Kazakhstan, is introducing an Economy Sleeper Class product on Boeing 757 services from Astana to London and Frankfurt from February 3, 2015, with Paris to be added on March 29, 2015. Economy Sleeper Class provides more comfort and allows passengers to rest and sleep in a lie-flat position, by combining three economy seats. The Economy Sleeper Class cabin is completely separate from Business and Economy Class cabins, with up to 12 seats available on each flight.

An Economy Sleeper Class kit, containing mattress, Business Class pillow and duvet, is offered for Economy Sleeper Class passengers. Additional benefits include Priority Check-in, 30kg baggage allowance, Business Class Lounge access, Priority boarding, Business Class Amenity Kit and In-flight entertainment system.

“As part of the constant process of product and service innovation, Air Astana is delighted to introduce the new Economy Class Sleeper product, which provides many of the comforts and amenities of Business Class, but is attractively priced at the equivalent full economy class fare,” said Richard Ledger, VP Worldwide Sales. “I’m confident that discerning passengers flying from Astana to European destinations will enjoy this class of travel, whilst experiencing Skytrax 4 Star award winning levels of service.”

FRANK AND ERNEST | Bob Thaves



Will Airbus's A380 a 'superjumbo' fly off into the sunset?



Airbus executives knew they faced big questions about their biggest jet as they sat down to an annual showdown with the media at the plane maker's Toulouse base. A late surge in orders meant Airbus could claim victory in the yearly sales battle with Boeing, landing 1,456 orders last year compared with its US rival's 1,432. But there was a specific matter that the press wanted to talk about: the growth, or lack thereof, in orders for the A380 – Airbus's double-decker "superjumbo." The failure in 2014 to secure significant new orders for the giant four-engine airliner had fuelled rumors that the program was in trouble because airlines preferred lower-cost twin-engine jets. The speculation intensified in December after an investor conference in London when Harald Wilhelm, chief financial officer at Airbus, raised the prospect of "discontinuing" the A380 – news that hit the company's shares.

At a media event in Doha, Qatar Airways CEO Akbar Al Baker added his own demand – the airline presently operates three A380s and has a further 11 on order – that Airbus re-engine the world's largest passenger aircraft. "Put new engines under the wings, and the aircraft will become a success" he told both the Airbus and the Rolls Royce representatives at his side, adding that the present pylons on the A380 wings were able to carry RR's presently most powerful engine, which is used on the Airbus A350XWB. He went on to state that with the latest engines available by Rolls Royce, the per seat cost of the A380 would come down even further and make the aircraft the most economical plane to fly, a mighty argument for additional orders.

But reasoning that the best form of defense is attack, Airbus's management has come out fighting. Fabrice Bregier, president and chief executive, said that while the A380, which is certified to carry up to 853 passengers but typically holds about 550, represents only 317 of the 15,271 jets ordered from the company, its future is assured.

"There are 152 A380s flying every day with 13 of the world's top airlines," he said. "I am confident that the A380's best days lie ahead. Everybody who has flown the A380 loves it. This aircraft remains a solid pillar of the Airbus wide-body family." He acknowledged that the jet – which Airbus says cost €15bn (£11.4bn) to develop, though analysts believe the figure is likely to be at least €5bn more – had faced problems. These include years of delays in manufacturing, the discovery of cracks inside the wings soon after it entered service and more recently problems with doors. But he said the company would hit its target of breaking even on the production cost of each A380 this year. "We went through several years of difficulties," Mr Bregier said of the jet, which Airbus says costs \$414m, (£273m) but which airlines can probably buy at discounts. "Those times are now totally behind us."

John Leahy, chief operating officer and the company's salesman in chief, was even more vigorous in his praise of the superjumbo. "Every four minutes, 24 hours a day, seven days a week, an A380 is taking off or landing somewhere in the world," said the man who has overseen the sales of jets worth more than a trillion dollars. "Seventy-five million passengers have paid to be on this airplane. They seek it out – it is a market share magnet. If you put it on a route, the airline picks up market share."

Both men pointed to forecasts which predict the air passenger market doubling in size every 15 years at current rates. They also highlighted the congestion at Heathrow as one reason why very large aircraft, such as the A380, will become increasingly important to the industry. "Our competitors say just have more frequencies, double the number of flights," said Mr Leahy. "Do you believe you can double the number of flights into Heathrow, Charles de Gaulle, Frankfurt?"

Airbus's forecast predicts a demand for 1,230 very large aircraft between now and 2033. However, others are not so sure of the A380's future. Saj Ahmad, chief analyst at StrategicAero Research, described Airbus's goal of breaking even on the jet this year as a "red herring." "While Airbus may produce A380s this year which cost the same to sell them, the program sports the worst financial balance in aviation history. Airbus has been selling this thing since 2000 to customers with delirious discounts to secure orders," he said. "That sort of discipline is never going to make the A380 break even on a total program cost basis, let alone ever be profitable." Others say that the A380 program might break even once Airbus has sold around 450 jets. But Mr Ahmad says that may never happen: "It's already looking technologically obsolete versus Boeing's 787

and 777X jets and even Airbus's own A350XWB. Mr Bregier had no choice but to speak up for the A380 – not doing so would spook investors and airlines even more.”

Mr Ahmad also questioned the rationale behind Airbus's argument that congested airports will be driving demand for very large aircraft. “John Leahy can tell us that congestion can only be solved with bigger jets, but look at the statistics for busy airports and you will see that over the past 30 years, average seat count per airplane has been falling. “This is because smaller jets take less time to turn around and get back in the air versus the A380 which actually adds to congestion on the ground and in the air due to wake vortices which have to clear before other aircraft can fly behind it.

“In a way, the A380 is a self-defeating airplane that creates a problem that Airbus claimed it was built to solve,” he said. “If the A380 was the right solution to airport congestion, then why did Airbus bother launching the smaller A350?”

Mr Wheeldon said: “Airbus will not give up on the A380 – it would be very damaging to the company. Financial directors have a habit of ‘saying the unsayable’ and that’s what Mr Wilhelm may have been doing with his remarks at the December investor day – he may have just been testing the water.”

“Airbus stopped making the A340 a few years ago and no one had a problem with that,” he said. “The real message was that Airbus is not a state-run business anymore.” He added that Boeing's 747, which made its runway debut in the 1960s, had its best year of sales 25 years later and he had no doubt that the A380's future is assured, predicting its best year for sales will come in 2020, as passenger numbers continue to grow. If forecasts about demand for air travel doubling every 15 years are right, Airbus could have made the right decision to “go large” with the A380. Many passengers have already been won over by Airbus's superjumbo. Now the company just needs to find a way to convince more airline bosses.

Delta to fly Boeing 717s on West Coast Shuttle



Delta Air Lines will introduce Boeing 717 aircraft on eight of the 15 daily flights between Los Angeles International and San Francisco International airports in June, offering 40 percent more seats on its hourly nonstop Delta Shuttle.

"Our Delta Shuttle on the West Coast is designed to connect Silicon Beach to Silicon Valley and make doing business between Los Angeles and San Francisco easier, more enjoyable and more productive," said Ranjan Goswami, Delta's vice president of Sales – West. "As we continue to grow in Los Angeles, upgrading to fuel-efficient 717s on a majority of our daily

Shuttle flights is a logical next step in strengthening our position in this important market."

Delta launched its hourly nonstop Delta Shuttle product from Los Angeles to San Francisco in September 2013, adding a California perspective to its long relied-upon New York-based Shuttle. The mainline 717s seat 110 passengers and offer access to power from every seat. The remaining seven daily West Coast Shuttle flights will continue to be operated by Delta Connection partner Compass Airlines using 76-seat Embraer E175 aircraft. All Shuttle flights offer access to First Class and Economy Comfort seating and feature Wi-Fi service, as does nearly every domestic Delta flight out of Los Angeles.

In December, Delta introduced regional craft beers to bring local options to customers on domestic flights. Delta's West Coast Shuttle features beers from Lagunitas Brewing Company (Petaluma, Calif.) and Stone Brewing Company (Escondido, Calif.). Customers flying the Delta Shuttle between Los Angeles and San Francisco also enjoy:

- Check-in as close as 30 minutes prior to departure
- Dedicated check-in counters exclusively for Shuttle customers
- Gates located near security
- Complimentary newspapers
- Complimentary onboard snacks provided by Luvo, a California-based lifestyle food brand, offering great-tasting, good-for-you food
- Complimentary beverages in-flight, including craft beer and wine in all classes of service

Southwest Airlines: On time but safe?



The constant struggle to balance on-time performance with safety and profitability may be catching up with airlines in the United States. Does Southwest Airlines care so much about on-time performance and on having the reputation of a profitable carrier that it would overlook cracks in the fuselage? Would the airline go so far to punish its own mechanics if they reported this or other safety issues?

The January 21, 2015 “settlement” of this recent law suit is scary evidence that could suggest a “may be” answer to that question. When asking if US airlines are safe, eTurboNews (eTN) had raised this question recently in articles on Hawaiian Airlines, SkyWest Airlines, American Airlines, and United Airlines. Now the focus is on Southwest Airlines.

The newest case involving Southwest Airlines was concluded in January 2015, and the circumstances are shocking. Lee Seham, Esq, New York, the attorney representing the South West Airlines mechanic told eTurboNews: The judge's decision resulted in a settlement pursuant to which SWA is required to purge the Mechanic's file and pay \$35,000 in attorney's fees. The judge refused to make the settlement confidential. “This case indicates this is an industry-wide problem.” There is a history of questionable incidents on Southwest Airlines that eTN has been reporting about for some time. In March of 2008, the (FAA) accused Southwest Airlines of falsifying safety reports. In June of 2009, mechanics raised alarm for outsourcing major maintenance work to El Salvador. In August 2009, the airline grounded 46 planes. In April 2011, Southwest Airlines grounded 81 planes for inspection following an incident in which one of its flights was forced to make an emergency landing at a military base in Yuma, Arizona, after a 3-foot hole tore open in the fuselage of the plane. No one’s gotten hurt so far, but apparently Southwest Airlines did not learn anything from this incident. On July 2, 2014, Southwest Airlines mechanic Charles Hall performed maintenance on a Southwest Airlines Boeing 737-700 aircraft, tail number N208WN. He had been working for the airline since 2002. Mr. Hall was assigned by Southwest Airlines to perform a maintenance check of this aircraft according to the Maintenance Procedural Manual. The check requires a mechanic to follow a task card which details the tasks to be accomplished. Item 28 of this task card (MV-1) requires the mechanic to sign an airworthiness release. This release is required prior to returning an aircraft to service. Part of the MV-1 task card requires the mechanic to “walk-around” the aircraft to visually inspect the fuselage. During his inspection, mechanic Charles Hall discovered two cracks in the aircraft fuselage and documented them. Discovery of these cracks resulted in the aircraft being removed from service to be repaired. This is all good, and every reasonable person would think such an important scare to the safe operation of an aircraft would be important feedback. The airline should have praised this action for the mechanic to possibly go outside the scope of his assigned repair job to report it. Instead, on July 5, Charles Hall was directed to attend a meeting to discuss the issue of “working outside the scope of his assigned task.” Following this meeting on July 9, 2014, Southwest Airlines issued a “Letter of Instruction” advising Charles Hall that he had acted outside the scope of his work. This letter said: “Please be aware that any further violation may result in further disciplinary action.” Charles Hall filed a complaint against the airlines at the US Department of Labor. In response, he received a second letter of instruction dated July 9, but not delivered until August. This time the language concerning him being disciplined was mysteriously omitted. Mr. Hall also found that the second backdated letter placed him on the horns of a dilemma, fearing termination if he should ever find another crack and report it. He felt the letter was calculated to, or had the effect to, intimidate and dissuade him and other Southwest Airlines mechanics from reporting the discovery of cracks, abnormalities, or defects out of fear of being disciplined. Southwest Airlines said it is critical that its mechanics perform the specific inspection assigned and not deviate from the work scope, but agreed in August this letter would not be kept in Mr. Hall’s file. Southwest Airlines moved for a summary judgment against Mr. Hall, saying this letter no longer had any effect on at least the condition of his employment.

This motion for a summary judgment was denied by Judge Scott Morris in Chery Hills, New Jersey on January 8. The judge in denying Southwest Airlines’ motion for a summary judgment stated: “Mr. Hall

asserted that the letter had the effect of intimidating him and dissuading him and other Southwest Airlines mechanics from reporting the discovery of cracks, abnormalities, or defects out of fear of reprisal discipline. Southwest airlines provided little, if any, evidence at this stage of the proceeding to rebut these allegations. Here I am to apply the facts in the light most favorable to the Complaint, and I reasonably find that Southwest Airlines failed to meet its burden for purposed of a Summary Decision.” The case was ultimately settled in a January 16 agreement.

Southwest Airlines agreed to retract and rescind any letter of instruction issued to Mr. Hall regarding the event of July 2, 2014. Said letter will not be retained or referenced regarding any future discipline or evaluation of complainant’s performance. The airline further agreed not to take any unfavorable personnel action, discipline, or other manner of retaliation against Mr. Hall, any employee named in the complaint, or any employee identified as a witness or potential witness in this matter, or any employee who participated in this matter. Southwest Airlines agreed to pay Mr. Hall compensation for reasonable attorney fees and expenses, and pay US\$35,000 within 10 days of final approval of the agreement.

A final order of dismissal was issued on January 21, 2015. The issue of whether or not the report of the crack in the fuselage was ever addressed is not known, as that was not what the court case was about.

Delta to reward its employees with \$1.1 billion in profit sharing



Delta Air Lines employees received profit sharing as part of the company’s \$1.1 billion total payout for 2014 – the largest payment in the company’s history – in recognition for their industry-leading performance.

Total individual payouts will equal more than 16 percent of employees’ eligible 2014 earnings, which equates to an average of nearly two months’ salary. In October 2014, Delta paid a 5 percent advance on profit sharing to employees. The 2014 payout is a record for the airline industry, and among the highest for any U.S. corporation.

In addition to profit sharing, Delta’s Shared Rewards program pays out monthly bonuses for meeting corporate operational goals throughout the year.

In 2014, Delta employees earned more than \$84 million in Shared Rewards as the company achieved history-making operational and financial results. Delta has paid out \$2.9 billion to employees in profit sharing and Shared Rewards during the past five years.

2015 RUPA DAY at SUN-‘n-FUN FLY-IN

Website: www.sun-n-fun.org

This year the Sun-‘n-Fun Fly In at Lakeland, FL will be held from 21-26 April 2015. This will be the 41st annual Fly-In at Lakeland.

We have our traditional RUPA DAY get together on Thursday 23 April at the OX5 Club House (on the airfield next to the QB’s Club House). The OX5 club has once again extended their hospitality for use of their facility (coffee, restrooms, snacks, lunch).

A group photo will be taken in front of the club house at 1:00 pm for the *RUPANEWS*.

Everyone is welcome. See you there!

Gary Crittenden SWFL RUPA and Dot Prose
(proseada@yahoo.com)



Air Asia pilots cut power to a critical computer system and crashed



Experts analyzing the crash of Air Asia flight 8501 have a difficult time to understand why pilots cut power to the entire flight-protection system on this plane, which is comprised of two separate computers that serve as backups to each other. A normally functioning A320's flight-protection system was bypassed. The pilots of AirAsia Bhd. Flight 8501 cut power to a critical computer system that normally prevents planes from going out of control shortly before it plunged into the Java Sea, two people with knowledge of the investigation said. The action appears to have helped trigger the events of Dec. 28, when the Airbus Group NV A320 plane climbed so abruptly that it lost lift and it began falling with warnings blaring in the cockpit, the people said. All 162 aboard were killed.

The pilots had been attempting to deal with alerts about the flight augmentation computers, which control the A320's rudder and also automatically prevent it from going too slow. Flight 8501 climbed more than 5,000 feet in less than 30 seconds, rising above the altitude where it was authorized to fly, Ertata Lananggalih, an investigator with Indonesia's National Transportation Safety Committee, said.

The co-pilot, with 2,247 hours of flying experience, was at the controls and communicating with the ground while the captain, who had 20,537 hours, was monitoring. From a cruising altitude of 32,000 feet, the single-aisle A320 climbed to 37,400 feet as pilots probably tried to avoid bad weather. The aircraft then descended slowly for three minutes before it disappeared, he said.

The pilots had sought permission from air traffic control to turn left and then to climb to 38,000 feet because of storm clouds. Four minutes after the request, a controller cleared the pilots to climb to 34,000 feet, he said. Satellite imagines showed storm clouds that reached as high as 44,000 feet.

All Airbus models produced since the 1980s are designed to prevent pilot errors from causing crashes. The planes are controlled by multiple flight computers, which limit pilots from overly steep turns or getting too slow. In the event of a malfunction or loss of power, the flight protections will shut down and leave the pilots to fly the plane manually. That appears to be what happened before Flight 8501 entered the steep climb and stalled, the two people said.

The cockpit-voice recorder captured the pilots' voices and no explosion was heard. The black box voice-recorder captured the last two hours and four minutes of the flight. After studying data from the black boxes, authorities ruled out terrorism as a factor that brought down the plane. Flight 8501 appeared to have stalled after climbing steeply, Minister of Transportation Ignasius Jonan said.

10 Pilots Fail Safety Test At TransAsia

By Austin Ramzy/The New York Times



Ten of 49 TransAsia Airways pilots failed emergency proficiency tests ordered by the Civil Aeronautics Administration of Taiwan after a deadly plane crash in the capital, Taipei, the aviation regulator. The results were another black mark for TransAsia, Taiwan's third-largest airline, which has had two deadly crashes in less than seven months. The aviation authority said it was planning to increase the testing of pilots and aircraft at the airline in an effort to improve safety. The pilots of the airline's ATR turboprops who failed the test will be suspended pending further training in handling

emergency situations, the aviation authority said.

Initial findings about the Feb. 4 crash of TransAsia Flight 235 indicated that the twin-engine turboprop suffered a loss of power to one engine shortly after takeoff. The plane is capable of flying on a single engine, but the pilots may have then cut fuel to the other engine, leaving the aircraft with no means of propulsion. In July, 48 people were killed when a TransAsia flight crashed while trying to land in bad weather on an outlying island.

Are You "Going Green?"



Checking out at the store, the young cashier suggested to the much older woman, that she should bring her own grocery bags because plastic bags weren't good for the environment. The woman apologized and explained, "We didn't have this 'green thing' back in my earlier days." The young clerk responded, "That's our problem today. Your generation did not care enough to save our environment for future generations."

She was right -- our generation didn't have the 'green thing' in our day. Back then, we returned milk bottles, soda bottles, and beer bottles to the store. The store sent them back to the plant to be washed, sterilized, and refilled, so it could use the same bottles over and over. So they really were recycled.

But we didn't have the "green thing" back in our day. Grocery stores bagged our groceries in brown paper bags, that we reused for numerous things, most memorable, besides household garbage bags, was the use of brown paper bags as book covers for our schoolbooks. This was to ensure that public property (the books provided for our use by the school) was not defaced by our scribbling. Then we were able to personalize our books on the brown bag but we didn't do the "green thing" back then. We walked up stairs because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks.

But she was right. We didn't have the "green thing" in our day. Back then, we washed the baby's diapers because we didn't have the throwaway kind. We dried clothes on a line -- not in an energy-gobbling machine burning up 220 volts -- wind and solar power really did dry our clothes back in our early days. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing.

But that young lady is right; we didn't have the "green thing" back in our day. Back then we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Montana. In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, we used wadded up old newspapers to cushion it, not Styrofoam or plastic bubble wrap. Back then we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity.

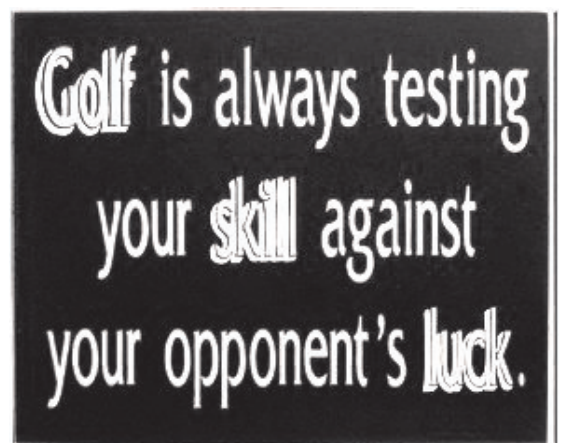
But she's right; we didn't have the "green thing" back then. We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull.

But we didn't have the "green thing" back then. Back then people took the streetcar or a bus and kids rode their bikes to school or walked instead of turning their moms into a 24-hour taxi service in the family's \$45,000 SUV or van, which cost what a whole house did before the "green thing." We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 23,000 miles out in space in order to find the nearest burger joint.

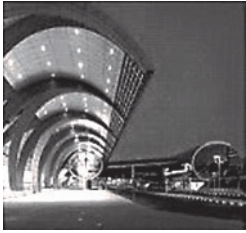
But isn't it sad that the current generation laments how wasteful we old folks were just because we didn't have the "green thing" back then?

Please forward this on to another selfish old person who needs a lesson in conservation from a smartass young person... We don't like being old in the first place, so it doesn't take much to piss us off . . . especially from a tattooed, multiple pierced smartass who can't make change without the cash register telling them how much.

Stupid little S---



What other airports can learn from Dubai



Dubai International Airport, home hub to both Emirates and flydubai, has according to data seen overtaken London's Heathrow Airport (LHR) as the world's largest international airport. Total passenger numbers came close to 70.5 million passengers, up by over 6 percent from 2013. Notably, and in spite of both runways at DXB being resealed in mid-2014, which curtailed air traffic considerably – Emirates' reduced their capacity by nearly 25 percent during the 80 days – the growth was still enough to unseat LHR which has led the pack for decades. Dubai Airports officials confirmed that the new Concourse D, which is due to open later this year, will boost capacity to beyond 90 million passengers, a timely expansion as the airport expects to handle a new record number of passengers this year.

Aviation has become one of the UAE's main economic pillars, more so in Dubai, where the opening last year of the new Dubai World Central, in short DWC and also known as Al-Maktoum International Airport, located in Jebel Ali, has provided for further growth. DWC, when complete, will operate with 6 runways and will be able to handle a staggering 150 million passengers a year, which combined with DXB will make Dubai the undisputed number one in global aviation for passengers handled.

The unrelenting growth of the two airlines based in Dubai - Emirates and flydubai - was largely facilitated and aided by airport infrastructure growing ahead of the curve, a sharp reminder for others to take stock where the UAE succeeded and they failed.

Heathrow, with a slot uptake of over 98 percent, remains a two-runway airport and efforts to build a third, leave alone fourth runway – seen by many as the only way to stay in the top tier of international airports – has born no fruits. Suggestions to build a 4-runway airport at the Thames estuary has also met with opposition in both the current UK government, the opposition, and through environmental groups, basically condemning Heathrow, in global terms, to eventually slide back further and further when reaching slot saturation and being unable to grow traffic beyond airlines substituting existing wide-bodied aircraft with the giant Airbus A380.

“The Brits yielded their leadership position to Dubai without a fight. They saw Dubai moving in on them for the past few years, and now it has happened. They did not invest ahead of traffic growth in new facilities other than Terminal 5, but with the present number of runways, is the ceiling in sight now? Add to that the lukewarm attitude by British Airways for the East African marketplace, and you have already two reasons why Dubai has now topped the charts. They dropped Dar and don't even fly daily to Entebbe, where they were overtaken even by latecomers like KLM. Emirates' now flies twice a day to Dar, and flydubai once a day, and BA tried to hoodwink us that there was not enough traffic or not enough yield? Number three was the prohibitive transit visa policy by the Brits which also helped to divert traffic away from LHR. And the funniest is that they are now all blaming the Gulf airlines for their woes,” said a regular aviation commentator from Nairobi before turning his attention to our region's aviation infrastructure.

“When I look at what has happened in the Gulf, a brand new airport in Doha, a brand new second mega airport in Dubai, where they still expand the present airport and the new Central Terminal in Abu Dhabi, they have all planned a decade or more ahead to be ready for their growing fleets of aircraft. Here in East Africa, we are lagging a decade behind. Look at Dar es Salaam which is bursting at the seams. Look at Entebbe which has completely missed the train. Look at JKIA [Jomo Kenyatta International Airport] where the second runway should be in operation by now. Instead, we have capacity caps from April for a year, because our single runway is finally, and long overdue, resealed. The only plus side in East Africa I see in Kigali, where they have expanded their present airport in the nick of time. This will support their own airline to handle more passengers, and from what I gather they are soon starting construction of their new airport in Bugesera. But by and large, ... our aviation planners [have] slept on the job which led to terrible congestion in the old terminals of JKIA before the new terminal came online last year. Project Greenfield must be pushed through on the fast track, because the way Kenya Airways proposes to grown over the next 7 or 8 years, they just need more space when their fleet doubles. Any delay will be very costly for us. After all, Nairobi wants to stay East Africa's top airport, but to accomplish that, a lot more must be done. When I

compare what the Gulf countries have done, we should by now look beyond Greenfield. We need to plan for a third runway even, and secure the land for it so that expansion beyond 2013 can be secured.”

Dubai in December 2014 handled nearly 6.5 million passengers, a figure almost at par with what Nairobi handles in an entire year. The Chairman of Dubai Airports, Sheikh Ahmed Bin Saeed Al Maktoum, was quoted to have said: “The shared goal is to make Dubai a global center of aviation, and we are nearing that goal thanks to an open skies policy; a friendly business environment; Dubai’s growing attractiveness as a center for trade, commerce, and tourism; growing network connectivity due to the rapid expansion of Emirates and flydubai; and timely investment in aviation infrastructure.”

Now if only someone in our region would take up this challenge and state their intent to make Nairobi the African center for aviation, which, while admittedly very ambitious, could spur added infrastructure developments in a sector which, as has been seen in the Gulf, has the capacity to become a major employer and earner of fore.

Wheels Down. Charles Lindbergh's "Spirit of St. Louis" Has Landed

By Brett Zongker/Associated Press



Charles Lindbergh's Spirit of St. Louis, one of the most treasured aircraft at the National Air and Space Museum, has been lowered to the floor for its first conservation treatment in 22 years.

For decades, the single-engine aircraft has been suspended from the ceiling and seen by museum visitors only from afar. On January 15, it was carefully lowered to the floor. Now visitors are getting an up-close look at the historic plane, and they can better imagine what it must have been like to fly.

The Spirit of St. Louis "is a flying fuel tank" that carried 451 gallons of gas, said Robert Van der Linden, curator. Two large fuel tanks take up the nose of the aircraft, leaving no room for a front windscreen for Lindbergh to see through. Instead, he relied on side windows, a periscope and his compass headings and calculations to carry out his 33 ^{1/2}-hour flight.

For the next eight months, the aircraft is expected to be in full view to the museum's millions of visitors, as conservators repair cracks in its fabric skin and search for other damage. The lightweight fabric exterior, common for aircraft of the 1920s, has become dry and brittle with age. The fabric covers wooden wings and a fuselage made of steel tubing. "Even though you can't touch it, you're a lot closer to it, and it somehow seems a lot more personal," said Van der Linden, chairman of the museum's aeronautics department.

Lindbergh became an aviation pioneer in 1927 when he made the first solo trans-Atlantic flight, traveling nonstop from New York to Paris. When the 26-year-old pilot landed there, a crowd of more than 100,000 was waiting to greet him. Many swarmed the aircraft, tearing off pieces for souvenirs. The French air force quickly helped make repairs. After the famous flight, Lindbergh flew across the United States on a celebratory tour and then on to Central America and South America. Small flag symbols were painted on the nose of the Spirit of St. Louis to represent each country he visited. The last flag is from Cuba, dated 1928.

Lindbergh presented the plane to the Smithsonian that same year, and it was displayed in the Arts and Industries Building on the National Mall as an international symbol of the advances in aviation.

The plane will eventually be hoisted again to its high perch in the museum's "Milestones of Flight" gallery, which is being reimagined to provide more stories about the people, politics and businesses behind aviation achievements.

"The airplane itself, the Spirit of St. Louis, is a very straightforward aircraft," Van der Linden said. "What made it special was the flight, the fact that Lindbergh by himself, and at that time an unknown air mail pilot, conquered the Atlantic."

F.A.A. Orders Airlines to Devise Plans to Identify Risks

By Jad Mouawad/The New York Times



Federal regulators said that airlines would be required to develop new safety management programs by 2018 to help identify potential hazards and prevent accidents. The Federal Aviation Administration said airlines would have six months to submit these risk-based plans, known as safety management systems. Most airlines already have programs to identify safety problems, but the agency wants to establish a process that applies to the entire industry.

Michael P. Huerta, the F.A.A.'s administrator, said that the system would allow regulators and the airlines to be more proactive in addressing hazardous patterns. For instance, Mr. Huerta said, it might help identify airports with higher incidences of rejected takeoffs across various carriers. That could reveal operations procedures that needed to be changed, he said.

The approach is common around the world and is recommended by the International Civil Aviation Organization, an arm of the United Nations. Under a safety management system, common in other industries, airlines would set up a formal process to analyze data collected from various parts of their operations.

In developing the rule, the F.A.A. examined more than 100 accidents between 2001 and 2010, and said that many could have been avoided, or their causes identified beforehand, if the airlines had adopted safety management systems.

Airlines already share a huge amount of information with regulators. They have voluntary systems to encourage employees to highlight hazards or problems without fear of retribution. Still, industry representatives said they welcomed the new system. "We've long endorsed a risk-based approach to both safety and security," said Nicholas E. Calio, president of Airlines for America, the industry's trade group. "Data helps drive better decision-making," he added, and described the new system as "a very good program."

The safety record of the airline industry has improved in the past years, and accident rates in both the United States and around the world have fallen. In part, these improvements have been the result of more reliable airplane engines and technology. Despite a number of crashes and accidents last year, including the downing of Malaysia Airlines Flight 17 over Ukraine and the crash of AirAsia Flight 8501 in the Java Sea, 2014 had the lowest number of commercial jet crashes in modern history, according to figures compiled by the nonprofit Aviation Safety Network.

Fatal accidents in the United States are also rare. In 2013, an Asiana Airlines Boeing 777 crashed while landing at San Francisco International Airport, killing three people. In 2009, a regional passenger plane crashed near Buffalo, killing 50 people. After that accident, Congress ordered the F.A.A. to require airlines to act swiftly to adopt safety management systems. The systems are intended to foster "a safety culture to improve the overall performance of the organization," the F.A.A. said. "Aviation is incredibly safe, but continued growth means that we must be proactive and smart about how we use safety data to detect and mitigate risk," said Anthony Foxx, the United States transportation secretary.

Aer Lingus deal could spur airline consolidation in Europe's fragmented Market



PARIS - The European airline industry is one of the biggest in the world, on par with that of the United States. But with more than 150 carriers vying for 800 million passengers each year, Europe is also the world's most fragmented and least profitable airline market.

However, in what analysts say could be a small but encouraging step toward a long overdue industry consolidation, the Irish flag carrier Aer Lingus said its board had recommended that shareholders accept a sweetened takeover offer from the International Airlines Group, or I.A.G., the parent company of British Airways and Iberia of Spain. If shareholders accept the bid, valued at 1.36 billion euros (\$1.54 billion) it would be Europe's first significant airline consolidation deal in almost

five years.

"While we have seen some industry consolidation in Europe, it has been a slow and painful process," said Stephen Furlong, an airline analyst at Davy Securities in Dublin. Adding a small but financially stable airline like Aer Lingus to I.A.G.'s stable of carriers would provide strategic advantages to both buyer and target. The offer, of €2.55 a share, would still win the support of the two largest investors in Aer Lingus, the Irish government, which holds 25 percent, and Ryanair, the carrier based in Dublin, which owns nearly 30 percent. It would also need the blessing of the European Union antitrust authorities. But if the deal goes through, analysts say, it would be a positive sign for the European industry.

"For once, this is not a case where they have to do a turn-around, restructure and down-size," Mr. Furlong said. "This is an investment for growth." What is good for the airlines is not always best for their customers, of course - as the much greater consolidation of the United States airline industry has shown. Fewer choices for passengers tend to mean fewer, more crowded flights and the ability of airlines to reduce creature comforts while keeping fares high and adding on fees.

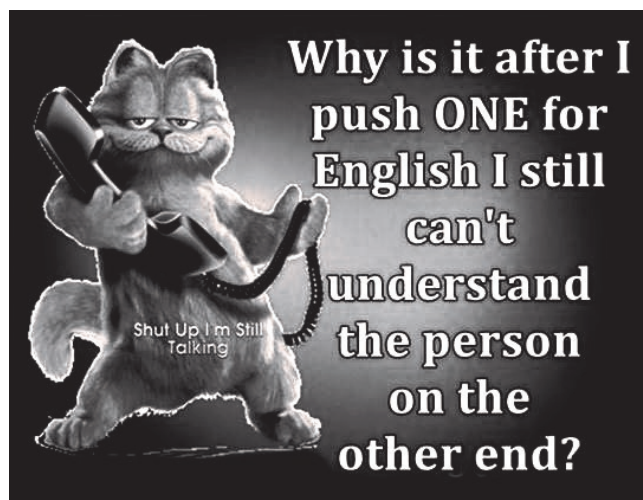
"People aren't getting very excited about flying United in economy at 95 percent load factor," said Peter Morris, chief economist at Ascend, an aviation consulting firm based in London. That level of consolidation remains elusive in Europe, though. Many of the region's former national carriers are struggling to compete with nimbler low-cost rivals in their home markets as well as fast-growing carriers from the Persian Gulf on lucrative long-distance routes.

The bulk of Europe's scheduled services - more than 80 percent of available seats - is controlled by two dozen carriers, led by the Lufthansa Group, Ryanair and I.A.G. But in the United States, deregulation in the 1980s was followed by a series of airline failures and mergers that has reduced the field to just eight major players, with a combined market share of 95 percent. Led by Southwest and Delta Air Lines, these larger United States airline groups - many of which have recently emerged from bankruptcy - now outpace carriers in the rest of the world in profit and revenue growth.

"Europe's perennial under-performance owes a lot to the fragmented nature of the market," said Jonathan Wober, an analyst in London at the CAPA Center for Aviation. European passengers have benefited from the competition, which has helped keep a lid on ticket prices. Investments in larger airplanes have increased the number of available seats on each European flight by an average of about one-third over the last decade, Mr. Morris said, outpacing growth in demand, especially during the recent economic downturn.

Europe's air travel market was deregulated in 1997. That opened the door to the creation of Pan-European discount carriers like Ryanair and easyJet, which quickly became formidable challengers, offering cheap point-to-point services to airports that were underserved by the national carriers, whose networks were structured around hubs based at major national airports.

The flag carriers were slower to take advantage of the regional opportunities created by the market's liberalization. It was not until the shock of the 2001 terrorist attacks in the United States, and the sharp drop in air traffic that followed, that many of Europe's full-service carriers turned to consolidation as a means to avert financial ruin. From 2004 to 2010, three Pan-European groups emerged: Lufthansa of Germany absorbed Swiss International Airlines and Austrian Airlines; Air France merged with KLM Royal Dutch Airlines; and British Airways combined with Iberia and Vueling, a Spanish discount carrier, under the umbrella of I.A.G., a holding company based in Madrid. But analysts said these mergers had largely failed to create fully integrated companies or to achieve significant cost or network synergies. Political pressure to maintain carriers - many of which are still partly state-owned - as separate brands within each group has limited the kinds of efficiency gains that would



normally come with added scale.

European regulators in Brussels have in some cases been wary of mergers seen as limiting consumer choice within national markets. That was the case when Ryanair made three hostile takeover attempts for Aer Lingus from 2006 to 2013, all of which were rejected by the European Commission. The consolidation that has occurred so far has delivered only limited returns to shareholders of at least two of Europe's big airline groups: Air France-KLM and the Lufthansa group have struggled to rein in costs and reduce debt since their mergers. This year, they faced new hurdles in the form of crippling labor unrest, a weak international cargo market and lower-than-expected demand on important trans-Atlantic routes. Both are expected to report sharply lower operating profits for 2014.

I.A.G. has faced similar challenges but has managed to increase its profit in the last two years on the strength of British Airways and its ability to leverage its dominant presence at Heathrow Airport near London, where it controls more than 51 percent of all available takeoff and landing slots.

Analysts said the group's relative financial strength meant that it was likely to remain one of the drivers of further consolidation, though the near-term opportunities would most likely take the form of smaller deals like that for Aer Lingus. Although the Irish airline has only slightly more than 1 percent of the European market, it offers I.A.G. a chance to expand its trans-Atlantic business through the addition of a hub at Dublin Airport. "Mergers with smaller airlines would not make a huge difference to the overall level of concentration," Mr. Wober said, "but over time, a number of these smaller deals could gradually change the landscape."

E-cigarettes causing fires in checked luggage on planes



The Federal Aviation Administration (FAA) issued a new recommendation asking airlines to ban e-cigarettes in carry-on luggage. The Safety Alert for Operators (SAFO) comes after several reported incidents in which the devices overheated and caught fire, according to the FAA.

On January 4, 2015, a bag caught fire in the luggage area at Los Angeles International Airport and emergency responders attributed it to an overheated e-cigarette left in the bag. Last year, an e-cigarette caused a fire in the cargo hold of a passenger flight at Boston's Logan Airport. That flight had to be evacuated.

"These incidents and several others occurring outside of air transportation have shown that e-cigarettes can overheat and cause fires when the heating element is accidentally activated or left on," according to the FAA. This news comes more than a year after the ABC15 Investigators uncovered a string of e-cigarette-related fires happening in the Valley. Phoenix firefighters then told ABC15 that the devices can malfunction and overheat - and that can be a very dangerous situation, especially when the devices are left on or near flammable materials.

Now, federal regulators are warning that the lithium batteries in e-cigarettes can accidentally turn on and cause the fires. The FAA is telling passengers to carry-on e-cigarettes instead of checking them in their luggage. That way, if they do start a fire, it will be much easier to put out.

NON SEQUITUR | Wiley



Flying the more polite skies

By Mary Schiangenstein/BloombergNews



Snoring, slouching sleepers and the challenges of climbing over fellow passengers for a trip to the restroom. Those are among the myriad in-flight etiquette issues faced by travelers on crowded planes, and are the first targeted by JetBlue Airways in a planned series of over-the-top videos posted on Facebook and Twitter to encourage passengers to think about

their behavior.

"We wanted to say, 'We've all been there. We get it, and let's talk about it, ' " Lisa Borromeo, JetBlue director of brand management and advertising, said about the clips for FlightEtiquette. "It's a universal truth of flying."

The videos follow a summer in which several incidents of air rage occurred on crowded U.S. aircraft, including three in a span of nine days that led to flight diversions. One, on a United Airlines plane, involved a passenger spat that escalated into water tossing and transformed the Knee Defender seatback-lodging gadget into a household name. The JetBlue videos aren't intended to tell customers how to behave, Borromeo said. The exaggerated examples "are meant to be fun" and to generate dialogue with passengers about their experiences, she said. While the carrier would be "thrilled" if the clips lead to positive behavior changes, "we're also happy knowing that the video caused some travelers to smile and nod in understanding," said Morgan Johnston, a spokesman for the carrier.

JetBlue, based in New York, was an early adopter of social media to directly converse with customers and the videos extend that hallmark. The first, posted Dec. 22, is titled "How Not to Take a Nap." It portrays a sleeping, snoring man leaning onto the shoulder and then the lap of a passenger in the seat next to him, and eventually lying across the entire row.

The second, unveiled, shows a passenger in a window seat consuming several beverages and then facing the dilemma of getting past sleeping travelers in the middle and aisle seats of her row. In "How Not to Make an Exit," the fidgeting woman tries various ways to wake the sleepers, then attempts to climb over and under them.

"This idea specifically is meant to separate us from some of the traditional communications you see from us," Borromeo said. "That's always our ongoing kind of challenge. How do we continue to have these unexpected conversations and interactions with our customers that are not just about promotions not just about sales and not just about JetBlue, really."

The videos don't hold universal appeal. Jay Sorensen, a former marketing director at Midwest Airlines, said the goal of the series isn't clear beyond JetBlue using social media to engage customers. "There's no heroes in these stories, and there's no solution provided," said Sorensen, who is president of Shorewood, Wisconsin-based aviation consultant IdeaWorksCompany. "Maybe I'm a dolt, but I don't understand the purpose of this. These stories don't have a happy ending."

In 2003, JetBlue created "air-etiquette" cards placed in seatbacks that offered tips for passengers "to be savvy, comfortable, nice and safe while in the air." The suggestions included saying excuse me, keeping the aircraft clean, stretching out but being considerate of other passengers and keeping your feet out of the aisle.

Unruly passengers triggered 121 "enforcement actions" by the U.S. Federal Aviation Administration last year. The FAA's cases reflect reports to the agency by flight-crew members, and exclude violations that may be reported to the U.S. Transportation Security Administration.

JetBlue will continue the video series with an unspecified number of clips, some based on both personal experiences and those related by customers responding to the first two. "I was riding the train in this morning and, seeing what kind of things happen on a train, I thought of some additional ones," Borromeo said of possible topics., "I think it's endless"

Hotels make Internet free but get tough if you cancel



Hotel guests will see big changes this year - one that will save them money and another that may cause a few headaches.

First, the good news: The big chains, those mega-hotels that cater to business travelers during the week, are finally following suit of the budget side-of-the-road properties and offering free Wi-Fi.

And the bad news: Two of the largest hotel chains in the world are making it harder to cancel reservations.

Free Wi-Fi -- Among the changes, free access to the Internet will affect most guests. But there are strings attached. Most chains will require guests to sign up for their free loyalty programs. Basically, if you share a little more personal information, they'll let you surf the Web for free.

A year ago, InterContinental Hotels Group, the parent company of Holiday Inn, became the first major chain for business travelers to offer free Internet to all members of its loyalty program. That's a benefit that had been generally limited to frequent guests who have elite status. None of the competition followed until a few weeks ago, when Marriott International said all members of its rewards program would get free, basic Wi-Fi starting January 15 as long as they book directly with the company. Elite members of Marriott Rewards will continue to get a faster, premium Internet service.

The move is part of a long-term push by hotels to get guests to book through their own web-sites and call centers instead of through services like Orbitz and Expedia, to which they have to pay commissions.

When Starwood Hotels & Resorts Worldwide followed suit, it too had a similar change: free Internet starting February 2 for anybody booking directly; complimentary premium service for elite members.

Hyatt Hotels Corp. was next. But unlike the others, its product will be free starting in February no matter what. Guests won't have to sign up for a club and can book through any channel they wish.

"Internet connectivity is no longer an amenity. It has become an integral part of travelers' daily lives and a basic expectation," Kristine Rose, vice president of brands for Hyatt, said in a statement. "Travelers shouldn't have to remember which brands or locations offer it for free or the strings attached to get it."

Hilton Worldwide remains the biggest chain not to offer free Internet at all its properties. The savings can be substantial. For instance, the San Francisco Marriot Marquis charges \$14.95 a night for Internet.

Meanwhile, Hilton and Marriott are rolling out new cancellation policies, forcing guests to abandon plans earlier. Many hotels now allow guests to cancel as late as 6p.m. on the night of arrival. That's about to change.

Both chains now require guests to cancel by midnight the day before they arrive in order to avoid a cancellation fee, typically equal to one night's room rate. Hilton and Marriott both justified the change saying it will make more rooms available for travelers needing last-minute accommodations.

Some travelers have been making reservations long in advance for stays, but then use last-minute deal apps from HotelTonight, Priceline and others to book cheap rooms hours before checking in and then, cancel the original reservation. Hotels feel undercut and are left with unused rooms. This, change, while not great for deal seekers, will help the hotels better manage inventory.

With Fraud Afoot, Shield Your Wallet

By Molly Wood/The New York Times



Identity theft, credit card theft and other data breaches seem to be a fact of life these days. The key to weathering them is to catch the problem early and act quickly. If your credit card information is compromised, you'll most likely find out from your bank when someone tries to use the card for purchases that just don't seem right. You should always check statements carefully for unauthorized

purchases, but most credit card retailers have become good at spotting them and alerting you. In most cases, you can simply dispute the charge and the card issuer will take care of the rest. According to the federal Electronic Fund Transfer Act, if you report unauthorized purchases within 60 days, you can't be held liable

for more than \$50, and many major credit cards have reduced that to zero. Some have higher liability claims, though, so check with your bank.

Debit cards can be vulnerable, although Visa or MasterCard require that any such cards with their brand have the same zero-liability protections as their credit cards, said Jason Oxman, chief executive of the Electronic Transactions Association, a trade group. If you have a bank debit card, you have two business days to report any unauthorized transactions if you want full protection, but you may still be liable for \$50. After two days but within 60 days, you could be responsible for up to \$500 in losses. And if you somehow don't notice or don't report the theft within 60 days, you're out of luck; someone could drain your bank account and you'd have no recourse.

That is why it's a good idea to use a credit card when shopping online, or if you must use a debit card, use it in conjunction with something like PayPal, which adds an extra layer of fraud protection and will take responsibility for most unauthorized purchases.

With identity theft fraud, someone has impersonated you and opened credit accounts in your name. If that happens, you should immediately call one of the big three credit reporting agencies in the United States - Experian, TransUnion or Equifax - and ask them to place a fraud alert on your credit file. The alert lasts 90 days and will prevent anyone from opening new accounts without your specific consent by phone. You have to notify only one credit bureau, and it will tell the other two. To be extra cautious, you should call all three yourself or set the alert online.

Once you've confirmed the theft, it's also important to file a police report. In some cities, you can do this online as well. That report, the timeline of events and case number will be invaluable when you call banks or stores to assure them that the fraudulent accounts aren't yours. And you can use the police report to extend the fraud alert on your credit files to seven years. If thieves have opened multiple accounts in your name, you may want to en-list the help of an identity protection service like LifeLock or ProtectMyID, which is affiliated with the credit bureau Experian. If you're already in trouble, these companies will help you find unauthorized charges on your credit file, and then track down and help you call the banks and stores that may have accounts in your name. That can make it much easier to clean up the mess. You may have to be present on the calls, or fill out affidavits or other paperwork to complete your claims, but the fraud resolution agents assist you with creating dispute letters and reaching the right people. It costs \$10 to \$30 a month to have one of these services monitor your account information for fraudulent activity, or you can monitor your credit activity yourself for the next few months or even a year. Either way, stay vigilant for future activity.

"If you've been a victim of ID theft, the likelihood is that your data's been sold," said Becky Frost, a public relations manager from Experian's consumer division. "This may be something that you deal with once and move on, but what's more likely is that you take care of the problem and then the data is sold again."

For more extreme protection, some consumers are actually freezing their credit accounts so that credit agencies cannot release reports to anyone without explicit consent. The freeze doesn't apply to companies you currently do business with, but would stop any new accounts from getting into your credit. That means that if someone wants to open a credit card or get a loan, the credit agency will have to reach you for specific authorization, which you can grant with a personal identification number. In most states, you can place a freeze on your credit without charge if you're the victim of identity theft.

(What gives, Connecticut?) Some states require a copy of a police or other identity fraud report as proof. If you just want the additional security of knowing that your credit report is locked down against identity theft, you can pay a small fee - usually around \$10 - to freeze your credit and then pay the same amount again to thaw it. That may seem like an extreme step, but considering how often personal and financial data seems to be exposed lately, maybe extreme is the only way to feel



Instant of Nut-Fueled Rage Draws a Year in Korean Jail



SEOUL, South Korea - A former Korean Air vice president who ordered a plane back to its gate in a fit of anger over how she had been served macadamia nuts was convicted of violating aviation safety law and sentenced to a year in prison.

The executive, Cho Hyun-ah, whose father is the airline's chairman, became an object of international ridicule after the Dec. 5 episode, in which she forced a Korean Air plane taxiing at Kennedy International Airport to return to the gate so the chief steward could be removed. She was said to have been angry that a first-class flight attendant had served the nuts without first asking her, then in an unopened package rather than on a plate.

A district court in Seoul ruled that Ms. Cho had illegally forced the flight to change its route by ordering it back to the gate. Her conduct subjected the passengers to potential danger, the court said. "She forced the plane to turn around as if it were her own private plane," Judge Oh Seong-u said in announcing the sentence.

Ms. Cho, who has been in custody throughout her trial, sat upright during most of the sentencing hearing, wearing a green jail uniform. But when the judge read the letter of repentance she had submitted to the court seeking leniency, she lowered her head and wiped away tears, her shoulders shaking with sobs. In the letter, Ms. Cho, one of South Korea's wealthiest women, described how she was adjusting to life in jail, where she was issued the bare minimum of necessities. She said she was humbled by the generosity of fellow inmates who shared lotion, shampoo and other toiletries with her. "I know my faults and I'm very sorry," Ms. Cho said in her letter. But the judge said her tantrum, widely covered by international media, damaged the "national image" of South Korea. "It is doubtful that the way the nuts were served was so wrong," he said, adding that her verbal and physical assaults on crew members had violated their "human dignity." He also questioned the sincerity of Ms. Cho's expressions of remorse.

Prosecutors had asked that Ms. Cho be sentenced to three years. What became known as the "nut rage" episode set off outrage in South Korea, where many harbor deep misgivings about the perceived arrogance of the families who control the country's major conglomerates, known as chaebol. The scandal escalated as prosecutors charged that Korean Air management had tried to silence the flight's crew to protect Ms. Cho. Her father, Cho Yang-ho, apologized for her conduct and removed her as vice president of the airline.

The court also sentenced a Korean Air executive, Yeo Un-un, to eight months in prison on Thursday for pressuring crew members on the December flight to lie to government investigators and delete emails describing the episode. In their emails, crew members had accused Ms. Cho of using abusive language and throwing documents at one of the flight attendants, prosecutors said.

Mr. Yeo also blamed the crew for the episode in order to "hide the wrongdoings of management," the court said in a statement.

A Transport Ministry official, Kim Un-seob, was sentenced to six months in prison for illegally briefing Mr. Yeo on what were supposed to be confidential details of an official inquiry into the episode. The sentence was suspended.

Earlier, Park Chang-Jin, the steward who was removed from the plane, said Ms. Cho had forced him and the junior attendant to apologize on their knees, "like slaves in a medieval era." Korean Air had no immediate comment on the court's rulings.

The Liberation of Growing Old



Why do we have such punitive attitudes toward old people? Granted, the ancients did hideous things to elders who were unable to work but still needed food and care, but in more recent times, that had changed: In 18th century New England, it was common for people to make themselves seem older by adding years to their real age, rather than subtracting them. Once upon a time, "senile" just meant old, without being pejorative. Even "geriatric" was originally a value-free term, rather than part of the lexicon of contempt toward old people. Yet today, the language used to describe the changing age composition of the population is little short of apocalyptic. We're told that the "graying of

America" is an "agequake" or a "demographic time bomb." Older people are likely to be seen as a burden and a drain on resources, rather than a resource in themselves. Their only contribution, it seems, is to make worse the "dependency ratio," a term that enshrines dubious assumptions about who will be financially dependent on whom.

In 2050, Americans age 65 and over are predicted to almost double in number to 83.7 million, one-fifth of the population. An aging population does pose real challenges, but increasing numbers of people of working age (as traditionally defined) are unemployed today, while growing numbers continue to work beyond pensionable age. In reality, age can no longer be neatly correlated with economic activity. In particular, old people are themselves significant providers of care, notably the child care provided by grandparents.

To be sure, some older public figures attain "national treasure" status, as cuddly, unthreatening George Burns-type figures. And while "ageist" language demeans and caregivers' pay remains poor, we no longer cast old people out into the wilds. Instead, innovative services and goods are developing that seek to capitalize on the "silver dollar." But the social bias is real, too. When a large sample of Facebook groups created by 20- to 29-year-olds was examined by a team based at the Yale School of Public Health, three-quarters of the groups were found to denigrate old people. More than a third advocated banning old people from public activities like shopping. Such "gerontophobia" is harmful because we internalize it. Ageism has been described as prejudice against one's future self. It tells us that age is our defining characteristic and that, as midnight strikes on a milestone birthday, we will become nothing but old - emptied of our passions, abilities and experience, infused instead with frailty and decline.

In their study comparing the memory of young and old Chinese and Americans, Ellen Langer, a social psychologist, and Becca Levy, an epidemiologist, found that the older Chinese people, who, it was hypothesized, were exposed to less ageism than their American counterparts, performed memory tests more like their younger compatriots. Among the Americans, on the other hand, there were significant memory differences between the old and young. The beliefs that we imbibe about our waning powers may turn out to be self-fulfilling. In effect, our culture teaches us how to be old.

The historians Thomas R. Cole and David Hackett Fischer have documented how, at the start of the 19th century, the idea of aging as part of the human condition, with its inevitable limits, increasingly gave way to a conception of old age as a biomedical problem to which there might be a scientific solution. What was lost was a sense of the life span, with each stage having value and meaning. Perhaps this is why, as a 2006 study found, we mispredict the happiness we expect to feel across the course of our lives and assume that we'll get unhappy as we age. In fact, the research shows that the opposite is true. For my part, at 64, I haven't attained serenity (another stereotype of older people), but I am more able to savor life - and if offered the chance to return to my 14-year old self, I'd run screaming the other way.

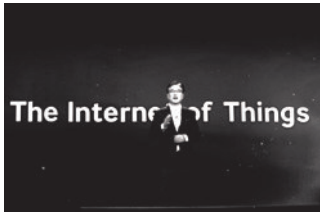
A student of mine, nudging 60, recently called age "the great liberator." Part of what she meant was that old people simply care less about what others think, but also, I think, that our sense of what's important grows with age. We experience life more intensely than before, whatever our physical limitations, because we know it won't last forever. How to enable the growing numbers of old people to live comfortable, meaningful lives is a fundamental issue of equality, with benefits for all. If we make the world better for old people, we make it better for everyone, from stroller-pushers to wheelchair-users.

Maggie Kuhn, the founder of the elder advocacy organization the Gray Panthers, argued that instead of making a fetish of independence, we should value the idea of interdependence between generations. Thus age-friendly cities, like Portland, Ore., rethink urban spaces to make them more accessible and encourage the integration of old people into communal life. And programs like Cleveland's intergenerational charter schools, which provide lifelong education alongside grades K-8, break down the age apartheid now so common. Instead of seeing each other as generic categories, old and young people can discover each other as individuals.

Age resistance is a futile kind of life resistance: We can't live outside time, we begin to age the moment we're born. But the emerging age-acceptance movement neither decries nor denies the aging process. It recognizes that one can remain vital and present, engaged and curious, indeed continue to grow, until one's dying breath. Then we need only echo the wish of the British psychoanalyst D. W. Winnicott: "May I be alive when I die."

By Anne Karpf - *A British-based journalist and sociologist, and the author of *How to Age.**"

3 reasons why the Internet of Things (still) doesn't make sense



If tech firms have their way, everything you use on a daily basis, from your toothbrush to your car, will one day be connected to the Internet.

At this year's International CES — the consumer tech industry's annual Las Vegas confab -- you can't go more than a few steps without hearing someone talking about a way to connect something new to the Internet. But as companies rush to create apps and embed chips in everything from your blankets to your shoes, it's unclear whether consumers are as hot on the "smart everything" trend. After all, people probably don't need an alert on their phone to tell them when their toast is ready — the bread popping out is a pretty good clue.

It's one thing to have a smart appliance that saves you time or money, which is the main selling point for successful devices such as the Nest thermostat. A critical and consumer darling, analysts have estimated the Nest sells around 100,000 units per month. But other smart products have not been so quick to catch on. Companies are tight-lipped about sales figures for smart appliances, but even Whirlpool has admitted that its smart washing machine is "a little bit of a hammer looking for a nail right now." Experts project that the market for smart appliances overall will only reach \$5 billion in sales by 2015; by contrast, Whirlpool alone took in around \$19 billion in sales for its appliance businesses last year.

And that may indicate a slow market for smart devices, except for the really useful ones. Do we really want to obsessively monitor the updates from a smart diaper, an app-connected toothbrush or an automatic, Internet-connected belt?

For the majority of average consumers, the answer right now is "no, thank you." In a new survey by Nielsen's Affinova group, just over 40 percent of U.S. adults said that the smart products they've seen so far seem like gimmicks, and 59 percent said they need real value to spend money on a smart product, not just novelty.

That presents a major challenge for companies such as Samsung, which have thrown themselves wholly into the development of smart appliances and electronics. In a speech, Samsung chief executive BK Yoon said that he would like to see all of Samsung's products connected to the Internet within the next five years.

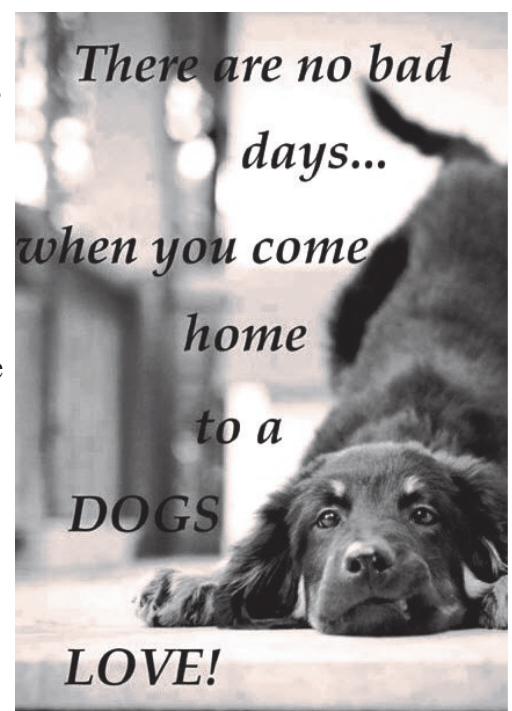
But even consumers who are buying such products appear to want more than just connectivity. They also crave simplicity. Consultancy firm Accenture found in a global survey released that 83 percent of people who've used smart devices such as fitness monitors, home security systems and even smart thermostats have had frustrating problems getting those devices to work.

Just over one-fifth of those surveyed deemed smart devices "too complicated to use." Nearly as many also said that they had problems even setting up the devices. And once they did get them working, 19 percent said that they felt the products didn't work as advertised.

Those problems may be dampening enthusiasm for the revolution that Web-oriented companies are trying to forment -- a trend that analysts predict could rake in over \$3.04 trillion by 2020 if firms get it right.

So while enthusiasm for the "Internet of Things" is a hot catch phrase these days in the tech industry, it's still decidedly in its awkward adolescent phase.

To really sell consumers, companies will have to think hard about how to make connected devices useful, safe and understandable to the average person. That's not to say the "Internet of Things" isn't going to happen, but it probably requires a little more time at the drawing board, given the products companies in Vegas are pitching this week.



Staying in shape in your 60's and beyond

By Steve Brandt/*Star Tribune (Minneapolis)*



Dr. Jamie Peters counsels his patients on fitness for the aging, and Denis Nagan is the model patient. Nagan, 69, has been active in sports or fitness since grade school. Peters is a sports medicine specialist in Minneapolis, caring for aging athletes and other older adults who want to preserve or improve their fitness. Peters advises older people to stay active, with at least three days a week of moderate activity, intensifying the effort, if possible, to the point of not being able to carry on a conversation. He advocates cross-training to spread the stress of exercise among different muscles. It's particularly important to exercise the core muscles, he says, because a strong core will diminish the kind of awkward gait people adopt when compensating for joint pain. But when cross-training isn't possible, Peters advocates walking - since it's better than not walking.

Nagan has found his own path, on the brink of qualifying as a septuagenarian, to most of what Peters prescribes. Fitness has been an integral part of his life since he joined a swim club as a kid. But in his late 60s, he found himself adapting his regimen to meet changing physical and mental health needs. He has biked throughout his life - for transportation, fitness and to compete, culminating in the 1,200-kilometer Paris-Brest-Paris ultramarathon bike tour. He was a runner for the same reasons, to the point of logging 50-kilometer training runs with former Olympians. But these days he's more likely to move at a pace that fits his age and lifestyle, something that many older adults can emulate.

"I walk for utility, and I walk for aimlessness," the Minneapolis resident says. A trip to pick up an item at Home Depot is a two-and-a-half-mile walk. A walk downtown to the library, or to catch public transit to the V.A. hospital, is 7 or 8 miles round trip. "It's been very beneficial both mentally and physically," Nagan says. Since walking lacks the cardio intensity of biking and running, sometimes he'll jog up a hill, just to push his heart rate, and get some of the cardiovascular benefits Peters prescribes. "My legs are strong, and I can hike all day," says Nagan. "I just can't go as fast as I used to, and I don't know that that's important. There's no reason to go fast other than you did at one time go fast." For a greater challenge, Nagan tackles the physically demanding ups and downs of a hiking trail edging Lake Superior in northeastern Minnesota.

Unlike many walkers, Nagan eschews headphones. That leaves his mind free to operate on two tracks. "I'm very aware of what's going on around me. I'm always aware of who's around, what's around, what's going on. I'm always tuned in to the immediacy of the moment." That includes the temperature, the breeze, the surface he's walking on. "It's always different even if you're going the route." Meanwhile, his mind is working subconsciously. "All of a sudden I might have a solution to a problem. The subconscious part of your mind is back there grinding away."

That mindfulness is a carryover from Nagan's meditation and yoga practices, something Peters also prescribes for building core strength and balance. Why is yoga better than, say, pushups and situps? Yoga can be modified by a capable instructor to avoid positions that might impose undue stress on the body.

Lifelong athletes inevitably find themselves making adjustments, with performance beginning to diminish after 40 or 45 years old. Peters recommends age-group competitions as a healthy adjustment for people driven to maintain high levels of fitness. "I think the healthy attitude is you set expectations that you can achieve," he says.

Joint issues are a common concern for aging athletes. The older a person is, the greater the chance for joint pain caused by degenerative arthritis (i.e., thinning cartilage lining in the joints). Peters still emphasizes the importance of exercise, even for patients suffering from stiff or aching joints. He points to solid evidence that movement prolongs joint life by keeping the synovial fluid healthier and the cartilage better nourished.

Here, too, it can help to emphasize core strength since a stronger core prevents exercisers from adopting one of those strange gaits, prone to cause even more problems. One low-impact way to exercise with arthritis is riding a bike or a stationary bike with mild to moderate resistance for 35 to 40 minutes a day.

Another big issue for older athletes is losing muscle mass, which can't be replaced once lost. Peters recommends resistance activities such as weight workouts for all his patients, but especially those over 60.

High Cholesterol Takes Its Toll Over Time

By Nicholas Bakalar/The New York Times



Having high cholesterol in your 30s and 40s increases your risk for heart disease, and the longer it stays elevated, the greater the risk, a new study reports. Researchers studied 1,478 people, average age 55, who were free of cardiovascular disease. All had had their cholesterol levels measured periodically over the previous 20 years. The scientists followed the group for the next 15 years, during which 155 developed cardiovascular disease.

The study, published in *Circulation*, recorded how many years each of the subjects had had elevated cholesterol levels. (The researchers measured non-HDL cholesterol levels, or total cholesterol minus HDL, with a level of 160 or above considered high.) After controlling for sex, smoking, diabetes and other factors, the study found that cardiovascular disease rates increased 4.4 percent for those who had never had elevated cholesterol, 8.1 percent for those who had had it for one to 10 years, and 16.5 percent for those who had had it for 11 to 20 years. “The duration of exposure plays a role,” said the lead author, Dr. Ann Marie Navar-Boggan, a cardiology fellow at the Duke Clinical Research Institute. “Suppose you have two adults, both 55, same cholesterol, same blood pressure and so on, but one has had high cholesterol for one year and one for 11 years. The person who has had it for 11 years has a 39 percent increase in risk.”

Should people in their 20s and 30s be taking statins if their cholesterol is high? Dr. Navar-Boggan said there was no long-term data on the safety of taking statins over decades of life. But, she added: “The foundation for heart disease starts early on, and having high cholesterol over decades is bad for you. Now it’s time to study the potential benefits of long-term treatment with statin therapy.”

Healthy Lifestyle Tip: 4 Metabolism-Boosting Steps



While it's true that our metabolism naturally slows down as we get older, these tips can help people of all ages and sizes optimize their daily calorie burn.

Aerobic exercise is the key! You probably already know that aerobic exercise helps rev up your metabolism and thus burns calories while you're doing it. But did you know that aerobic activities also cause your metabolism to stay revved up for a period of time after exercising?

Strength training revs your engine.

It's true what they say about muscle burning more calories than fat: The more muscle you have, the more calories you burn 24/7 – even when you're sitting still!

Eat at least 1,000 calories each day.

Your body and metabolism thrive on food. When you fast, crash diet, or restrict your intake to 1,000 calories or below, your metabolism will respond by slowing down to conserve energy. Imagine your metabolism as a blazing fire – feed the fire consistently with wood, and it continues to burn at a good rate. If you run out of wood, the fire goes out.

Include lean protein with every meal.

Eating all types of food creates a thermic effect and will raise metabolism after consumption. However, protein results in a greater metabolic boost than carbohydrates or fats. Make sure to incorporate lean protein into every meal and get the right amount each day. How much do you need? A simple rule of thumb is 50 percent of your ideal body weight in grams. So, for example, if you want to get down to 140 pounds, aim for 70 grams of protein each day. The best protein sources include skinless poultry, fish, lean meat, low-fat and nonfat dairy, beans, lentils, and soy. *Source: everydayhealth.com*

**IN WINE
THERE IS WISDOM,
IN BEER
THERE IS FREEDOM,
IN WATER
THERE IS BACTERIA.**

LETTERS

GOLF POEM

In My Hand I Hold A Ball,
White And Dimpled, Rather Small.
Oh, How Bland It Does Appear,
This Harmless Looking Little Sphere.
By Its Size I Could Not Guess,
The Awesome Strength It Does Possess.
But Since I Fell Beneath Its Spell,
I've Wandered Through The Fires Of Hell.

My Life Has Not Been Quite The Same,
Since I Chose To Play This Stupid Game.
It Rules My Mind For Hours On End,
A Fortune It Has Made Me Spend.

It Has Made Me Yell, Curse And Cry.
I Hate Myself And Want To Die.
It Promises A Thing Called Par,
If I Can Hit It straight And Far.

To Master Such A Tiny Ball,
Should Not Be Very Hard At All.
But My Desires The Ball Refuses,
And Does Exactly As It Chooses.

It Hooks And Slices, Dribbles And Dies,
And Even Disappears Before My Eyes.
Often It Will Have A Whim,
To Hit A Tree Or Take A Swim.

With Miles Of Grass On Which To Land,
It Finds A Tiny Patch Of Sand.
Then Has Me Offering Up My Soul,
If Only It Would Find The Hole.

It's Made Me Whimper Like A Pup,
And Swear That I Will Give It Up..
And Take To Drink To Ease My Sorrow,
But The Ball Knows I'll Be Back Tomorrow.

DICK BAESE—Port St. Lucie, FL

Leon, here is my check for the next two years, and the rest for the RUPA Foundation.

I want to thank you and all the volunteers for taking the time and effort to bring us this monthly maga-

zine that I look forward to receiving.

I have been retired for eighteen years now and am enjoying decent health. I met a wonderful lady seven years ago who has made me very happy. Her name is Linda and we travel and play golf together. We share our time between Florida and Northern Michigan.

I am from a family of twelve children, nine boys and three girls. All nine of the boys are veterans. This could be a record.

Hello to all the UAL pilots who I shared my time with. It was a lot of fun, and it was over (retirement) before I got warmed up. Take care and all the best. *Dick*

LEROY BAIR—Gurnee, IL

2014 – Where did the year go? But it's time to put another candle on the cake and glad to do it.

We've had another good year. We traveled to the Keys in January. Thought we were leaving the polar vortex but it followed us all the way. It was nice to see the sun but it was cold with highs of 56. Not what we expected. Then we spent a week in Orlando and came back north through the infamous ice storm that hit Atlanta. What a mess! In April we went to the NRA convention with the kids. They surprised Eva with tickets to the ladies luncheon where Tom Selleck was the speaker. In May I went fishing with the boys to Canada and then in August we took the girls for Daddy-Daughter fishing weekend. August, Eva and I flew to Nice, France for 4 days which included a drive to Monte Carlo. Then we drove to the river boat for a cruise through the wine country to Dijon where we boarded the speed train to Paris. Beautiful weather. October 4 we were scheduled to cruise the Maritime Provinces with Class 64-C Pilot Training class (Moody AFC) 50th class reunion where I was an instructor (Bob Schneider was a student). Well, all good plans sometimes have the other shoe drop. On the 2nd we got an email saying that the ship had a propeller problem and the cruise was cancelled. Holland America was great and we got all of our money returned including the cancellation fees for the airline. We hope to take the trip this fall with the free cruise they have given us as compensation.

Health wise I guess I gave the family a scare in July. Eva thought I was having a stroke and took me to the hospital. It ended up being a very bad blood

infection that I got through a cut on the bottom of my foot. The medication I took to clear up the infection was the worse as I felt that I was in never, never land for 3 months. But is well now. Our oldest son is facing surgery in 2 weeks at Mayo. He lost 40 pounds in less than 3 months for no known reason. The local doctors finally gave up and said that it was time for Steve to go to Mayo. He has a blocked portal vein so will do a bypass. His LGL leukemia is dormant and he's had his spleen and gall bladder already removed. His son suggested that the doctor put in a zipper the next time.

The grandkids continue to be a joy. Guess that's why you don't kill your kids when they are growing up. The oldest is wanting to become a gun smith and working part time at a gun shop. The granddaughter will graduate on May 10 from Carroll University with a degree as an Athletic Trainer. She starts her capstone experience (like student teaching) in a week at Butler University. But she really wants to be a physical therapist and has applied to 2 schools for the fall. The other grandsons are busy with hockey and school. We manage to get to go to many of their games.

Guess that's it from here. We're leaving today for the Keys again and hope that we have better weather than last year. But first I must do my civic duty – local grand jury, every Wednesday for 4 months. I've been given the time off for Florida and Steve's surgery at Mayo. Interesting cases and a view of how many others live.

Thanks again for all your efforts for the monthly RUPA magazine. We read it cover to cover. The checks coming from the bank.

Until next year, *LeRoy*



DAN BARGAR—Santa Rosa, CA
Reaching 80 last year I realized I should hurry up with my bucket list. Chris and I celebrated my February birthday with a quick NYC trip to see four shows all half price. Perfect airline discount and with UA 17 flights a day, it was easy. A Groupon coupon solved the hotel problem. Then in May a Mekong River cruise with Jim and Annie Mansfield from Saigon to Angkor Wat Cambodia. Climbing a thousand temple steps resulted in Plantar Fasciitis. Orthotics and limping for month cured the problem. Several more airline discount cruises followed. We joined Chris Botti and Dave Koz on a Jazz Cruise to Alaska followed by a fall foliage New England cruise from NYC to Quebec City.

Pickle Ball is our new replacement sport for old people at Oakmont. We should have moved to this over 55 community 10 years ago. Come out and tour the Sonoma wine county.

Grateful thanks to Cleve and Leon.

Dan, SFO 1966-1994

WALT BATES—Land O'Lakes, WI
Hello Lieutenant. Leon, that's what I remember calling you on the 737 at SFO in the 1970's. Good times those were! I recall "Captain Crunch" and some of the other characters we flew with.

All well in Florida (aka, God's Waiting Room) where we old geezers winter.

Still flying my Searey, a great bird for the lake country. But I miss the 400 dearly. Whenever I see contrails going over, I wish I could quickly climb a ladder and get back into the left seat.

Best to you and THANK YOU for all you do for us.
Walt

GEORGE BRINKMAN—Daytona Beach FL
Hi all, 21 years retired and life is grand. Winters in Florida and summers in Michigan.

We all remember the good old days at United. Yes they were wonderful, but after seeing what's going on through my son (a new hire) there are some good times now a well.

1) When my son was hired, he was flying with United Express and on a layover in Canada when United was going to notify him of their decision. They first called me and said they would set up a conference call so we could be in on the event if we were inter-

ested. Of course my wife and I were thrilled to be included. Also two of the interviewers who initially interviewed him also requested to be in on the notification. So Denver, Chicago, Michigan, and Canada all set up for a conference call so we all could be in on the event. I thought it was amazing they would go to all that trouble just for one new hire. No special stuff like that when I was hired.

2) In his second week of school, they took the class to a professional hockey game. Not what I remembered in new hire school.

3) He was provided with his own room for the entire school. If I remember right I had to fend for myself.

4) Each week he was given positive space tickets to his home and back (Lexington). He had 4 days off over thanksgiving, 4 days off over Christmas, and 3 days off over the New Year. Not bad.

5) We all had to carry a flight kit full of regulations, charts, etc. A pain in the back (literally). He's carrying a small I-pad. NICE!

6) Remember all the revisions we had to put in all the stuff we carried around? NO MORE. Just a push of a button and presto—all up to date.

7) Kellon figured out that he could be #500 on the seniority list in 13 years. After 13 years I was still a junior co-pilot. He'll be senior for 22 years. I was never senior as a captain. I was a new hire the same age as him!

There seems to be a lot of bright spots ahead for him. I sure hope so. I do appreciate how

United has treated him so far. We'll see what the future holds for him. As of now I am very optimistic.

Shannon and I are both well, doing a lot of volunteering at various places and things. One of our favorite places to do this is the Creation Museum (a few miles west of the Cincinnati airport). Their newest project is the development of a biblical theme park, which will be located about 40 miles south along route 75. They have purchased 860 acres of beautiful rolling wooded land there and are well on their way into the first phase which will be a full scale Noah's Ark. Planning to open summer of 2016. If you are interested in more details go to Answersingenesis.org and click on Ark encounter.

Thanks for all you do to keep us united and in-

formed.

Check is in the mail.

Happy landings, *George and Shannon*

THELONE BROWN (TONY)—Sandy, UT
Clocked 93 years old this January. Have a few medial issues but nothing limiting.

Never could improve my golf game so play a little pool with friends at the Senior Center. Travel to visit my daughter and son in law in Houston a few times each year.

My wife and I had four daughters. I've outlived three of them. Not the way I expected life to go. I plan to visit Paris with my daughter and son in law in the spring. Lets see...The last time I saw Paris is over thirty years ago.

Have fond memories of Toulouse, France, and the Caravelle. Never could understand UAL buying that airplane, but enjoyed flying it.

No great news to report, so won't try. Will write again when the world has made another orbit around the sun.

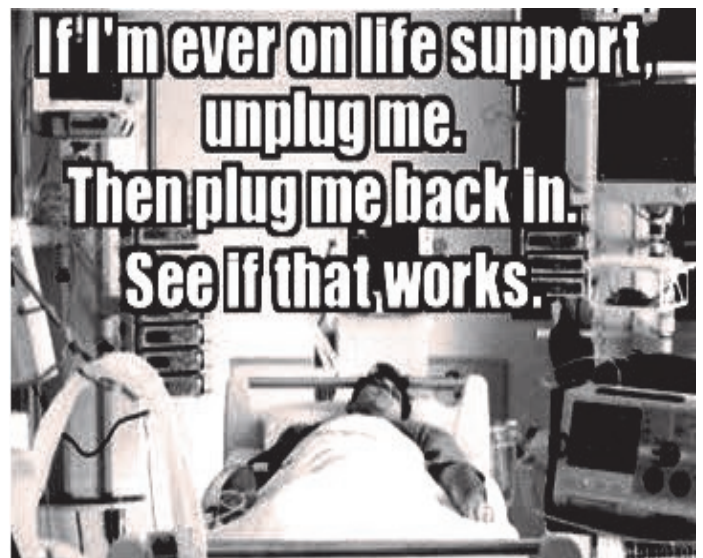
Best regards, *Tony*

ED DAVIS—Flagler Beach, FL

My first letter to all in RUPA. It's been 1 year since I was pasturized! Look forward to my *RUPANEWS* each month and read it cover to cover.

Jill and I have settled into our new digs in Flagler Beach, FL. Been a busy few months getting all in place. I fly my 2 GA planes when I can and haven't been on a UCon jet since I hung up my uniform.

Kinda nice sleeping in my own bed every night. Do miss the yummy crew meals though...ha! Dropped



30 lbs since retirement.

Hope the New Year continues to bring good health and few surprises!

All the best, *Ed & Jill Davis*

MRS MARTY DUNKLE—Mesquite, NV

Dear Leon, It will be nice to have a new Directory, mine is ten years old. Which reminds me, I will be 90 next month? How did that happen?

I have been in Mesquite, NV for a year and am enjoying the desert, and this is a unique little village.

I finally met Bill Eads and his cute wife, Donna. You must read his recently published book "Lightning Flight." It is a stunning novel. I think all pilots will agree.

Happy New Year and to all the helpers, do enjoy the reads. Best wishes, *Marty*

MRS. PAMELA HARTMAN—Fresno, CA

Hi Guys, Enclosing chick in the amount of \$25 for this coming year.

I had a great laugh regarding the poem on page 50 of the February 2015 magazine. It seemed it was written about me! Say hi to Phyllis for me.

The coming cruise sounds like fun but have no one to travel with so I have to pay for a single supplement which stops me from traveling. *Pamela*

FRED HOPE—Ocean Shores, WA

I am creeping up on number 18 since my final UAL landing in SEA.

Thanks to all you faithful servants who publish *The RUPANEWS*. I read it from cover to cover and enjoy all the letters that are sent in, even from pilots I don't know. Sadly, the Flown West page always seems to have someone I know. I think that in Heaven, God has a huge selection of airplanes us old guys can play with, all the low flying and buzz jobs we like! God has banned Sims though, He is compassionate!

A couple of happenings lately have reminded me of my TDY in Hong Kong while watching the Super Bowl this year. In case you didn't know, Seattle lost!!

(1) In HKG we watched Super Bowl XXX in our crew room at the Hong Kong hotel at about 0630 Monday morning. All crews available and wives showed up in various versions of sleep wear and

sweats. The festive drink of the morning was coffee and juice. Dallas beat Pittsburg 27-17.

(2) Our son Brian is going through 737 Captain training in Houston. One of his classmates is Brenda Tirschfield who was my F/O for 1 1/2 months in HKG. She had her husband and young family there as well. Her baby boy is now a sophomore in college.

Our crews flew UAL's round the world HKG-DEL portion. Once the one flight a day left we were free to "do" the down and we did! What fun we had. It was the closest I have come to the camaraderie of RCAF squadron life years ago. We all looked after one another.

In an old album I found some scribbling's I can't recall writing. It reads like this:

Flying to Delhi:

-the Capt who qualified me (and Lyle Burhans) on the route to DEL was Dick Slinn.

-Dick said the ATC clearance cost \$632. (How did he know that? -did he pay it)

-First flight on our own (Brenda and me) -talking to controllers, the most heard statement was "what did he say"?

-China, Myanmar, India, Bangladesh India-sometimes talking on 3 radios at once-sometimes doing 360's for spacing.

-Terrible schedule-land DEL and get to bed at 4 AM -leave midnight and land HKG at 7AM. Did 21 flights meaning up all night 42 times. I'm not much for sightseeing, but managed enough for my tastes.

-A highlight one time was watching men make cow dung patties with their hands-used them for fuel-must have smelled great in their homes. Some pilots were going with little sleep and touring the Taj Mahal, an all-day outing-not for me.

-First 2 1/2 months had a female F/O's (all good) UAL must have thought I was harmless with the ladies or I wasn't safe with the guys??!!

-In January in Delhi, Brenda and I went on a bicycle rickshaw outing-she said she just had to have one- nest trip I helped her get one packaged up and get it to the airport for shipping-took about 5 hours. While waiting we saw a naked man go by-our entertainment for the day-this in Old Delhi.

-another day we had photos taken with snakes around our necks.

-Delhi-most of the time smoke and pollution-dirty

conditions-men urinating on the side of the street-kids just squatting and letting go.

-waiting for pick up in DEL there usually was a dog waiting for us-we called him the Delhi Dog-looking for a scrap handout. Also there was a guy we called Tag Man who made custom made luggage tags-he was in cahoots with the van drivers.

End of my musings.

All in all the HKG experience was worth it. The wives, (especially Sara Diana) enjoyed the shopping although I think you can do just as well at Costco these days.

Sarah and I have a few aches and pains but nothing too serious. We are heading for Utah and Idaho next week for our 3 week ski outing.

Enough! Check is enclosed-a little extra for the worker bees!

Cheers, *Fred* I'm in the Directory.

JOE JENKINS—Palm Beach Gardens, FL
Cleve, Add my appreciation for all the work you, Jon, Leon, Cort, Bob, and all the group perform to keep the *RUPANEWS* airborne. Your publication is thoroughly enjoyed by many folks.

Flying for United for 36 years (minus 30 days) was fun ... DC-6B to the 777. Enabled a boy from Alabama to experience parts of the world he could hardly have imagined. Thanks to Ray Wiseman (DCAFO) for giving me my first job in aviation at Auburn, AL 56 years ago, and guiding me along the path.

After retirement I was able to continue flying for a few years as a mentor on the Eclipse 500 and Phenom 300 VLJs. Today I fly for fun from home base around Florida and occasionally to the Bahamas in a friend's Seneca II.

My wife Aina (DCASW) and I split the seasons between our homes in Florida and Norway where our grandchildren live. It is so rewarding to attend, when able, our local RUPA monthly gatherings at



the Ham Wilson Southeast Florida Gold Coast Chapter. We all miss "Hambone"

(Passed away at 99 years last summer), however his spirit and humor lives on. *Joe*

LARRY JOBE—Groveland, CA

Thanks to all of you who keep this organization running for us.

It's been an active, eventful year with our project, Flying Tiger Heritage Park, in Guilin China coming to fruition. The Museum will be dedicated on March 28th and the park is slated for completion by August 15, 2015, the 70th anniversary of the ending of hostilities with Japan. We are planning to recre-



ate a Hump flight in a DC 3/C 47 to celebrate the anniversary. It will fly from Imphal, India to Kunming, China, refuel and then fly to Guilin landing in front of the museum. The plane will then be donated to the museum. The date of flight is hoped to be between August 15th and September 2nd totally dependent on weather. You can keep up with our progress at our web site www.FlyingTigerUSA.org. Artist depiction of the finished park. *Larry*

DENNIS KEAST—Boca Raton, FL

Dear, Leon: Enclosed is my check for the next three years. It doesn't seem like 14 years has passed since I set the brakes on my last flight - February 8, 2001.

Because of the management of our airline I've only used one pass since retirement. I flew down here to FL in May of 2011 to pick up my second car. Shari and I have taken 14 or 15 cruises since retirement and have bought a ticket on most or used mileage plus on two. The first one was on Lufthansa Business Class and that was really great; brand new 747-8. Their Business Class was like First Class on our B-777's when I retired. The other one was on our B-777 in Economy Plus. We had bulkhead seats on the window side which didn't have row in front of

us. This gave us a lot of extra leg room. Service was not as great as it was on Lufthansa couple of years ago when we flew couch to Frankfurt and back. We booked United but ended up on Lufthansa. This summer it's a double river cruise in France.

After talking to some recently retired, and current pilots, I find I really do not miss the flying all that much. I do miss the comradery that occurred during the flights and the fun we had on layovers. It's a real shame the direction UAL is taking, or should I say CO since they seem to have taken over. Oh well, some say change is good and inevitable. I personally don't believe much of it has been good. But then, that is my opinion.

I'm enjoying another winter in FL, and no, I don't wish I were in New England or Chicago this winter. I enjoy the RUPA meetings in Pompano Beach, FL and occasionally in Stuart, FL. I also enjoy volunteering at the Museum of Science and Industry manning our B-727 (named for my good friend, Bill Norwood) from May to Nov. for the past 3 1/2 years. It's a fun job and the people that come through are some of the most enjoyable on earth. I've seen a number of UAL crew members and flight attendants as well as a number of foreign crewmembers. The museum CEO really treats us great and goes out of his way to see we have everything we need to do our volunteer job. Maybe we should put him in charge of retiree travel benefits at UAL. Respectfully, *Denny*

MARV KRUSKOPF—International Falls, MN
I feel as though I have reached the pilots menopause. For the first time in my adult life I am without any airplane. I probably have owned 20 or so light aircraft in the past 61 years of flying and maintained them all myself. I have skinned my knuckles and pierced my skin plenty of times with safety-wire and it feels good to not have to do that for a while.

I still have a nice hangar and I can't guarantee that I won't buy another airplane, but it is unlikely. If planes were like modern autos with good heat and air conditioning and with the capability to start unassisted at 25 below zero and have an equivalent engine life, I must consider jumping back in. Of course at 84 I might not be all that reliable. Just some food for thought. *Marv*

BARRIE NELSON—Scotts Valley, CA
Well those old guys were right. 18 years goes by fast. Still skiing in the winter and hiking and biking in the summer at our shared condo at Tahoe and gliding every two months in HNL.

Sharon will probably keep flying until the end of 2016. *Barrie* 1965-97

HAM OLDHAM—Delray Beach, FL
Everything is okay in Delray Beach, lots of growth and traffic.

We spent weekend in Sebring attending the -US Sport Aviation Expo. Lots of stuff to look at. If you get tired of looking at airplanes, cross the parking lot and watch the race cars going around the track. We stay at - The Inn on the Lake Hotel. It is race car themed and has beautiful gardens. Till next year. *Ham & Ruth* DCA MIA LAX

GARRETT PAULL—Joplin, MO
Cleve, and ALL of you that devote a great deal of time; Thank you, with a capital "Thank You." You go "above and beyond."

Health good, outlook good, attitude good, and will move near Kingwood, TX when we sell in Joplin. Will be close to our son and grand-kids. Other son lives in Colorado, but I think that no snow sounds good at my young age of 75, what did I just say? 75 wow.

Went to Oshkosh in 2013; the technology blew my sox off. I started on the DC-6 with round engines, that still stop me when I hear one. Imagine what the next 100 years will bring, not only to aviation, but to everything.

My son took a video of a major forest fire in Colorado; he is a veteran Longmont City Firefighter, and a US Forest Service Firefighter. The video is of a DC-10 Slurry Bomber breaking from the smoke into full view as the fire retardant is dropped, very close, and very spectacular. I have probably 4,000 hours in the 10 so I offered to come to Colorado and fly for free. Guess what, I am still waiting to be called.....Now the next best thing would be to fly a 2 day United Airlines sequence, once every month and a half, but the best part of that would be to sit at breakfast and talk to greatest guys/gals in the world, the United Pilots.....

Check is in the mail.....Thanks, *Garrett*

NORM PAULSEN—Coupeville, WA

My wife, Kristina, told me that if I didn't send in a little note with my birthday dues, that she would not be making any dinner tonight. She loves to read those letters in the *RUPANEWS*. So being the perceptive man that I am, I headed right for the keyboard.

We live on Whidbey Island NW of Seattle--been here for about 25 years now and love it. When we go over to the mainland we call it "Going to America." We moved here from Sonoma, CA where we had a small horse ranch, and imported horses from Sweden. (Hi Norm, from Sonoma)

Kristina was a stewardess with United and married to United pilot George Mafort. Some of you might remember George; In 1970 he died immediately after landing a 727 at Reno airport. Kristina and I met at LGA airport in 1972 and have been married for 42 years.

I started with Capital in 1956 and took a medical retirement from United in 1986, based in Chicago and SFO.

Well, I smell some food cooking--must be dinner time.

Norm, MDW, ORD, SFO

JOHN PEDRETTI—Madera, CA

That time of the year again. Seems impossible that is has been 21 years since retirement.

2014 was not a good year for me. My wife of 62 plus years is still fighting the dreaded Alzheimer's. Still in a trial clinic at UC-Davis in Sacramento.



Our oldest son passed away suddenly at age 55 of a heart attack last August. He was a Marine Biologist with the Fish and Wildlife service. A terrible blow--no parent should ever have to bury their offspring.

On a better note I enjoy reading the letters from the old timers. Herb Goodrich, Dave Hanst, Lee Swoford--who just flew west-- are a few who come to mind. I flew with these gentlemen many times. They were all excellent pilots and a joy to fly with. I believe they are all in their 90's. Keep going guys.

I also enjoyed the article by Edgar Riehl - age 94--about the DC-4/C-54 as I flew the DC-4 for World Airways. We flew military airfreight called Logair. It was all stateside and our trips originated out of Travis AFB. Two trips a day was the schedule and we went to the East coast then south and back across the southwest and back home. The other trip went the opposite direction. We were gone a week then home a week. Flying time was about 40 hours and we were paid per contract mile completed as was the company. Five layovers were at BOQ's and we had O-club privileges. I flew for 1 year and logged just under 1,000 hours. We used "P-51" time in reverse to stay legal as we did not get paid for going to an alternate. We had 8 airplanes and 3 were ex UAL. We loved them for the great auto-pilot. We hated the 3 from Eastern as they had no auto-pilot. Co-pilot pay was about \$550/mo. with Capt. pay \$1,100/mo. My checkout was a link trainer flying the old range with the N and A signals. Early the next morning I had 3 "bounces" and left shortly thereafter on my first trip. Two things stand out to me. On one of my earlier night flights we were eating our usual fare-box dinners and the Capt. kept tossing food over his shoulder and I kept hearing noises behind me. When I asked about this he tossed the food and turned the lights on behind us. I saw a whole bunch of large rats fighting for the food. The cockpit heater was the only heat and they all came forward during flight. The other was a very low visibility approach at Wright/Pat AFB in a snowstorm. The usual procedure was for the FO to fly the approach with the Capt. to take over and land. The old 4 was very stable with a low speed approach--about 90 knots. It was a GCA/ILS approach and the Capt. said nothing until the nose gear gently bumped the runway. He landed but we needed follow me to taxi. I think the weather was slightly below minimums.

United bought my sob story and put me in FE

school in early 1961. I finally graduated 33 years later on the 747-400. Quite a ride since I first so-
loed on a John Deere tractor in 1942 as a young California farm boy.

Thanks to all of you who make RUPA possible. Double thanks to you Cleve for all the work you do to make the *RUPANEWS* so great. Till next year I hope.

John, 1961-1994. Mostly LAXFO

TOM PURRINGTON—Bronx, NY

Hi, Cleve, I see that I have missed writing my annual tome on time so will be late.

The usual clichés apply. Nancy and I are well. We try to play racquet ball three times a week and use the gym on alternate days working on light weight training and stretching. My goal is to receive my pension longer than I received a paycheck from dear old UAL.

We still commute between EWR and PHX as opera schedules, grandkid's birthdays and other events in both locations dictate. I find the commute mostly easy if one uses a laptop or iPad to stay abreast of loads. On a few occasions when we needed to positively be somewhere and the loads were tight I have used the discounted UA fare which is simple to use.

This past summer we took advantage of Ed DeChant's generosity and sailed on his barge, *Caprice*, for a week through Burgundy from Dijon. If you haven't done this yet, I encourage you to taste this most delectable voyage. The crew are wonderful, the chef superb, the wines seemingly never ending and the side trips educational and fun. Go early and stay in Dijon for a few days. It is a pleasant, walkable city with museums, parks and wonderful restaurants.

We look forward every six months to attending the RUPA lunches in the NY area.

Until next year around this time I bid you all a happy, healthy life. *Tom*, EWR, JFK, IAD

MRS. NORMA PURYEAR—Davis, CA

RUPA members: I see by the By-Laws that membership eligibility is stated "Retired or active pilots of United Airlines, or predecessor companies, are eligible for membership in this Association. Since I am not a member of any of these categories I do not feel that I am eligible for membership. My status is widow of retired UAL Captain Bob Puryear." That

does not, according to wording of the By-Laws make me eligible for membership. Accordingly, this will be my last letter and dues payment to RUPA. (*Hi Norma, widows have always been welcome to continue to be members of our RUPA family. All of you kept the home fires burning while we were out playing with our airplanes. Editor, Cleve*)

Truthfully there are few names I recognize now. Bob retired in 1981, and anyone junior to him at that time is unknown to me. Many of his contemporaries have Flown West.

Since I celebrated my 92nd birthday last year I am not really interested in traveling any more by air or any other method.

I am still living at University Retirement Community in Davis, CA. When Bob and I moved here in 2006, Jay Nelson had recently died, Bob, Wayne Walker and Max Rasmussen were the UAL pilots in our pilot's group. Bob died in 2011, Wayne, this last year. Max lost his wife, Audrey, this last year and is not doing well at all. Soon it will be just Dottie Nelson Anderson and myself as UAL representatives. Dottie is married to a non-pilot now.

Since this is my last letter I wish all the old group we knew so well best wishes and continued health and happiness. UAL was out life for 68 years- my license plate is EAA-UAL, When we had a pickup it was UAL-EAA. Anyone familiar with flying organizations can figure out our interests.

I will snail mail a check for this year's dues to the treasurer. Thanks for everything over the years.

Norma Puryear (Mrs. R. M. Puryear)

JIM REID—Denver, CO

Leon; Cleve; It sure doesn't seem like it was twenty years ago that I took my retirement "selfie." Had UAL seen this I may not have gotten my 30 years in. Time goes by in a hurry when you are having fun. I had other endeavors during my time including my own company and am sure happy with the retirement I received as an hourly paid union employee of a bankrupt UAL.



You may be interested in the below blurb on how to protect your e-mail address book. I got hit last year

and it sure was time consuming to straighten it out. You use the e-mail much more than I do so it could work for you. It won't keep the worm out but it will let you know instantly if one gets in and will protect the folks you are in contact with. Also there is no down side to putting all those "A's" in. Appreciate the work you do. *Jim*

How to protect your e-mail address book

A computer repairman says this is like having gold. This is a good thing. I learned a computer trick today that's really ingenious in its simplicity.

As you may know, when/if a worm virus gets into your computer it heads straight for your email address book, and sends itself to everyone in there, thus infecting all your friends and associates.

This trick won't keep the virus from getting into your computer, but it will stop it from using your address book to spread further, and it will alert you to the fact that the worm has gotten into your system.

Here's what you do:

First, open your address book and click on 'new contact,' just as you would do if you were adding a new friend to your list of email addresses.

In the window where you would type your friend's first name, type in 'A'.

For the screen name or email address,

Type, AAAAAAA@AAA.AAA

Now, here's what you've done and why it works:

The name 'A' will be placed at the top of your address book as entry #1.

This will be where the worm will start in an effort to send itself to all your friends.

When it tries to send itself to AAAAAAA@AAA.AAA, it will be undeliverable because of the phony email address you entered. If the first attempt fails (which it will because of the phony address), the worm goes no further and your friends will not be infected.

Here's the second great advantage of this method:

If an email cannot be delivered, you will be notified of this in your In Box almost immediately. Hence, if you ever get an email telling you that an email addressed to AAAAAAA@AAA.AAA could not be delivered, you know right away that you have the worm virus in your system. You can then take steps to get rid of it!

If everybody you know does this then you need not ever worry about opening mail from friends. DO IT NOW and pass this on to all your friends.

CLIFF RHODES—Ormond Beach, FL

Hi Folks, Well, one more candle and one more trip around the sun. Although retirement life is good, I miss hanging around and flying with the great bunch of folks. And I miss the flying. The pilot in me will always lure me to escape this world's gravity and venture back into the sky. I miss the Honolulu layovers and lunch at Dukes on the south side. I do not miss my body sitting in Beijing trying to figure out when to sleep and eat. I love being at home more with my wife, the wonderful Ida Jane. Every year I make it a point to thank all of you who walked the line in 1985 and who stood with your brothers and sisters to make life better for all of us. I did not come to United until 1990 but I owe you guy's big time. Thanks.

Many events this year including our daughter in law giving birth to identical triplets and our other daughter in law giving birth to our first granddaughter, finally, a girl. Golf is good, still single digit, we love the beach, especially when the surf is good. I enjoy my volunteer work at our Church, The Salty Church. Still helping to build and repair homes for the poor in Appalachia with a bunch of good men.

My flying these days includes trips with my retired 777 buddy Bob McCormick in his Skyhawk. Looking at the LSA route for some fun local flying just



to keep the itch scratched. We were also in the Navy together and he said to me the other day, "I lost my security clearance, can I still look in the **classified** section for Jobs?" OK, OK, it's not that bad. A hello to Larry Nikolaus.

Thanks to all the folks who work so tirelessly to put this publication together. My friends and fellow retirees, may you all have fair winds and following seas and good health this year. *Cliff*

IN MEMORIAM

VICTOR ROSS HANSEN

Victor Ross Hansen, 82, took his final flight to the great beyond on January 23, 2015. He died of leukemia in his home.

Vic was born in Spokane, WA on July 31, 1932. He was the youngest son of six children born to Vesta E. Alexander and Bernard M.

Hansen. Vic's grandparents were early Spokane pioneers whose homestead is now the Felts Field Airport. Vic attended West Valley High School, graduating in 1950. The Army drafted him for service in the Korean War, where he served as a railroad engineer.

Before and after military service, Vic, like his father, worked for the Northern Pacific Railroad, and shared a passion for flying. He earned his commercial pilot's license in 1955 and was subsequently hired by Pan American Airlines. He was stationed in New York City, where he flew various European routes. In 1961 he was hired by United Airlines, and was stationed in both San Francisco and Seattle. Vic retired from United Airlines in 1992, eventually settling back in Spokane, Washington.

Vic was active in the Quiet Birdsmen (QB), a distinguished organization for accomplished pilots. His favorite time was spent in his hanger at Felts Field where his love of aviation led him to restore numerous antique airplanes. His specialty was L19/01 Bird Dogs, of which he restored many, even having a side business called Bird Dog Aircraft Supplies. He also restored an Alexander Eagle Rock, similar to the one his father had owned, and it is now on display in the terminal at the Seattle/Tacoma International Airport.



Vic married Peggy Harmon, a local Spokane girl, in 1956. Together they raised three children. They have seven grandchildren, and seven great grandchildren.

A memorial service will be held this spring at Felts Field Airport. Remembrances may be sent to Hospice of Spokane.

Old pilots never die, they just fly west. Happy flying, Victor!

WALTER E. HAUGHT

Walter E. Haught passed away on January 15, 2015, in San Francisco, CA. Walter grew up in St. Clairsville Ohio, where he was born on September 9, 1927. In 1947, he joined the U.S. Air Force (Army Air Corp), serving 7 years, mostly with SAC. In May 1954,

Walter joined United Airlines. He flew a great variety of airplanes the Convair 340, Caravelle, Boeing 720, Boeing 767, DC-8, and retired on the DC-10 in 1987 after 33 years with the company.

A pilot's pilot, an avid reader, Walter had a love for animals, gardening, woodworking, and electronics amongst many interests. A magnanimous, unpretentious and warm person with a sharp wit and a great sense of humor who lived life to its fullest, he cherished his family and his friends. Walter is survived by his partner of twenty years. He will be deeply missed by the many people's who's lives he touched, but none more than by those who loved him.



JACK MOORE

Jack Moore, 93, of Camarillo, CA passed away on January 14, 2015. He was born in Lenox, Iowa on August 17, 1921. He was the

youngest of 6 children. At age 19, he went to work for American Airlines as a secretary becoming a Flight Navigator in 1942. He survived over 30 missions flying "The Hump" during WWII. Following the War, he continued his career as a Navigator at several airlines eventually flying for United from 1963 through 1981. While employed at United Airlines, he flew navigator on the DC-8 to the Hawaii, better known back then as "our



little corner of the world." After the development of the inertial navigation systems, the role of navigators came to an end in 1975. He flew his final trip as a navigator in June of 1975, and enjoyed 1-day off before starting his new role as a pilot crew scheduler in the LAX domicile. That led to a more permanent position several months later, where he became a Flight Attendant crew scheduler at LAX.

With a commercial pilot license and instrument rating - he was among a small group of navigators that had tried to get hired with United following the end of their navigating careers as new hire pilots. United told these guys that they were much older than what United required of their new hire pilot applicants. As a result, one of the navigators filed a class action lawsuit against United Airlines for age discrimination. The navigators who held pilots licenses, won the lawsuit and were then offered the opportunity to be hired as a new hire probationary pilots. So in December of 1977, at the age of 56 he began his new career as a probationary new hire pilot. He flew the 737 as a Second Officer - also known as "the guy in back" based out of SFO for about a year and a half. From there he upgraded to Second Officer - Flight Engineer on the 727 out of LAX, which is where he flew until reaching his 60th birthday. He was proud to tell people that he retired #3 on the seniority list. The only problem was that he was #3 from the bottom of the list, and never acquired enough seniority to move up to the co-pilot, or captain position. Never-the-less, he was extremely proud to have such a long airline career, and especially proud to be able to finish out his career in the flight deck of a United Airlines jet.

Influenced greatly by Jack, his son, Gary Moore was hired by United in March of 1985, and became one of the striking members of the 570. Gary currently flies as a B-777 Captain and Check Airman out of the IAD crew base.

His life included 4 marriages, 3 kids, 6 step-kids, 13 grandchildren, and 12 great grandchildren. He was married the longest to his current wife Joyann. For many years they enjoyed attending the RUPA luncheons together. During their 27 year marriage, they traveled the world, including 2 trips to Antarctica, and 1 round the world trip.

Jack is survived by his wife, Joyann, three children, many grandchildren, great grandchildren, nieces and nephews.

RONALD EUGENE TAYLOR

Ronald Eugene Taylor passed away January 20, 2015 at his apartment in Issaquah surrounded by his loving family.

He was born April 25, 1923 in Rochester, Michigan. At age 13, the family moved to Rupert, Idaho where his father and uncle operated a grocery store. About that time, Ron became enamored with flying. He would spend most of his spare time building and flying model airplanes, financing his hobby by working for his father at the store and delivering groceries. After graduating from high school in 1941, Ron attended college in Idaho and joined the Army Air Corp Reserves in 1942. He was commissioned a 2nd Lieutenant, receiving his pilot wings, and later went on to be an Instructor Pilot in the B-17, transitioning to the B-29. Ron was discharged from the Army Air Corp in December, 1945 and moved to Seattle to complete his college education at the University of Washington. After graduating in 1948, he was hired as a pilot with United Airlines, where he met his true love, Barbara Vanderhoop, a stewardess with United. They were married in November 1949 and moved to Seattle.

When Ron wasn't flying, he and Barbara were busy raising three daughters, building a home in Marine Hills and filling it with furniture he built, sailing the waters of Puget Sound or the San Juans, and traveling the world. Ron had a distinguished 34 year career with United, retiring in April, 1983 as a Captain on the DC-10. His career and dedication to flying was an inspiration to his son-in-law, Denis McKillop, and his grandson Riley McKillop, both of whom followed in his footsteps as airline pilots.

In 1979, Ron and Barbara moved to Gig Harbor and built a beautiful home on the water, their base for sailing, traveling, and exploring the world. They joined Chapel Hill Presbyterian Church in Washington and the Church of the Red Rocks in Sedona, AZ. After Barbara's passing in 2004, Ron found a wonderful companion and traveling partner in Genevieve Davidson.

He is survived by three, daughters, nine grandchildren and 5 great grandchildren.

HENRY S. "HANK" WEIGEL

Henry S. Weigel, 95, passed away on February 13, 2015 at The Journey Home Hospice House in Bartlesville, OK.

Hank was born in Princeton, New Jersey on September 14, 1919. He attended Princeton NJ public schools and graduated from Princeton High School in 1937. He attained the rank of Eagle Scout in 1935. He worked for his father at the Princeton Dairy through high school and assisted in the processing, bottling and delivery of milk to Princeton customers. He attended Rutgers University in the summer of 1937 taking a course in dairy processing and manufacturing.

In the summer of 1935 Hank had a chance to take a ride at the Mercer County airport from an exhibition pilot by carrying gas cans for refueling. His desire to fly simply grew year after year. In the fall of 1937, he decided to go to work for Luscombe Aircraft Corporation in West Trenton, NJ. He received his Airplane and Engine Maintenance Rating certificate in 1939. In 1940 he went to work for Cape Aircraft at Hatchville, MA County Airport as an aircraft mechanic. Hank enlisted in the U.S. Army on December 15, 1941 in Boston, MA. He applied for and was accepted into the Army Air Corps and was assigned as an aviation trainee cadet in January, 1942. He completed preflight, primary, basic, advanced and B-17 Transition schools in Maxwell Airfield in Montgomery, AL; Bainbridge Airfield, Decatur, GA; Blytheville Airfield, Blytheville, AR; Kaye Airfield in Columbus, MS; Hendricks Field in Sebring, FL and Randolph Airfield near San Antonio, TX. In Feb. 1943, he was assigned to B-17 and B-24 bomber training and was stationed at Gowen Field, Boise, Idaho but in April, 1943 he was transferred to Wendover Army Air Field in Utah. At Gowen Field, he was assigned to a 10-man crew to train for assignment to England but before he could complete training, he was assigned to Wendover Air Field as a Maintenance Test Pilot as part of field operations. In December, 1943 he and his maintenance test crew were assigned to the 399th Bomber Operations Group, 607th Squadron at March Air Field near Riverside, Calif. He served as a B-24 Instructor Pilot, Flight Test Maintenance Officer, Test Pilot, Test Flight Engineer and directed the



flight testing of all repaired aircraft at March Field including not only B-17 and B-24 aircraft but also the B-18, B-25, B-26, P38, P39, P40, P47, P63, C45, C47. He flew many of the repaired and refitted fighters and bombers before they were released back to their respective units. Also at March Air Field, he met and married Violet Griffith on June 23, 1945 in Riverside, CA. Vi worked in March Field Air Operations. They were married for 59 years.

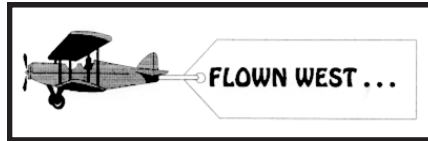
In March, 1946 he became a co-pilot for Penn Central Airlines in Washington, D.C. Penn Central merged into Capitol Airlines by 1950. Capitol Airlines then merged into United Airlines in the early 1960's. He flew east coast routes with Penn Central, Capitol and United Airlines primarily out of National Airport (now Reagan National) in Washington, D.C. In 1968, he was transferred to Denver, CO and became Manager of Flight Standards for United Airlines. Hank flew commercial aircraft for 34 years and retired in 1979. He flew many different types of commercial aircraft. His last plane was the DC-10.

He and family lived in Alexandria, VA while flying out of National Airport. They were active in small sailboat racing on the Potomac River. They were active in Pohick Church in Lorton, VA. The family moved to Littleton, CO in 1968 when he was transferred to Stapleton Airport in Denver, CO. In 1996, he and Vi moved to Bartlesville, Oklahoma. They loved to travel, camping, boating and fishing. He was very active in the Oak Park United Methodist Church and in 2009 at the age of 90 he received the Pat McGarrity Award for Excellence in Volunteerism by City of Bartlesville Project Transformation. This award was given for helping young children in the 10-week summer reading program. Lastly, he was been able to drive, mow his yard and do car repairs until July, 2014.

He is survived by; one son, two daughters, seven grandchildren and ten great-grandchildren.

The family is requesting donations in lieu of flowers be given to either Journey Home Hospice Care House, Bartlesville, OK or Oak Park United Methodist Church, Bartlesville, OK.

A memorial service was held at Bellevue Presbyterian Church. Donations in his name may be made to Evergreen Hospice, 12822 124th Lane NE, Kirkland, WA 98034.



Gary M. Burrus	May 31, 2014
*Alonso S. Fuster	Feb. 01, 2015
*Russell F. Gustafson	Jan. 20, 2015
Victor R. Hansen	Jan. 23, 2015
Walter E. Haught	Jan. 15, 2015
Rex S. Joseph	Jul. 25, 2014
John H. Kalde	?
Allen H. Locher	Dec. 08, 2014
Guy W. MacLeod	2013
Thomas Morgan, Jr.	Jan. 23, 2015
*David J. Parrish	Feb. 2015
Ronald E. Taylor	Jan. 2015
Henry S. "Hank" Weigel	Feb. 13, 2015
*John Page Van Wie	Dec. 01, 2014

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

March, 2015 Edition

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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

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

Colorado

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

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL* - 561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*, 808-315-7912 or 808-334-1883

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL)
The Joe Carnes 31North-Illinois RUPA Group (2nd Tuesday, January, May and September)

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175
Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

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

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wed monthly 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

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

Washington D.C.

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