

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 —

Arizona

Phoenix Road Runners...Ken Killmon.. flyawayk@cox.net
 Tucson Toros.....Randy Ryan.. randyryan40@msn.com

California

Dana Point Ted Simmons.. tsimmons5@gmail.com
 Los Angeles South Bay Arvid von Nordenflycht
 arvidvn@yahoo.com
 Monterey Peninsula Phyllis Cleveland
 one747czi@redshift.com
 San Diego Co.Bob Harrell.. bobharrel2@cox.net
 San Francisco Bay.....Sam Cramb.. dscramb@yahoo.com
 San Francisco North Bay.Bob Donegan. fatherdon@aol.com
 San Fransico East Bay RupariansDon Merucci
 dmerucci94566@gmail.com
 Thousand Oaks ..Denny Fendelander dfend4@yahoo.com

Colorado

Denver Good Ol' Boys..... Tom Johnston
 thomasjohnston2@hotmail.com
 Stanley Boehm.. spboehm@comcast.net

Florida

N.E. Florida Steve Moddle StevesPiperCub@aol.com
 S.E. Florida Gold Coast.....
 October thru April, — Lyn Wordell & Ned Rankin
 Lyn Wordell lyndenw@aol.com
 Ned Rankin nwrankin@aol.com
 May thru Sept.,...—.....Jim Morehead & Art Jackson
 Jim Morehead Moreheadjames@aol.com
 Art Jackson..... arthjacks@aol.com
 S.E. Florida Treasure Coast Sunbirds.....Bob Langevin
 BobL34997@aol.com
 S.W. Florida Gary Crittenden... gjcritt5@comcast.net
 TampaMatt Middlebrooks... immbrooks1@verizon.net

Hawaii

Hawaiian Ono Nene's Larry Becker beckerhi@hawaii.rr.com
 Big Island Stargazers..... Linda Morley-Wells
 Linda Morley-Wells..... lmwjet@earthlink.net
 Beth Ann Raphael..... berapha@aol.com

Illinois

Greater Chicago Area Group
 Claude Nickell buddyclaud@comcast.net
 The Joe Carnes 31 North-IL RUPA Group.....
 E. Allan Englehardt eallanenglehardt@aol.com

Nevada

Las Vegas High Rollers . Andy Anderson - Jerry Johnson
 Andy Anderson
 Jerry Johnson..... ragarm@cox.net
 Reno's Biggest Little Group..... Gary Dyer - Lyle U'ren
 Gary Dyer gdtahoe@att.net
Lyle U'ren..... captlylej@aol.com

New York

New York Skyscrapers Pete Sofman
 psofman@gmail.com

Ohio

Cleveland Crazyies Richard McMakin
 rmmakin@sbcglobal.net

Oregon

The Columbia River Geezers..... Ron Blash
 Ron Blash rblash@mac.com
 Tony Passannante hotshotcharley@aol.com
 The Intrepid Aviators of Southern Oregon.....
 Bob Niccolls..... bniccolls@live.com

Washington

Seattle Gooney Birds . William R. Brett wrbrett@comcast.net
Brent F. Revert..... reveille747@yahoo.com

Washington D.C.

Washington D.C...E.K. Williams Jr... ekwjr@earthlink.net

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

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

President's Letter

RUPA EXECUTIVE OFFICER ELECTIONS:

Per our Bylaws, I am notifying the membership of the upcoming election in July, 2015, by our Board of Directors, for the offices of President, Vice President and Secretary/Treasurer. We encourage all of our members to consider volunteering a little time for the good of the organization. Please advise Leon Scarbrough, RUPA Sec/Tres at rupasectr@aol.com if you would be willing to serve. I will announce the election results in the August, 2015 *RUPANEWS*.

NEW MEMBERS:

Let's have a warm welcome to our latest New Members, who are making that long anticipated transition to their life after United. Please extend a hand to Captain Bill Whitley, Tulsa, Oklahoma, Captain Joseph Yanacek, Emerald Hills, CA, Captain John Kallio, Lafayette, CA, Captain Robert Wenzel, Camano, WA, Captain Dennis George, Conifer, CO, Captain Richard Wojdyla, Littleton, CO, Captain Brian McGarry, Hilton Head Island, SC, Mr. James Bowlds, Naples, FL, Captain Robert Walker, Mt Baldy, CA, Mr. Andrew Futrell, Collierville, TN, Capt. Terry Geers, Naperville, IL, Capt. Brian Ryder, Littleton, CO.

MEDICARE SUPPLIMENT RESOURCE INFORMATION:

Thanks to RAFA, here is some information regarding Medicare that will help answer the question "how do I determine which is the best insurance coverage at the best possible price?" Come this November Medicare enrollment period, it's easy to become confused as to how to proceed because the Medicare premium usually goes up for the next year. There are Health Care Insurance Counseling and Advocacy Programs (HICAP) set up in different states under different names. By offering this information early on in the year, we want to equip our members so they have time to investigate and make the best choice for their lives. We'd like to refer you to the link below that supplies information about programs in various states. Go to: <http://www.seniorsresourceguide.com/directories/National/SHIP/> and it will give you a resource to investigate your state's free counseling program. November is just around the corner so invest some time now to make your decisions more informed and not rushed.

SUMMER IS HERE:

Another summer is in full swing complete with some travels, family reunions and beautiful long days with outdoor barbecues. Looking back over the years, I have always treasured this time of year. I hope your summer activities are fun filled.

Jon Rowbottom
RUPA President

**Would you like to receive the RUPANEW by E-mail?
If so, send an email to Leon and tell him
rupasectr@aol.com**

How to renew dues and/or update your personal Information

The renewal date for dues is your birthday and is printed in the back cover address box.

Send your \$25 renewal check (made out to RUPA) to RUPA, PO BOX 400, VINEBURG, CA 95487-0400
Or pay on line with a Credit Card. Go to rupa.org web site and clicking on "PAY DUES ONLINE."

How to update your personal Information, such as 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:

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

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

Always include your file number with any communication

Vice President's Letter

As we pass the the 30 year anniversary of our historic show of unity and brotherhood, we should pause and reflect over the past 3 decades. First thing that comes to mind is, where does the time go?

Thinking back to May 17, 1985, I recall the angst we all felt, pondering if we would still be employed at the end of the day. The bravery of those who had personal or financial issues, management pilots caught in the middle, the 570 who joined their brothers and sisters, you, through guts and determination conquered the 500 pound gorilla. To them and the 95% who held the line, we raise a glass on this historic anniversary.

We won the day back then and this event remains a footnote in the UAL history books but continues to be the legacy of proud United Airlines pilots who fought and won the battle because of our resolve and solidarity. Because of this camaraderie, UAL pilots are amongst the few who to this day wear with pride their ALPA wings.

We are all cognizant of the fact that as time progressed through 9/11 and bankruptcy, the landscape changed and many felt betrayed by our former Union. Unfortunately that battle continues through lawsuits and appeals to right the wrongs of former UAL management. All this being said, we are a unique "band of brothers," us aviators who can hold our heads high. It is terrific that we can continue to stay connected reflecting on these events with each other through RUPA into our "Golden Years".

A big thank you to our President Jon, Editor Cleve, Secretary Treasurer Leon, Membership Chairman Bob, local reps who put together the lunch meetings and those who submit articles and missives for the *RUPANews*. You all are RUPA.

Enjoy your summer.

Respectfully submitted,

F V "Cort" de Peyster, RUPA Vice President

San Francisco East Bay RUPARIANS Luncheon

The group of eight convened for lunch at 1300hrs at the Prima Vera restaurant in San Ramon.



Left to Right: Don Merucci, Rich Bouska, Grant Adams, John Baum, Jim Trierweiler, Steve Kesinger, B.S. Smith, Georgia Bouska.

Important things were discussed such as old war stories, new war stories and the recent RUPA Panama Canal Cruise. The consensus was that somethings were more fun than others. *Don Merucci*

Paraprosdokians

The last thing I want to do is hurt you, but it's still on my list.

The San Francisco Bay-Siders' Luncheon



Given that May marked the 30th anniversary of the 1985 Pilots' strike, our SFO Bay-Siders' Luncheon at Harry's Hofbrau had a Strike theme. Dick and Jeri Johnson and Bruce and Stephanie McLeod brought along their picket signs, and everyone received a button that said "We Stood United, May 1985." We all perused the official Strike photo album, and were reminded just how young we all were in 1985. Our special guests were Evelyn Chang and Helen Lum who worked in the old SFO Council 34 ALPA Office. We hope they will join us at another of our monthly luncheons.



L to R: Dick Johnson, Jerry Terstiege, Walt & Mary Ramseur, Rose Spring, Bruce &



L to R: Helen Lum, Evelyn Chang, Billie Cramb, Gerry Delisle, Sam Cramb, Rich &



L to R: Ed Manning, Bob & Roz Clinton, Pat Manning.



L to R in front: Dee Norris, Craig Norris, George Mendonca, Back: Bob Norris, Jill & Bob Ebenhahn

Not in the pictures: Cleve Spring and Gene & Carol Walter. (Craig Norris is an active UAL Captain)

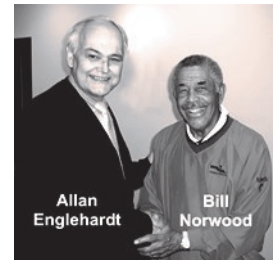


Our Luncheons are always on the second Tuesday of the month 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

The Joe Carnes 31N May RUPA Luncheon

Guest speaker Captain Bill Norwood highlighted our May meeting, and the room at 31 North Banquets was filled with 78 RUPA members and guests. Following his entertaining and motivational presentation, Bill graciously autographed copies of his book, *Cleared for Takeoff*, for us.

31 North's Manager Heidi Wekerle and servers Anna and Giovanna prepared and handled a great Southwestern buffet lunch for us, and Mike did a fine job behind the bar as well. Gracious thanks to these folks for their work.



Enjoying the food and Bill's talk were LeRoy & Eva Bair, Ed Bristow, Ben Burford, Larry Cabeen, Sigmund Chrzanowski, Bill Cherwin, Norm Clemetsen, Clarence & Donna Copping, Ron Cubberley, Barry Davidson, Rich Devries, Jim Downing, Carl Eberle, Allan & Diana Englehardt, Mel Finzer, Walt & Jan Fink, Tony & Robyn Flannigan, Tom Franklin, Marty & Sylvia Gallagher, Bruce Green, Don & Katie Gregg, Mac Gregory, Dave & Kathy Harris, Bob Helfferich, Jim Holbrook, Tom Helms, Jim Higbea, Denny Holman, Wendell Jelm, Verne Jobst, Les Kero, Les Kimmel, Dick & Maribeth Kuhn, Chip & Cindy Little, Lou Litrenta, Tom McFadden, George & Jacquie Mathes, J.D. Myer & guest Gail Wood, Dick Murdock, Bill Norwood, Howard & Marjorie Nelson, John & Miriam O'Connell, Glen Peterson, Jim Richardson, Ted Riendeau, Jim Rosater, Tom Roskens, Larry & Mary Sandford, Jay Santiago, Jack Sheridan, Ole Sindberg, Sid Tiemann, Jim & Mary Jeanne Trosky, Terry True, Gus Tuit, Don Upton, Ken Voelker, Lyman Walter, Dave Wege, Wayne Walusiak, Don Wichelt, and Frank Zackary.

The Legacy Girls, a performing tribute to *The Andrews Sisters*, and participants in the Chicago Honor Flight program for veterans, will spark our next scheduled luncheon. The event will be held on Tuesday, September 8th, 2015, at 31N Banquets, 217 N. Front St., McHenry, IL. Cheers, *Walt*

San Diego North County RUPA Luncheon

Greetings, Cleve, Well, we tried a different restaurant this past Tuesday the 12th of May and vowed not to go there again. In June we will return to our old favorite, the St. Mark Country Club. With the good company, it made the day good after all.

There were 9 of us at our "test" eatery, Bill and Evelyn Pauling, Rhoda and Brad Green, Ruth and Bob Bowman, Paul Whitby, Colin Winfield, and me. Mark and Susan Mayer were away, and I'll pass the news to them via email.

I have a birthday in June, so to all my friends, do me a favor. Forget it! Last year I had a cake with candles. Big mistake. The smoke alarm went off and scared everyone.

The annual dues will be on its way to Leon, of course. Until next month when there should be more to talk about, but not my birthday.

Thanks again, Cleve, and all the volunteers who make RUPA and *RUPANEWS* possible.

Bob, the ancient one

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Oh yes, many of our So. FL Snowbirds have bailed out - or bailed UP - for the Summer Season and there are just a few of us diehards left.

Although we only had 7 of us at Lunch (@ Shrimper's of course) - we did have a good time, with terrific food and service (Kristen was our Server) and many different conversations along the way. Of course we discussed the recent passing of one of our Members, George Kane, as a result of Lung Cancer; various Dr. and Rx. stories shared by our Members (I guess that this is quite normal as we get 'older' 🙄); along with some good stuff too. Bill Northup (a very young 84 I might add) mentioned that his son is now flying for Southwest. Dave Hoyt is recovering VERY NICELY from his recent Surgery and doing VERY WELL. Jack Boisseau is just about completely back to Normal with his Shoulder replacement. The WX was spectacular as we gazed out over Manatee Pocket.....really, it doesn't get any better than this and we could not have a more IDEAL place to have Lunch and share Layover and Flying War Stories.....just a perfect couple of hours.

The 7 who attended were; Dave Hoyt (getting ready to be a QB Candidate), Ted Osinski (a QB), Jack Boisseau (a QB), Jim Dowd, Dick Baese (leaving for MI in about a month or so), Bill Northup, and me, Bob Langevin (a current QB Key Man). Not bad, of the 7 that attended, 3 ARE QB's and 1 is getting ready to be one....yes, Good Fellows.....they all are.....even the ones who are NOT QB's. 🙄

That's all there is to say right now....but wishing you all a SAFE Summer along with SAFE TRAVELS and if you happen to be in the Stuart area on Tuesday, June 9th, we'd love to have you join us for our next Luncheon....we start at 11:30...(at Shrimper's, of course). Best Regards, *Bob Langevin*

Bob Evans restaurant



Bill Davis, Jim Turner, Herb Pettit, EK Williams, Gary Cook &, last but not least, photographer...*Stokes Tomlin!*

BLONDIE | Dean Young and John Marshall



The Big Island Stargazers RUPA Luncheon

Greetings from the Big Island! Our group usually meets in Kailua-Kona for our monthly luncheons, but two members live on the Hilo side so we decided to give them a break in April. Many thanks go to Sam Wilson for coordinating our get together at the Hilo Bay Café.

The setting overlooking the water was wonderful and the food and service were great. We extended a warm welcome to our newest member Len Bochicchio and his wife Donna and son David. They recently bought a home on the island and will be living here part time.

Luncheon talk centered on airline and military flying plus recent travel adventures. Gerry and Joan Baldwin's garden was overrun with apple bananas so everyone got to take home a generous supply. Sam offered overnight accommodations for two couples and it was an opportunity to walk the historic town and learn about the history of Hilo. Timing couldn't have been better for the night viewing of Kilauea Caldera as the lava lake continues to grow.

We will be back at the Fish Hopper Restaurant in Kailua-Kona for our next meeting, so please join us on the third Thursday of the month. Linda Morley-Wells, Scribe



Photo Caption Left to Right: Len & Donna Bochicchio, Don Diedrick, Bill & Lauren Cochran, Linda Morley-Wells & Walt Wells, Sam & Julie Wilson, Gerry & Joan Baldwin.

Seattle Gooney Birds RUPA Luncheon

The Seattle Gooney Birds enjoyed a casual, well attended luncheon with plenty of conversations and lots of stories of times past.

After lunch, there was some discussion of the article in the last *RUPANEWS* concerning relations at the New United/Continental between the pilots and management. The consensus was that we had it better in the 'old days' and that maybe retirement was OK. Jokes came from around the table.

Those present were: Howard Holder, Gerry Pryde, Fred Sindlinger, Bob Reid, Herb Marks, Chuck Westfphal, Dave Carver, Bud Granley, Jack Brown, Tom Smith, Bill Shumway, Dick Anderson, Ken Case and Bill Brett.

“A request from the new UAL Retired Pilots Foundation Treasurer”

**Please send all memorial and other donations to: Capt. Thomas Workinger
5614 Prairie Ridge Rd, Crystal Lake, IL 60014**

Also, apparently some members are still sending checks to Capt. Ted Bochniarz, the past treasurer. Capt., Bochniarz passed away over 2 years ago.

Thanks, Tom Workinger

Thousand Oaks RUPA Luncheon

Some of our rain dances paid off as we started to get a sprinkle when we met at the Sunset Terrace on May 14th, 2015. Doug Bielanski opened the meeting with lots of aviation news including a possible 100 year life cycle for the Chinook CH-47F helicopter, B-787 electrical problems, a flexible wing flap design and many other developments.

Bob Mosher talked about the very good Honor Flight program that transports veterans to Washington D.C., provides hotel and meals, and takes them to all the memorials and the U.S. Capitol building. It's quite an experience.

We had lots of lively conversations that covered health issues, news of fellow pilots, travel on UAL and many war stories. Now that the 777 has replaced the 747 on the LAX-SYD route there are fewer seats and with mileage upgrades standbys rarely get better than "premium" seats in economy. It was great getting together and getting to talk about airplanes and experiences.



Pictured are left to right Bob Mosher, Doug Bielanski, Ivan Cox, Don Tanner, myself Denny Fendelander, Gary Babcock, Jim Hall, Dale Myers, Don McDermott, Walt Tyler and Gene Biscailuz

Dana Point RUPA Luncheon

Another fine day in the Harbor, but the Deck was closed. Seems they were doing some jackhammering to repair the Deck from the fire that they had in the Kitchen that serviced the outside deck. No problem management fixed us up in the bar area. Very comfortable, but difficult for some of us to hear due to proximity of the construction. They took their lunch after about 15 minutes of destruction noise.

Present were: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Butch Trembly, Jack Frisch, Jerry Meyer, Jim Grosswiler, Joe Udovch, John, and Cheryl Arp, John Grant and Park Ames.

Bruce Dunkle was absent. He sent a note that he and Peggy would be in Brussels touring and visiting family.

John Arp mentioned that his flying the C-130 had some nice perks... like taking your car along on lay-overs. Yep sometimes the load was light so he and Co-pilot loaded their cars along as 'ballast'. He is enjoying his flying and now they have a 130 with a glass cockpit. He just happens to be the only pilot qualified to fly both glass and standard cockpits. Now that's job security!

I was absent last month. Took a driving trip to Denver with my wife. We had to drive because we had so much stuff for the Grand Kids -We now have four Boys- under four in Denver. Birthdays, Easter, and a new baby. The Toyota SUV was packed including chains for I 70 through the mountains. Wife and I enjoyed the Trip.

Thanks to Joe Udovch for getting a great report out on the Luncheon in April! Interesting conversation with Bill Stewart who plans on moving into a Continuing Life project. It is located just to east of San Juan Capistrano. All for now. Cheers, *Ted*

Monterey Peninsula (April) RUPA Lunch Bunch

The group of 26 strong gathered at Edgar's at Quail Lodge for some lively conversation and good food.

We began with a moment of silence for Bob Cornell who Flew West last month. Bob will be missed by all. His longtime friend, Tom Parker, spoke of their friendship at United as well as away from work. There was a Celebration of Life for Bob and a party after on April 25th as Bob wished.

Phyllis Cleveland spoke to us regarding the recent hacking of our Health Insurance and the need to contact the Credit Rating Agencies to put a hold on any new loan applications.

We discussed the new Credit Card Payment Option on the RUPA web site as well as a new tab on the Home Page for Survivor Benefits.

We are already planning our Annual Golf Outing for September 9th playing the beautiful and recently renovated Quail Lodge Golf Course. Mark your calendars golfers!



Joining us were Milt Jines, Phyllis Cleveland, Tom and Katharine Parker, Barrie and Sharon Nelson, Dave and Linda Mackie, Lee and Nancy Casey, Bob and Cindy Benzies, Carlos and Judy Quintana, Diane Ellis, Brett Morris, Deryl Moses, Ken Bohrman, Will and Fran Blomgren, Rex and Mardell Lawson, Jon and Jane Rowbottom and our gracious hosts Pete and Donna Walmsley. *Jon Rowbottom* scribe

Monterey Peninsula (May) RUPA Lunch Bunch

We had 19 folks attend our luncheon at Quail Lodge hosted by Pete and Donna Walmsley. Joining us were Phyllis Cleveland, Milt and Sunee Jines, Bob and Cindy Benzies, Jack Cowles, Lee and Nancy Casey, Barrie and Sharon Nelson and their daughter Nicola and Barrie's friend and Ex- Eastern pilot Ken Stewart, Will and Fran Bloomgren , first time attendee Don Roszel and Jon and Jane Rowbottom.

Pete briefed us on our annual Golf Outing to be held on September 9th. We will start lunch early at 1100 so the first foursome can tee off at 1236. Out of Towner's are welcome to join us play the newly renovated Quail Lodge Golf Course. Mark your calendars and bring you're A Game.

Jane Rowbottom told us about her recent experience on May 11th flying as an SA on a Skywest United Excuse RG from MRY to LAX. The Left MLG would not extend. After a Tower Fly By, they landed at LAX RW 24L uneventfully. Jane complimented the entire crew on their excellent and professional job. All that training that crews go through pays off when the time comes!

We had lively discussions going everywhere and a great time was had by all. Next lunch is same time, same place June 10th at Edgar's at 1130....be there or be square. *Jon Rowbottom*, scribe

Human Mysteries

The human brain cell can hold 5 times as much information as an encyclopedia. Your brain uses 20% of the oxygen that enters your bloodstream, and is itself made up of 80% water. Though it interprets pain signals from the rest of the body, the brain itself cannot feel pain.

The Columbia River Geezer's RUPA Luncheon

A great day for lunch and considerable conversation again took over our table. Albeit a smaller group from last month we had plenty of laughs and many good stories. Today we were all reminded of a fact that in two days hence, 30 years ago on May 15, 1985 the pilots were told by United's CEO that those of us walking the picket line in front of United terminals all over the country were all out of a job. What a time in our careers. We knew he was wrong and 98% of the pilots proved it to him.

Dick Ionata informed us that he will soon, next month, have the privilege of attending his granddaughter's graduation from the Air Force Academy. And, as a former Air Force officer himself he will also have the privilege of swearing her in as an officer in the United States Air Force. She graduated first in her Squadron's Class allowing her to choose a career path which would place her into the Air Force Space program. With an undergraduate degree in Biology in hand and planning to get her Masters Degree in Biology, courtesy of the US Air Force by the way, she would then be eligible for the astronaut program. Benno brought us up to date on his research regarding Fluoride he pointed out how it is good for the teeth but in reality it negatively impacts our bodies in other ways. He also spoke about the attributes of consuming Vitamin D3. Phil Swain spoke to all of us about his avocation. Phil, for the past 40 years has been deeply involved as a trainer and judge of purebred hunting dogs and travels all over our country judging and training. In concert with stories about hunting dogs Tony spoke to us about his involvement with the training of his hunting dogs and explained his different methodologies of doing so. Something about a "pheasant wing" at the end of a Double Taper fishing line emanating from a reel on a "Classic Heddon 8 foot fly rod." Made sense to me!? Doug and Mac were deep in conversation about hip transplants/repairs. Mac was also telling us about his broken leg from a skiing accident several years ago. Apparently he was run into by a high speed snowboarder who continued on his merry way leaving Mac unconscious with a broken femur and hip. Post-surgery Mac woke up with a titanium rod in his femur and one in his hip. Mac was skiing again 11 months after the accident and pointed out that his titanium rods do not set off the TSA scanners at airports. Doug, as he was leaving told us all about his most recent (past 25 days) trip off continent to Nice and Paris. He has concluded that buying airline tickets makes his traveling life a lot easier. For me, I sat there taking it all in while realizing that life after retirement isn't so bad after all. A great bunch of guys.



Left to right: Dick Ionata, Benno Vyfvinkel, Phil Swain, Mac McCroskey, Doug Howden, Ron Blash and Tony Passannante.

Hope to see more of our Geezer group in attendance on the second Wednesday of next month.....June, that is.

Ron Blash

San Francisco North Bay RUPA Luncheon

Hooray! Hooray! The first of May!...Actually it was May 6th, when the North Bay RUPA luncheon rolled around. Quite a few regulars sent their regrets and best wishes, so the group was somewhat sparser than usual...but no less lively!

After observing a moment of silence for the Flight West of Ray Brice, the brief "business" section followed with a few news handouts, and our "Health and Welfare" Chairman George Hise's latest update to keep our group both healthy and happy. George provided us with information re Bisphenol A in the lining of food containers, (may cause heart problems).and the dangers of Do-It-Yourself projects..(when and why, things go wrong). Once again we thank you, George!

There was some discussion over video cams in the cockpits, the FAA and the 787 electrical system, the published 2014 remuneration for the present UAL CEO, and the next "Guppy Gathering", to be held



September 23rd, at the NE corner of the Sonoma Plaza, 11am to 2pm. Always a fun, laid-back, event!

First picture, Left to Right: Doris Donegan, Dave and Vivian Stolp, Dick Lammerding, J.R. Hastings, Jim Mansfield and Dick Hanna.

Second picture, L to R: Ken Corbin, Jules Lepkowsky, Wayne Heyerly, Galen Wagner and George Hise, and Wendy, our favorite waitress.

In attendance but not in picture: Bob Donegan, John and Carol Reed.

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Cheers, once again to all in RUPA land from Southern Oregon. Spring here in Oregon has been just beautiful. Some showers (no, not nearly enough to fill the lakes and reservoirs), some cool, some warm but all apparently perfect for the Spring blossoms and flowers showing their all. Beautiful.

We've gathered at the Pony Espresso in Jacksonville twice since my last note as I held off when Cleve went on the cruise. And, how was that Cleve? (*GREAT!!!! Ed*) I held off sending a note per his request and then



just got lazy (make that lazier) and missed last month.

Around our table left to right (this the photo from March) is Leeann Fusco, Cheryl and Jim Jaeger, Catherine Dimino and her dad George Elliott, Bob Niccolls, Harvey Saylor, Scot Lee, Dan Kurtz and last but certainly not least, Steve Fusco.

And, speaking of Dan, we head to his ranch outside of Klamath Falls on May 23rd for another delightful time with his buddies, wife Sydney and their cutting horses, cattle and the 2400# Angus bull. Dan offers us a day each year showing and learning many of the good things of ranch life....and all great fun. The ride over and back isn't too shabby either, crossing the southern Cascades on a gorgeous road in an old fun car.

We send our 'cheers' to all and invite you to drop by, any third Thursday at the Pony. (Well, maybe not the one third Thursday when we go to Dan's, but you get the idea.) Cheers, ~~Bob~~ and the 'Intrepids'

United Airlines unveils preview of new website



United Airlines unveiled the beta version of the company's new homepage and flight booking features for united.com – encompassing everything from searching and sorting flight options to reserving and buying tickets. The site offers a sleek, modern and touch-friendly design, along with all-new personalized features and tools to help customers select the best flights and travel options to meet their needs. Customers can browse and book on the preview site by visiting beta.united.com. The airline will officially launch the new united.com this summer after additional customer feedback and further refinements.

The new flyer-friendly functionality includes:

1. Search, sort and filter your perfect flight: Customers can choose what's most important to them when booking a flight. Whether it's Wi-Fi availability, preferred connection cities, aircraft type, in-seat power or the inclusion of nearby cities, customers can sort, filter, include and exclude a variety of preferences to narrow or expand search results.
2. Quicker view of fare and date combinations: Search results automatically display pricing for a 15-day window (7 +/-) to show customers more options, and fares are displayed in "each way" increments to give customers added flexibility and clarity when building their travel itineraries.
3. Upgrade insight: Knowing if upgrades are available for purchase on a particular flight helps customers make more informed booking decisions. Customers can now view upgrade availability and redeem any MileagePlus upgrade prior to purchase on all eligible flights.
4. Widgets working for you: The new homepage features widgets customized to MileagePlus members' travel histories including a quick-view of upcoming trips, saved searches and alerts, to name a few. (Bonus: Users can select travel and aviation-themed photography for their homepage backgrounds.)
5. Touch-friendly: No matter the device style or device brand, customers will have a seamless, touch-friendly user experience.

“We reimagined the flight booking experience from the ground up,” said Scott Wilson, United's vice president of merchandising and eCommerce. “Much more than a facelift – we kept our customers' needs and preferences for personalized travel at the center of the design to offer an entirely new and improved experience altogether.”

In redesigning the site, United also used feedback from customers to improve the features they valued most, making those tools cleaner and easier to use.



Report on the RUPA Panama Canal Cruise

The 2015 RUPA Panama Canal Cruise is now history and the survivors, I'm sure, are back home and fully recovered. Thirty-five RUPA members, their families, and friends made the trip. It was nice to see several of our widows get together and make the trip with us.



Seated Left to Right: Georgia and Rich Bouska, Sharon and Jerry Poulin, Paul and Robin Whitby.
Standing L to R: Annette Fordham, Martha Ray, Ginny Bouska, Tim & Julia Rudy, B.S. Smith, Patsy Koester, Larry Fordham, Pat Manning, Jack Fiening, Jim Peterson, Ed Manning, Chrispy Peterson, Cleve Spring, Heather Nixon, Kendra Synnesvedt, Brad Green, George Nixon II, Rhoda Green, Pam Sawyer, Aud Mitchell, Robert Bouska, Norwin Synnesvedt.

Those not in picture: Gwen Cecil, Sam & Judy O'Daniel, Roger Pickard, Beth Raphael and Neil Ray.

We departed from Fort Lauderdale, Florida on Saturday, April 11th. Sunday morning we awoke fresh from our beds to find the ship arriving off the shore of Half Moon Cay. Holland America Line's own private island in the Bahamas. After a brief meeting where we introduced ourselves to each other, many of us took the tenders ashore to relax and enjoy the powdery beaches beside the crystal clear water. There were many water sport activities available for us to enjoy while ashore. I know one of our ladies enjoyed horseback riding along the beach and into the surf - cross off one more thing on her bucket list.

The next two days were cruising at sea and on the first night we had our first private cocktail party, courtesy of Jerry Poulin, where we once again gathered together to reintroduce ourselves. On Wednesday morning, April 15th we found the ship docked at Cartagena, Columbia, one of the oldest cities of the Americas. During the 16th and 17th centuries, Cartagena served as the gateway for Spanish gold. It was from here that all the gold plundered from the Indians of Central and South America was shipped to Spain. These riches attracted English pirates who sacked the city, prompting the construction of a massive fortification to protect the city and port. The view from the fort overlooks the harbor and historic old town surrounded by the old original city wall. The modern part of the city is built along the shore of the Caribbean Sea with high-rise buildings housing the international trade business and financial district; it is filled with upscale bars, shops, and restaurants. Education is free to all in Colombia, and graduates are required to pay for their education by giving one year free service in their field of study.

The next day, **the Panama Canal**, this is what we all signed-up for. At 5:30 in the morning we entered the entrance to the first locks and for the rest of the day we were enthralled by both the beauty and complexity of the canal. I must confess, I am the consummate sidewalk superintendent. All day long I was busy checking the ship, its entrance and exiting the locks, the operation of the locks, the mules alongside the ship, traffic in the canal, and the tugs standing-by in case they were needed. In some areas of the canal there was dredging to make the channel deeper for the larger ships to come when the new locks are completed. New locks are presently under construction for the larger ships that are unable to transit the present canal. The old locks are 1,000 ft long by 110 ft wide. The new locks will be 1,400 ft long and 180 ft wide. We were unable to see the construction of the new locks on the Caribbean side but the construction activity on the Pacific side was plainly visible from the ship. Construction began 8 years ago and is scheduled to be completed later this year but it may take a little longer; there is still a lot of dirt to move and a lot of concrete to pour. For someone like me who as a kid liked to play in the dirt with toy tractors and trucks, it was a pleasure to see the

dirt fly. When we finally exited the canal, about 6:00 in the evening, we were several miles east of where we entered the canal. Common perception is the canal is oriented east to west but we actually traveled south east going from the Caribbean to the Pacific. I now understand why we had so many time changes on this trip. We had an un-expected bonus prior to entering the canal, Mr. David McCullough, the author of "The Path Between The Seas," gave several talks during the cruise, two of them on the history of the canal. He had spent 14 of his first 18 years living in the Canal Zone and is now a Professor at Georgetown University. His presentations reminded me very much of Carl Sagan.

The next day was another day at sea and gave us an opportunity to recover from our exertions of transiting the canal. We arrived at Puerto Caldera, Costa Rica early in the morning of Saturday, April 18th, one week after boarding the ship. Costa Rica is one of the smallest countries in Central America, and one of the most diverse. It has amazing volcanoes, rainforests teeming with wildlife, and pristine beaches. Members of our group variously visited a banana plantation, a coffee plantation, or went on a rainforest adventure walking on swing bridges through the rainforest canopy. Oddly enough, none of us were adventurous enough to feed alligators or zip line in the forest. Costa Rica has no armed forces; therefore it is able to provide free education and free medical coverage to all its citizens.

Our next port of call was Corinto, Nicaragua; economically it is one of the poorest countries in Central America. Corinto is a sleepy town where life is slow and opportunities few. The biggest attractions here were Ancient Mayan ruins located deep in the forests. The contrasts of economic power between Panama and Nicaragua are startling. Where Panama has heavy equipment and men throwing dirt in every direction, and concrete structures rising out of the ground, Nicaragua had a major port expansion in progress right next to our ship with six men, one wheelbarrow, a shovel, one broom and a jitterbug.

Our next stop was Puerto Quetzal, Guatemala where many of us opted for excursions to Antigua, Guatemala's colonial capital and UNESCO World Heritage Site. Others of us took off for the Tikal National Park to see Mayan ruins and the Pyramid of the Great Jaguar or partake in the scenic tours of the local coffee and banana plantations. And don't let me forget to mention the Cathedral of Santiago built in 1542. Every cruise must have at least one tour of a Cathedral.

Puerto Chiapas was our first port of call in Mexico; it's located in southern Mexico near the Guatemala boarder. I had my fill of Mayan and Aztec history and ruins by now and elected to stay close to the port facilities, sample the local beer and enjoy the local dancers in native costumes, a decision I thoroughly enjoyed. The beer was great and the dancers danced all day long in a pavilion next to the pier.

Huatulco, Mexico was our next stop. The water here was so clear that we could see tropical fish swimming near the pier. The hill sides along the bay were covered with condos with stunning views of the bay and harbor. There was a nice shopping area close to the pier and clean beaches all around. We checked out the shops but once again stuck close to the ship even though several tours were available. I guess once you have seen one coffee or banana plantation you have seen them all.

Puerto Vallarta, our next stop, is not just a tourist town; it is a large modern city. Across from the port facilities were a large Wal-Mart and a Sam's Club. You may not think this was important but for the ship's crew it was paradise. Those who were able to get off the ship made straight for Wal-Mart to stock up on their everyday needs, while the passengers took off for downtown to check-out the high-end shopping.

The last port to visit was Cabo. I hadn't been to Cabo San Lucas in several years and the change is incredible. The hillsides are covered with timeshares, the harbor is filled with yachts and the shoreline is wall to wall with fancy hotels. Last year a hurricane hit the area and the government sent in a hundred thousand troops to clean up the area and now the rebuilding is mostly finished. Water sports abound here with the beautiful blue bay waters covered with all manner of watercraft. It truly is a vacationer's paradise. Two more days of cruising brought us back home to the good-old US of A, San Diego, CA. On the way back we had one more cocktail party to say good-bye to new found friends and have one more picture taken together which you will find attached.

It is hard to cover all that we did or was available for us to do on this cruise but let it be said we all had a great time.

Our next cruise

We had hoped to have a river cruise next year but in order to get the best discounts we have to sign-up by the middle of May. We can't get the information out in time this year so it will have to be scheduled for 2018.

We will have information out soon for another cruise with Holland America. Submitted by: *Rich Bouska*

IAH and LAX to break ground on major terminal projects



In May United broke ground on not one, but two transformational construction projects at our hubs. IAH and LAX revealed the future state of their facilities just 48 hours apart as employees, media and local officials got their first glimpse at what's in store for these hubs. Both projects will feature state-of-the-art, flyer-friendly features. At LAX, we are redesigning, redeveloping and enhancing Terminals 7 and 8. IAH's concourse will be new from the ground up and work continues on a spacious, 11-gate expansion facility, fit for both narrowbodies and widebodies.

Breaking ground at IAH



Breaking ground at LAX



LAX employees will work through challenges related to remodeling nearly all customer-facing areas while maintaining an active operation. This will drive intermittent gate closures and managing customers in consolidated club space through the duration of the project. The construction at IAH will result in an all-new Terminal C North Concourse, adjacent to the existing north concourse. Completion of the new concourse paves the way for reconstruction of Mickey Leland international Terminal D. We expect to move operations to the new IAH concourse in early 2017, while LAX construction concludes at the end of 2017.

"These two projects represent our ongoing commitment to continually reinvest profits into new facilities that offer the best experience for both our customers and co-workers," Corporate Real Estate VP Kate Gebo said. "These groundbreakings are the first of many steps in solidifying United as the best choice for customers traveling through LAX and IAH. We're excited for the future state of both airports."

The IAH and LAX construction projects are both items on our 2015 Route Map. You can check United Daily and Flying Together for photos and additional updates.

United Clubs to become a little more exclusive



To ensure our United Club members can enjoy our clubs with more space and comfort, we'll no longer accept Priority Pass cardholders in the clubs beginning May 15.

Restricting access allows us to ensure a positive experience and maintain the clubs' exclusive atmosphere for our United Club members. Guests wishing to access the clubs may still purchase a one-time pass for \$50, except at LAX, where due to ongoing construction work we are temporarily not accepting the passes.

Stay tuned for more information in June about United Club updates at NRT and the continued rollout of fresh complimentary food offerings at our domestic hubs.

FACTS YOU MAY NOT KNOW

The military salute is a motion that evolved from medieval times, when knights in armor raised their visors to reveal their identity.

Does United Continental Finally Get It?

By Investopedia/04/29/15

I INVESTOPEDIA

While the United Airlines-Continental Airlines merger got off to a strong start in 2011, United Continental (NYSE: UAL) has spent most of the last three years as the "sick man" of the U.S. airline industry. The company has struggled through a number of integration setbacks, customer service snafus, and operational problems.

However, the root cause of United's lagging earnings power has been that it has the highest unit costs in the airline industry and hasn't offered good enough service to earn a sufficient revenue premium.

Fortunately, United's management team finally seems to have recognized the error of its ways. United Continental is now working on multiple initiatives to drive down fixed costs and reduce overall unit costs to compete better with industry leader Delta Air Lines (NYSE: DAL).

Here are three of the most promising developments:

Dumping 50-seat jets: First, United is finally downsizing its fleet of 50-seat jets operated by United Express regional partners. These planes are notorious for being gas guzzlers and being expensive to maintain. There is also a growing shortage of pilots in the regional airline industry due to the low entry-level wages offered. Meanwhile, the planes are cramped and don't have space for a first-class section.

In late 2012, Delta outlined a plan to reduce its 50-seat regional fleet to just 125 airplanes by the end of 2015, down from 343 in mid-2012 and 474 as recently as 2009. It projected maintenance savings of more than \$400 million over three years from this initiative.

Delta has replaced some of the 50-seat capacity taken off-line with new 76-seat regional jets that have better amenities, including onboard Wi-Fi and a first-class section. It has also added a fleet of 88 used small mainline aircraft to make up for lost regional capacity.

United was slow to follow Delta, but it has now recognized that it can't be competitive while flying lots of 50-seat jets. United recently set a target of reducing 50-seat jets to 4% of its capacity by the end of 2016, down from 8% in early 2014. Like Delta, it will replace these planes with a mixture of new 76-seat regional jets and used mainline aircraft.

A used-aircraft strategy: Used aircraft have been a major part of Delta's strategy to keep capital spending and fixed costs down. Delta has become very adept at managing a mixed fleet with numerous aircraft types, some of which are quite old. This allows it to opportunistically buy used aircraft for a fraction of the cost of new planes.

With the recent drop in fuel prices, this type of strategy is even more attractive. As a result, United -- which not too long ago used to boast about its massive order book of new planes -- is now looking to follow in Delta's footsteps.

For now, United is only talking about leasing 10 to 20 used narrowbodies to replace some of the regional jets it is retiring. But United also stated in its Q1 earnings release that it will "continue to seek other opportunities to acquire used aircraft to meet its needs as market conditions allow."

Adding slim-line seats: While older planes are almost always less fuel-efficient than the most recent models, one way to keep them competitive is to squeeze more seats onto each plane. Among the legacy carriers, Delta has once again led the way, installing slim-line seats on about three-quarters of its domestic fleet.

While Delta has packed in economy-class customers ever more tightly, it has compensated for this by offering amenities like Wi-Fi and in-flight streaming video and maintaining the best on-time record among its top competitors. As a result, customers haven't revolted -- Delta continues to earn a strong unit revenue premium and gets fairly good customer service ratings.

In other words, it doesn't pay to maintain a spacious economy-class cabin. Recognizing this, United is rapidly installing slim-line seats across most of its fleet. By the end of 2015, it expects to have slim-line seats on 485 aircraft. This is allowing United to fit 2 extra rows of seats on many planes, contributing to its solid non-fuel cost control and reducing its fuel usage per seat.

It's all about cost

There are other areas where United is following Delta's example. However, its efforts to 1) reduce its reliance on 50-seat jets; 2) opportunistically acquire used airplanes to reduce capital spending; and 3) put more seats on each plane through the use of slim-line seats are some of the most important initiatives. These moves demonstrate that United now recognizes that its first priority must be attaining a more competitive cost structure without going on a new-plane binge. This strategy shift is already starting to pay off, and could lead to even bigger rewards for United Continental shareholders over the next few years.

Council 12 NOTAM

SVP Flight Operations Mr. Attarian and the Wall Street Journal

Fellow Council 12 pilots, In a recent (April 23, 2015) WSJ article in reference to his Jan 9, 2015 Safety Bulletin, SVP Flight Operations Howard Attarian was quoted as saying: "You have to confront this head on." *"I will not let United and our pilots operate in an unfettered, undisciplined and non-compliant manner."*



While we are glad that United is finally willing to address what we see as significant safety issues, it must be acknowledged that ALPA has been bringing these concerns to management, and other entities since at least 2011. Any notion in Mr. Attarian's statement that blames United's professional pilots is misdirected. ALPA has always called for and works to uphold the highest levels of safety. The root of the deterioration in United's safety continuum does not lie at the feet of the pilots. Rather, the fault lies squarely with management, primarily with non-flight operations senior management starting at the office of the CEO, an individual whose record demonstrates that he places dollars ahead of safety!

Let us be clear and confront this head on. United Air Lines has not had a pilot-induced accident since 1978. United Air Lines and UAL ALPA invented the training the article states will be forthcoming later this year to pilots. The training he refers to is called CRM (Cockpit Resource Management) or Cockpit Leadership Resource Management (CLR) at United, a program ALPA fully embraced and participated in since 1980. Following the merger, the training, once three days of comprehensive interactive role-playing and scenarios, was replaced with a one-hour CBT (computer based training) module.

The overall merger integration training was so poor that the United ALPA leadership submitted a congressionally requested white paper in 2011. Before engaging members of Congress in 2011, the highest levels of ALPA leadership at United met with CEO Mr. Smisek, then SVP Flight Operations Fred Abbott, and then FAA Administrator Mr. Babbitt. Having no success in warning of the need for robust, proper, face-to-face classroom and simulator training, then ALPA leadership went to Congress to report this significant training degradation. ALPA leadership further petitioned a Federal District Judge in the Eastern District of New York for a TRO against further training degradation until UAL management agreed to allow ALPA to become a partner in the development of training, something that has a long history of creating the safety record we have long enjoyed at United. Pilots know what pilots need: WE are the true gatekeepers of safety: WE kept the airline safe!

Training was meant to "check-the-box" so that Mr. Smisek could get his SOC (Single Operating Certificate) by his self-imposed deadline of November 2011, which triggered millions of dollars in bonus money. Mr. Smisek is a manager, not a pilot. What works in online training in the management world, where saving dollars is the primary objective, not saving lives, does not lend well to pilot training where interaction among the pilots in the group yields a large part of the training. It is this synergy that is completely missing in online training.

To add to the problem, the Senior Vice President of Flight Operations and all of his management underlings had bonuses tied to this expedited SOC as well as intolerance from the upper management team to do anything but meet the requirement of expedited SOC, AT ANY AND ALL COST, including SAFETY, a calculated, acceptable risk in their view.

Nobody wanted to listen. Not even the judge who denied the TRO by ruling that “ALPA failed to show irreparable harm.” While being appalled that this meant we had to have loss of life in order to show “irreparable harm,” precisely what we were trying to preclude, we understood the TRO irreparable harm threshold under the law was a very high standard and was legally based, not safety based.

Management OWNS the accidents since the merger. A 737 dragged a wing-tip on landing in EWR. A 737 came dangerously close to running out of fuel arriving in LAX. A 737 recently ran off the runway in EWR on landing. A 737 had a near miss. A 737 narrowly avoided CFIT (Controlled Flight Into Terrain).

There is no doubt that the 737 (common in all incidents/accidents) training is the worst most of our pilots have ever experienced. We get countless calls about this. If you are lucky you will be limited to 5 or 6 different instructors, train in 2 or 3 different cities, and enjoy several curriculum, syllabi, and SOP (Standard Operating Procedure) depending on the instructor du jour.

The LOSA (Line Oriented Safety Audit), Mr. Attarian references in the article, is embraced by ALPA and it was ALPA that urged management to deploy it. Remember LOSA costs money and management is loathe to the idea.

Fuel training (OET-Operational Efficiency Training) again is nothing more than getting pilots to fly with the minimum FAA required fuel. It is a program that effectively plays Russian roulette with a probability formula. Dispatchers are pressured into resisting Captain’s requiring more fuel. CPOs question Captain’s authority when requiring more fuel. So instead of spending money on classroom training of procedural changes, management spends money on what does not enhance safety, and has the potential to degrade safety, less fuel, they train by issuing “Pilot Bulletins”, and then issue statements about what to do about the problems they created.

Pilots are trained to think of the “What If’s” in the course of a flight. It is that perspective that creates the highest safety standard and one that is required by the FAA, demanded by ALPA, and expected from our passengers.

The January 9 Safety Bulletin (attached) is a good start in self-recognition, but we take exception to characterize it as [“most everybody” including pilots support it.] Perhaps management pilots support it, but hardly the rank and file pilots that conduct about 3000 daily flights.

Again, while we applaud Mr. Attarian and Mr. Hart for taking action, placing the blame on the pilots is misdirected. When Mr. Attarian speaks of not allowing “unfettered, undisciplined, and non-compliant” behavior, we encourage him to reference such terms when evaluating the ORD CPO.

The root cause of United’s safety issues lie at the feet of the airline’s CEO who puts dollars ahead of safety, and who thus puts pressure on his management team to cut critical safety structures, years in the making, behind cost cutting initiatives. Poor pilot training, pilot pushing by certain Chief Pilots, and numerous failures in United’s infrastructure, due to hurried and reckless implementation of the merger, have led to increased pressures on pilots, all of which create an environment of unparalleled distractions, frustration, and job dissatisfaction – all of which are not consistent with operating at United’s traditional highest levels of safety.

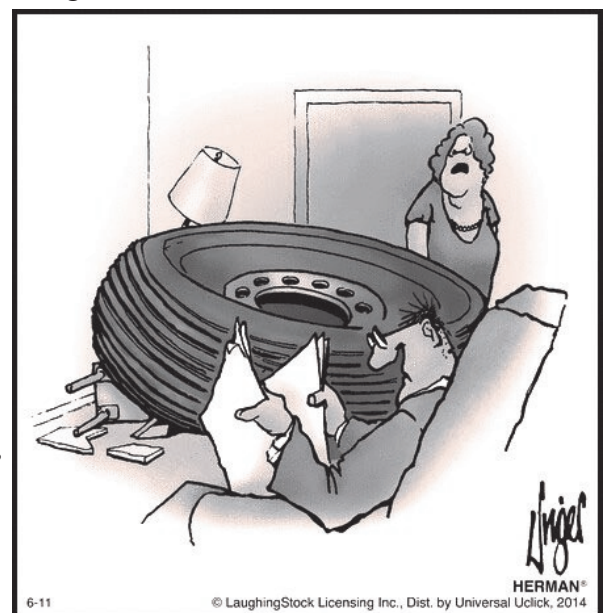
ALPA has and always will be at the ready to assist, participate, and be the loudest advocate of safety in our industry. It is in our DNA. It is our motto: Schedule with Safety.

Fraternally and in Unity,

Eric J. Popper

Carlos J. Rodriguez

John Briggs



**“Aren’t you going to phone
the airport?”**

Privacy & cost clash with new technologies for security at airports

By Ron Nixon/The New York Times



BOSTON — At a mock airport in an underground laboratory here at Northeastern University, students pretending to be passengers head through a security exit in the right direction, while a young man enters going the wrong way. On a nearby computer screen, a newly developed video surveillance software program flags the wayward person and sounds an alarm. In a lab across the street, researchers are developing a new way to detect explosives using radar. Just down the hall, a professor and a team of students are working on a scanning system that they hope will speed up security lines. The system uses machines installed in walls or other places

to scan passengers as they walk past instead of having them walk individually into a conventional scanning machine.

“The goal is to have a system that provides better scanning of individuals going through security, while at the same time making it more convenient,” said Jose Martinez Lorenzo, a professor of mechanical and industrial engineering, who is directing the project. But the ambitious research in the name of passenger safety and easing air travel delays is colliding with pressure to protect privacy and to reduce federal spending.

Justin Brookman, director of consumer privacy at the Center for Democracy and Technology, said that advances in technology could actually help solve the budget issues. “These things are expensive, but it’s cheaper than paying a person to stand there,” he said. “You don’t have to pay health care benefits to a robot. There’s nothing necessarily wrong with it as long as there are controls in place so things are not abused and they don’t turn over the surveillance totally to a software program.”

The video surveillance software was developed by Octavia Camps and Mario Sznaier, both engineering professors, to detect passengers going the wrong way through exits, and it has been tested since April 2014 at Cleveland Hopkins International Airport. The software is used at one exit, which handles 50,000 people a week, and has a 99 percent detection rate with only five false alarms a week, according to local officials.

The Northeastern researchers are developing additional uses for the video surveillance systems, including detection of suspicious packages left unattended and software that would recognize “coordinated activities” among individuals.

Airport officials say passengers entering restricted areas through exits pose a major security threat and can cost airports and airlines millions of dollars. Last year in Detroit, for example, flights were canceled and a terminal was shut until a passenger who had gone the wrong way through an exit lane had been located.irate passengers bombarded social media and airport phone lines. “While it’s not a common occurrence, when it happens it can cause severe disruptions to air travel,” said William Young, a former Transportation Security Administration official who worked in Cleveland during the testing. “It’s a major security challenge for the T.S.A.” Mr. Young approached researchers at Northeastern about developing the software.

Officials like Mr. Young say T.S.A. and airport security personnel usually catch most offenders but only after closing sections of the airport and diverting staff members to conduct the search. “So this could potentially help us better utilize the manpower we have and avoid having to cancel flights and close terminals if we have a better way of finding people who breach security,” Mr. Young said. Most airports use video to track suspicious behavior. But while video feeds can help spot intruders, the sheer volume of information, and a troubling number of false alarms, can overwhelm security officers.

Another part of the advanced video analytics technology developed by Ms. Camps and Mr. Sznaier, which is known as the Video Analytic Surveillance Transition Project, or V.A.S.T., will solve the problem of false alarms by not only detecting a person trying to enter the secure area through an exit, but also by remembering that person’s identity using details such as their size and shape as well as the texture and color of their clothing. This allows security personnel to track them throughout the airport without having to shut

down a terminal or the entire airport.

But not everyone embraces the new method of surveillance. Kade Crockford, director of the Technology for Liberty project of the American Civil Liberties Union of Massachusetts, said numerous questions remain about the potential widespread use of video analytics tools. “There are so many issues raised by the use of these technologies,” she said. “Will the cameras have face-recognition capabilities, able to track your every move and tap into your Social Security number and other personal information?”

Ms. Crockford acknowledged that the software could be a valuable tool for airport security, but her fear, she said, is that the software could expand to track people in public areas outside airports. “What starts in the airport doesn’t stay there,” she said.

At Northeastern, researchers say that they use a small amount of video data and that no personal information is gathered. “In this project we use video feeds from cameras that are already installed at the airport and used by T.S.A. to monitor airport security in public areas,” Dr. Camps said. “No names or identities are associated at any time with the processed video.”

Researchers are also using the video analytics technology to conduct research for a project with Boston’s Logan International Airport to help it examine its security lines. The airport hopes to use the information to determine the length of the lines and speed of people moving through them to better deploy its security personnel.

The video surveillance, scanning and bomb detection technologies are funded by the Department of Homeland Security’s Office of Science and Technology. Northeastern University is part of a consortium of universities and private companies that receive about \$3.5 million a year for the research and development of the technologies.

Homeland Security officials say it could be years before the technologies being developed here are fully deployed and even then they would not totally remove the human element from surveillance. “But in an era of tight budgets these tools can help us use our resources better,” Mr. Young said.

FAA launches National Capital Region No Drone Zone campaign



WASHINGTON, DC - US Department of Transportation’s Federal Aviation Administration (FAA) announced a public outreach campaign for the National Capital Region around Washington, DC to reinforce the message that the District of Columbia and cities and towns within a 15-mile radius of Ronald-Reagan Washington National Airport are a No Drone Zone. “Federal rules prohibit any aircraft from operating in the Flight Restricted Zone around our nation’s capital without specific approval,” said U.S. Transportation Secretary Anthony Foxx. “That includes all unmanned aircraft.” The FAA is making outreach materials available to other federal, state and local partners around the National Capital Region to ensure that residents and tourists all understand

that operating an unmanned aircraft in this area for any purpose is against the law.

The airspace around Washington, D.C. is more restricted than in any other part of the country. Rules put in place after the 9/11 attacks establish “national defense airspace” over the area and limit aircraft operations to those with an FAA and Transportation Security Administration authorization. Violators face stiff fines and criminal penalties.

“Anyone visiting the DC area should leave their drone at home,” said FAA Administrator Michael Huerta. “We want to make sure everyone knows and understands the rules about flying in the National Capital Region.”

As part of its public education efforts, the FAA is developing a GPS-driven smartphone app to tell recreational unmanned aircraft operators where they can and cannot legally operate. The FAA expects to release the app for Apple devices later this year after beta testing is complete.

Rhapsody, a Lofty Literary Journal, Perused at 39,000 Feet

By Alexandra Later



Last summer at a writers' workshop in Oregon, the novelists Anthony Doerr, Karen Russell and Elissa Schappell were chatting over cocktails when they realized they had all published work in the same magazine. It wasn't one of the usual literary outlets, like *Tin House*, *The Paris Review* or *The New Yorker*. It was *Rhapsody*, an in-flight magazine for United Airlines. It seemed like a weird coincidence. Then again, considering *Rhapsody's* growing roster of A-list fiction writers, maybe not. Since its first issue hit plane cabins a year and a half ago, *Rhapsody* has published original works by literary stars like Joyce Carol Oates, Rick Moody, Amy Bloom, Emma Straub and Mr. Doerr, who won the Pulitzer Prize for fiction two weeks ago.

As airlines try to distinguish their high-end service with luxuries like private sleeping chambers, showers, butler service and meals from five-star chefs, United Airlines is offering a loftier, more cerebral amenity to its first-class and business-class passengers: elegant prose by prominent novelists. There are no airport maps or disheartening lists of in-flight meal and entertainment options in *Rhapsody*. Instead, the magazine has published ruminative first-person travel accounts, cultural dispatches and probing essays about flight by more than 30 literary fiction writers. An airline might seem like an odd literary patron. But as publishers and writers look for new ways to reach readers in a shaky retail climate, many have formed corporate alliances with transit companies, including American Airlines, JetBlue and Amtrak, that provide a captive audience.

Mark Krolick, United Airlines' managing director of marketing and product development, said the quality of the writing in *Rhapsody* brings a patina of sophistication to its first-class service, along with other opulent touches like mood lighting, soft music and a branded scent. "The high-end leisure or business-class traveler has higher expectations, even in the entertainment we provide," he said.

Some of *Rhapsody's* contributing writers say they were lured by the promise of free airfare and luxury accommodations provided by United, as well as exposure to an elite audience of some two million first-class and business-class travelers. In addition to offering travel perks, the magazine pays well and gives writers freedom, within reason, to choose their subject matter and write with style. Certain genres of flight stories are off limits, naturally: no plane crashes or woeful tales of lost luggage or rude flight attendants, and nothing too risqué.

"It's not your normal Park Slope Community Bookstore types who read *Rhapsody*," Mr. Moody, author of the 1994 novel "The Ice Storm," who wrote an introspective, philosophical piece about traveling to the Aran Islands of Ireland for *Rhapsody*, said in an email. "I'm not sure I myself am in that *Rhapsody* demographic, but I would like them to buy my books one day."

"We're not going to have someone write about joining the mile-high club," said Jordan Heller, the editor in chief of *Rhapsody*. "Despite those restrictions, we've managed to come up with a lot of high-minded literary content." Guiding writers toward the right idea occasionally requires some gentle prodding. When *Rhapsody's* executive editor asked Ms. Russell to contribute an essay about a memorable flight experience, she first pitched a story about the time she was chaperoning a group of teenagers on a trip to Europe, and their delayed plane sat at the airport in New York for several hours while other passengers got progressively drunker. "He pointed out that disaster flights are not what people want to read about when they're in transit, and very diplomatically suggested that maybe people want to read something that casts air travel in a more positive light," said Ms. Russell, whose novel "Swamplandia!" was a finalist for the 2012 Pulitzer Prize. She turned in a nostalgia-tinged essay about her first flight on a trip to Disney World when she was 6. "The Magic Kingdom was an anticlimax," she wrote. "What ride could compare to that first flight?"

Ms. Oates also wrote about her first flight, in a tiny yellow propeller plane piloted by her father. The novelist Joyce Maynard told of the constant disappointment of never seeing her books in airport bookstores and the thrill of finally spotting a fellow plane passenger reading her novel "Labor Day." Emily St. John Mandel, who was a finalist for the National Book Award in fiction last year, wrote about agonizing over which books

to bring on a long flight. “There’s nobody who’s looked down their noses at us as an in-flight magazine,” said Sean Manning, the magazine’s executive editor. “As big as these people are in the literary world, there’s still this untapped audience for them of luxury travelers.”

United is one of a handful of companies showcasing work by literary writers as a way to elevate their brands and engage customers. Chipotle has printed original work from writers like Toni Morrison, Jeffrey Eugenides and Barbara Kingsolver on its disposable cups and paper bags. The eyeglass company Warby Parker hosts parties for authors and sells books from 14 independent publishers in its stores.

JetBlue offers around 40 e-books from HarperCollins and Penguin Random House on its free wireless network, allowing passengers to read free samples and buy and download books. JetBlue will start offering 11 digital titles from Simon & Schuster soon. Amtrak recently forged an alliance with Penguin Random House to provide free digital samples from 28 popular titles, which passengers can buy and download over Amtrak’s admittedly spotty wireless service. Amtrak is becoming an incubator for literary talent in its own right. Last year, it started a residency program, offering writers a free long-distance train trip and complimentary food. More than 16,000 writers applied and 24 made the cut.

Like Amtrak, Rhapsody has found that writers are eager to get onboard. On a rainy spring afternoon, Rhapsody’s editorial staff sat around a conference table discussing the June issue, which will feature an essay by the novelist Hannah Pittard and an unpublished short story by the late Elmore Leonard. “Do you have that photo of Elmore Leonard? Can I see it?” Mr. Heller, the editor in chief, asked Rhapsody’s design director, Christos Hannides. Mr. Hannides slid it across the table and noted that they also had a photograph of cowboy spurs. “It’s very simple; it won’t take away from the literature,” he said.

Rhapsody’s office, an open space with exposed pipes and a vaulted brick ceiling, sits in Dumbo at the epicenter of literary Brooklyn, in the same converted tea warehouse as the literary journal N+1 and the digital publisher Atavist. Two of the magazine’s seven staff members hold graduate degrees in creative writing. Mr. Manning, the executive editor, has published a memoir and edited five literary anthologies. Mr. Manning said Rhapsody was conceived from the start as a place for literary novelists to write with voice and style, and nobody had been put off that their work would live in plane cabins and airport lounges.

Still, some contributors say they wish the magazine were more widely circulated. “I would love it if I could read it,” said Ms. Schappell, a Brooklyn-based novelist who wrote a feature story for Rhapsody’s inaugural issue. “But I never fly first class.”

Reduce Risk of Loss of Aircraft Control Accidents



The European Aviation Safety Agency (EASA) and the International Air Transport Association (IATA) announced the publication of new training requirements for airline pilots to prevent loss of control situations. The “upset prevention and recovery training” (UPRT) requirements aim to improve safety standards by mitigating loss of control in-flight (LOC-I) accidents. The requirements are based on International Civil Aviation Organization (ICAO) standards and recommended practices and have been

developed by EASA in consultation with leading industry experts. All European airlines and commercial business jet operators are required to implement these provisions by April 2016.

Patrick Ky, EASA Executive Director, said: “A number of accidents in recent years have demonstrated that Loss of Control remains a major area of concern for regulators and should be tackled with the highest priority.”

“Although LOC-I events are rare, 97% of the LOC-I accidents over the past five years involved fatalities to passengers or crew. Partnering with EASA on this important initiative based on global standards and best practices will reduce the likelihood of such events in future,” said Tony Tyler, IATA’s Director General and CEO.

IATA through its Pilot Training Task Force is developing detailed guidance material in support of the implementation of the provisions by its European members.

Airline industry: Consolidation calls for regulation



Merging and antitrust exemptions have brought the airline industry to a crossroads: One path leads to removing barriers to competition and reasonable regulation, the other to cartels with government-sanctioned price fixing, high taxes, debasement of customer service and flight reductions.

As the airline industry has undergone major consolidation in the last decade, what is left is four airlines (American, Delta, United and Southwest) that control 86 percent of all domestic flights. Simultaneously, airline costs have plummeted for labor, debt service and especially for jet fuel, the No. 1 operating expense. This has allowed the major U.S. airlines to become immensely profitable; with nearly all posting record gains in 2014

and stock prices increasing.

A study by the Government Accountability Office attributed this success to three primary factors: 1) an increase in passenger traffic; 2) capacity restraint by limiting the supply of available seats and reducing flights despite rising demand; and 3) significant increases in fees.

Capacity restraint has left us with ever-fuller planes. In 1991, planes flew on average at 56 percent full, but now average over 85 percent full. This has led to higher airfares and increased passenger complaints.

Revenue from baggage, cancellation and change fees for US airlines nearly quintupled from 2007 to 2014.

Consolidation has occurred globally with airlines entering into joint ventures that control most international flights via Star Alliance, SkyTeam and oneworld. The Department of Transportation granted antitrust immunity to many of these alliances allowing airlines to “coordinate fares” (i.e. price fixing), services (reducing them) and capacity (restricting destinations and schedules). But the big airlines and their unions are not satisfied with these advantages. They now actively seek to block competition, especially from three Middle East airlines and several low-cost European airlines. They are lobbying the government and conducting an expensive propaganda campaign to renegotiate existing open skies agreements.

Open sky agreements cut government interference in international air travel and lead to more routes and destinations, as well as increased capacity and lower prices. The U.S. has signed 114 such agreements since 1992, including nations in the Middle East. Meanwhile, as U.S. airline profitability has skyrocketed, customer service took a nosedive, with American Airlines ranking 89th, Delta 49th, and United 53rd globally, according to Skytrax.

The U.S. Department of Transportation (DOT) has taken some positive steps with the three-hour rule for tarmac delays, upping compensation for bumped passengers and creating tougher fare advertising and disclosure rules.

But much more needs to be done. DOT needs to regulate international air fares and fees. In February, FlyersRights.org filed a rulemaking petition requesting an examination of the cost of change fees for international flights, which went from \$50 in 2008 to as high as \$750 today.

Another issue is airlines altering flights schedules after passengers have bought their tickets, forcing them to scramble to find accommodations for another night or end their trip early. Airlines are supposed to maintain published schedules and should be required to compensate passengers when a flight has been changed for commercial convenience. Flight delays or cancellations are the No. 1 passenger complaint, with 20 percent to 33 percent of flights late and 1 percent to 5 percent canceled. As airliners are now mostly full, mass cancellations often result in several days’ delay. Airlines know this but, instead of providing reasonable compensation or maintaining adequate reserves of equipment and personnel, have sought to absolve themselves of liability. This includes redefining ‘Act of God’ in their contracts to include equipment and crew shortages, then refusing to provide alternate transportation or even ticket refunds for canceled flights. Laws mandate compensation for flight delays up to \$6,000 for international flights under the Montreal Convention, and up to 600 Euros under EU rules, but nothing under DOT rules, except for bumping. Airlines should also have to adhere to the reciprocity rule, where passengers facing delays and cancellations are put on a competitors’ plane at no additional cost.

Airline consolidation is a fait accompli, but with a few highly profitable airlines comes a greater need for reasonable regulation and removal of barriers to real competition. Otherwise, the new normal will be an era of consumer abuse, unrestrained price gouging and supply restriction.

Air travel is the circulatory system of the global economy, and travel and tourism is the world's largest employer. Congress and the DOT have an opportunity to reform airline regulation this year with mandatory reauthorization legislation of the FAA and DOT. Much has changed in the 37 years since enactment of the Airline Deregulation Act of 1978. It is long past time for another overhaul. The U.S. traveling public is waiting, the rest of the world is not.

FAA-Industry Initiative Will Expand Small UAS Horizons



The U.S. Department of Transportation's Federal Aviation Administration (FAA) today announced a partnership with industry to explore the next steps in unmanned aircraft operations beyond the type of operations the agency proposed in the draft small unmanned aircraft systems (UAS) rule it published in February. "Government has some the best and brightest minds in aviation, but we can't operate in a vacuum," said U.S. Transportation Secretary Anthony Foxx. "This is a big job, and we'll get to our goal of safe, widespread UAS integration more quickly by leveraging the resources and expertise of the industry." FAA Administrator Michael Huerta announced the initiative

at the Association for Unmanned Vehicle Systems International Unmanned Systems 2015 conference in Atlanta, Ga.

The FAA is working with industry partners on three focus areas, including:

Visual line-of-sight operations in urban areas. CNN will look at how UAS might be safely used for newsgathering in populated areas.

Extended visual line-of-sight operations in rural areas. This concept involves UAS flights outside the pilot's direct vision. UAS manufacturer PrecisionHawk will explore how this might allow greater UAS use for crop monitoring in precision agriculture operations.

Beyond visual line-of-sight in rural/isolated areas. BNSF Railroad will explore command-and-control challenges of using UAS to inspect rail system infrastructure.

"Even as we pursue our current rulemaking effort for small unmanned aircraft, we must continue to actively look for future ways to expand non-recreational UAS uses," Huerta said. "This new initiative involving three leading U.S. companies will help us anticipate and address the needs of the evolving UAS industry."

The three companies reached out to the FAA to work on research continuing to expand use of UAS in the nation's airspace. CNN and the FAA already have been working together through a Cooperative Research and Development Agreement (CRDA). BNSF has a draft CRDA that is nearly complete and PrecisionHawk has been working with the FAA on a possible research partnership.

Further developing these operational concepts supports the FAA's overall strategy to expand UAS access, which currently includes rulemaking, reviewing operational data from the six national UAS test sites, expanding commercial operations via the Section 333 exemption process, and issuing operational authorizations for type-certified UAS.

The FAA published a proposed rule for small UAS on February 23, 2015 and received nearly 4,500 public comments by the end of the comment period on April 24. The agency will work as quickly as possible, but must address all the comments submitted before finalizing the rule. The number and complexity of the comments will play a role in determining the timeline for a final rule.



FAA to re-evaluate method for measuring effects of aircraft noise



The US Department of Transportation's Federal Aviation Administration (FAA) will soon begin work on the next step in a multi-year effort to update the scientific evidence on the relationship between aircraft noise exposure and its effects on communities around airports. "The FAA is sensitive to public concerns about aircraft noise. We understand the interest in expediting this research, and we will complete this work as quickly as possible," said FAA Administrator Michael Huerta. "This Administration takes its responsibility to be responsive to communities' concerns over air noise seriously. Our work is intended to give the public an opportunity to provide perspective and viewpoints on a very important issue."

Beginning in the next two to three months, the FAA will contact residents around selected U.S. airports through mail and telephone to survey public perceptions of aviation noise throughout the course of a year. This will be the most comprehensive study using a single noise survey ever undertaken in the United States, polling communities surrounding 20 airports nationwide. To preserve the scientific integrity of the study, the FAA cannot disclose which communities will be polled.

The FAA obtained approval from the Office of Management and Budget to conduct the survey and hopes to finish gathering data by the end of 2016. The agency will then analyze the results to determine whether to update its methods for determining exposure to noise. The framework for this study was developed through the Airports Cooperative Research Program (ACRP), which is operated by the Transportation Research Board of the National Academies of Sciences. This methodology will be used to determine whether to change the FAA's current approach, as well as consideration of compatible land uses and justification for federal expenditures for areas that are not compatible with airport noise.

Aircraft noise is currently measured on a scale that averages all community noise during a 24-hour period, with a ten-fold penalty on noise that occurs during night and early morning hours. The scientific underpinnings for this measurement, known as the Day-Night Average Sound Level (DNL), were the result of social surveys of transportation noise in the 1970s.

In 1981, the FAA established DNL 65 decibels as the guideline at which federal funding is available for soundproofing or other noise mitigation. This method was reaffirmed in studies conducted during the late 1980s and early 1990s. During the ensuing years, aircraft manufacturers incorporated technologies that resulted in dramatically quieter aircraft. However, residents around many of the largest U.S. airports have expressed concerns about aircraft noise associated with the continuing growth of the aviation industry. The FAA is taking an updated look at its approach for measuring noise as part of an ongoing dialogue with stakeholders, including communities and leaders of a number of cities across the nation. If changes are warranted, the FAA will propose revised policy and related guidance and regulations, subject to interagency coordination, as well as public review and comment.

Allied Pilots leader cites "bipartisan concern" over Open Skies compliance



FORT WORTH, TX - The president of the Allied Pilots Association, Captain Keith Wilson, issued a statement expressing his appreciation for the 262 members of Congress who signed a letter urging the US government to seek consultations with the governments of Qatar and the United Arab Emirates regarding subsidies to their state-owned airlines.

"As the congressional letter attests, compliance with the open-skies agreements our nation has entered into is an issue that concerns a broad cross-section of lawmakers," Capt. Wilson said. "We deeply appreciate this strong show of bipartisan concern and look forward to a prompt response from the State and Transportation departments regarding the lawmakers' request for consultations with Qatar and the United Arab Emirates. The massive subsidies these governments have provided to their respective airlines have distorted the marketplace and threaten thousands of middle-class U.S. jobs."

UA, DL, AA claim Etihad's report is bogus



EY, EK, QR said: We will prove it to the US government. At an event hosted by the National Press Club in Washington DC, airline CEOs of United Airlines, American and Delta kept on their demand for the government to cancel or change the Open Sky Agreement with the UAE, Etihad Airways, Emirates and Qatar Airways.

A study paid for by Etihad Airways stated US airlines receiving more than \$70 billion in government help. This was backed up by the US Travel Association.

Jill Zuckman, chief spokesperson for the UA, DL, AA partnership for Open & Fair Skies responded to Etihad's claim and said: "It is absolutely false to claim that any of the US carriers receive comparable financial benefits to the Gulf carriers. For example, the Chapter 11 process is not a 'subsidy,' as established by international trade law, and many other countries have similar procedures in place. In addition, US taxpayers are not liable for any restructuring of airline pension plans in bankruptcy.

The Gulf carriers always try to equate the U.S. Pension Benefit Guarantee Corporation with support from American taxpayers, but that agency neither receives taxpayer funds nor is backed by the protection of the U.S. government. Baseless claims like these are an attempt to distract from the real issue: the Gulf carriers are engaging in a 'smoke and mirrors' campaign to hide their lack of financial transparency and the pervasive billions in unfair subsidies they receive from their governments."

Etihad signaled it was ready to argue the issue in its formal response to the US government. An Etihad Airways spokesperson told eTN: "Yesterday we showed that the Big Three dominant US carriers have received more than \$70 billion of government benefits, proving the hypocrisy of their claims. In our formal response to the US government we will prove clearly there is no harm from our market position. On the contrary, we expand markets and therefore opportunities for all."

Delays, discrimination, bumping, baggage loss, complaints How U.S. airlines did in March



Airline consumer complaints filed with DOT's Aviation Consumer Protection Division in March 2015 were up 55.1 percent from March 2014 and up 27.2 percent from February 2015, according to the U.S. Department of Transportation's Air Travel Consumer Report released today.

In March 2015, the Department received 1,733 complaints about airline service from consumers, up from the total of 1,117 filed in March 2014 and the 1,362 received in February 2015. For the first quarter of this year, the Department received 4,580 complaints, up 14.4 percent from the 4,002 filed during the first quarter of 2014. The Department routinely contacts individual carriers when it notices spikes or significant variations in complaint types or complaint levels in regulated areas.

The consumer report also includes data on tarmac delays, on-time performance, cancellations, chronically delayed flights, and the causes of flight delays filed with the Department's Bureau of Transportation Statistics (BTS) by the reporting carriers. In addition, the consumer report contains statistics on passengers denied confirmed space (oversales/bumping) as filed with BTS by the carriers, mishandled baggage, and disability and discrimination complaints received by DOT's Aviation Consumer Protection Division. The consumer report also includes reports of incidents involving the loss, death, or injury of animals traveling by air, as required to be filed by U.S. carriers



"He handles the remotes. I handle everything else."

Don't Rehab La Guardia Airport. Close It

By George Haikalis/The New York Times



The Port Authority of New York and New Jersey put off, yet again, deciding between two proposals for a nearly \$4 billion project to rehabilitate the dilapidated Central Terminal Building at La Guardia Airport. Disdain about the disrepair, crowds and grubbiness at La Guardia is so pervasive that Vice President Joseph R. Biden Jr. has likened La Guardia to an experience "in a third world country."

But piling billions of taxpayer dollars into upgrading La Guardia, which opened in 1939, won't solve its fundamental problems. It can't easily expand. Its two runways and four terminals are surrounded on three sides by water, making landing difficult and hazardous. Parking is a nightmare. Moreover, some 50,000 people who live near La Guardia are subjected to a level of noise higher than the standard deemed acceptable by the Federal

Aviation Administration, according to a 2011 study by the Regional Plan Association. (Another 95,000 living near Kennedy International Airport, also in Queens, and 44,000 living near Newark Liberty International Airport, are affected as well.)

The popularity of LaGuardia, which serves nearly 30 million passengers a year, is almost entirely related to proximity - a typical nine-mile trip to Midtown Manhattan can be done in about 20 minutes during off-peak hours, 10 to 30 minutes less than it would take to get to Kennedy or Newark. But proximity comes with a price. With the consolidation of the major United States airlines and the sluggishness in the global economy, the much larger Kennedy and Newark airports could accommodate La Guardia's passenger load, by adding more frequent service and using larger aircraft, if the F.A.A. were to lift the caps on the number of flights allowed there. Kennedy, with its two sets of parallel runways, could handle many more flights, particularly as new air-traffic control technology is introduced in the next few years.

Most flights serving La Guardia already duplicate flights that serve Kennedy and Newark. Many of these flights are to a relatively small number of regional hubs. Average loads per flight at La Guardia are only two-thirds those at Kennedy. Small regional jets, with fewer than 100 seats per plane, make up a little more than half of La Guardia's peak-period flights. Airline efficiency would be improved by concentrating traffic on fewer, larger aircraft, while still maintaining service to major hubs.

The Port Authority, which operates all three major airports, is conducting noise studies, at the request of Gov. Andrew M. Cuomo. The governor sees an overhaul of the 1964 central terminal as the center-piece of a \$4 billion plan that would also include a \$450 million AirTrain connections to the No. 7 subway line in Willets Point, Queens. But he should reconsider.

Mayor Bill de Blasio should insist that the La Guardia study examine the feasibility of closing the airport, and that plans for a new terminal be put on hold until the study is completed. That study should take place in the context of a comprehensive aviation plan for the region, which would examine, among other things: trends in the growth in air travel; the environmental consequences of applying advanced air-traffic-control technology; modernizing runway and terminal layouts and improving rail access at Newark; and finding an appropriate role for secondary airports like Stewart, Westchester and MacArthur, which currently handle a tiny fraction of the region's air passengers. Stewart, over 60 miles north of Mid-town, in Orange County, N.Y., has significant room for expansion and can accommodate long overseas flights, and strong support exists for an enhanced rail connection to MacArthur, in the town of Islip, on Long Island.

The money budgeted for the La Guardia upgrades would be better used to create a long-proposed one-ride express-rail link between Manhattan and J.F.K., by reviving a long-disused, 3.5-mile stretch of track in central Queens and completing the modernization of the terminals at Kennedy. Currently, passengers who use the AirTrain to reach Kennedy must transfer from subways or the Long Island Rail Road. A world-class, direct rail trip to Kennedy could match the current travel time of even a fast, off-peak car trip to La Guardia.

Finally, think of what the 680 acres of city-owned land on which La Guardia sits could be used for. If built at the density of Co-Op City in the Bronx - which has around 15,000 housing units on 338 acres - it could

accommodate over 30,000 homes. Even more could be built in nearby areas, where growth is currently restricted because of La Guardia's flight paths. This would contribute significantly toward Mr. de Blasio's plan to develop 200,000 units of affordable housing.

By avoiding the costly replacement of outmoded terminals at La Guardia and by creating a new express rail link and upgrading terminals at Kennedy, the increased economic activity could more than make up for the lost jobs (not to mention the jobs that would be created by redeveloping the LaGuardia site).

There are precedents for replacing airports close to the center city with modern, more outlying airports. Hong Kong and Denver are two examples; Berlin will soon follow suit. New York's importance to America's economy demands a first world vision to shutter this third world airport.

Malaysia Airlines "exploring fleet options," may dump A380s



KUALA LUMPUR, Malaysia - Malaysia Airlines said it was "exploring fleet options" as the flag carrier sidestepped commenting on reports it is planning to sell off some of its planes to restructure after recent disasters and losses.

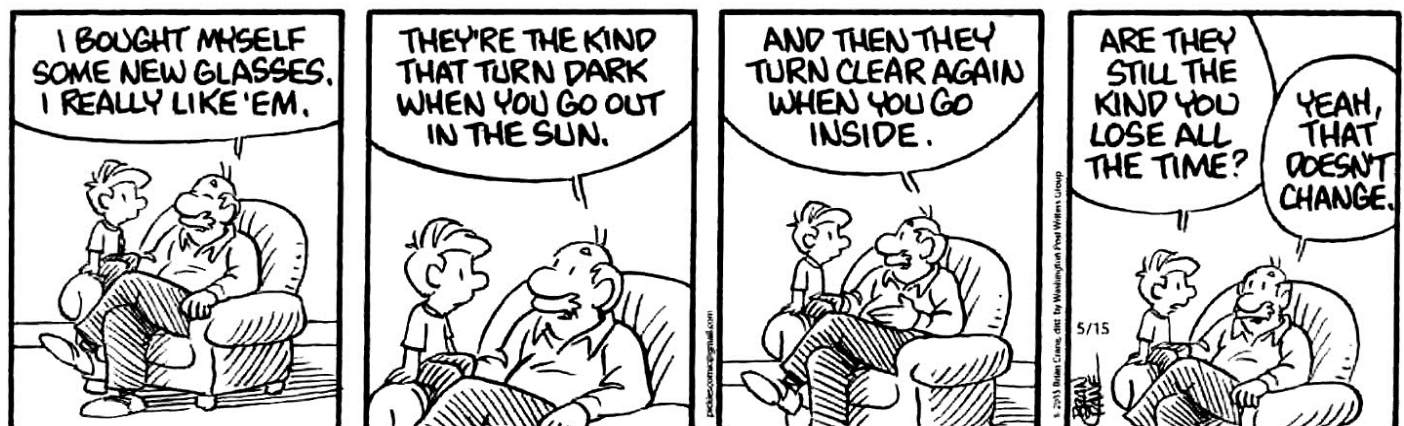
Aviation website Leeham News and Comment reported that the airline was looking at selling or leasing out all of its six Airbus A380 planes. Flight Global website, citing industry sources, said the beleaguered company was looking at customers for some of its Boeing 777-200ERs and Airbus A330-200 freighters. Malaysia Airlines said it was still working on its business plan but did not give any details regarding the restructuring reports.

"Malaysia Airlines seeks to clarify the speculation on its fleet. We are currently still working to finalize the business plan... Exploring fleet options to enhance viability of long haul sectors is one area being looked into," it tweeted.

The airline, whose already loss-making operations took a further beating after the two tragedies involving the still-missing Flight MH370 and Flight MH17 which crashed in Ukraine, was taken over by state investment fund Khazanah Nasional. Khazanah Nasional already held around 70 percent of the carrier before it acquired all the remaining shares and took the company private to deal with its problems. It had said previously that there were plans to lay off 6,000 employees and reduce the capacity of its fleet size, and that the airline would emerge as a new company by July 1. The airline's new German CEO Christoph Mueller took over the reins, local media reported.

Mueller, who was formerly chief of Ireland's Aer Lingus, is the first foreigner to head the national carrier. Analysts have long blamed poor management, government interference and powerful, reform-resistant employee unions for preventing the airline taking the steps needed to stay competitive. MH370, carrying 239 people, disappeared in March after inexplicably diverting from its Kuala Lumpur-Beijing course. No trace of the aircraft has been found. MH17 went down in July in rebellion-torn eastern Ukraine - believed to have been hit by a surface-to-air missile - killing all 298 aboard.

PICKLES | Brian Crane



NASA test materials to fly on Air Force space plane



Building on more than a decade of data from International Space Station (ISS) research, NASA is expanding its materials science research by flying an experiment on the U.S. Air Force X-37B space plane.

The X-37B looks like a miniature version of NASA's now-retired space shuttle. Like the shuttle, the robotic space plane launches vertically and glides back down to Earth for a runway landing when its time in space is done. It is about 29 feet long by 9.5 feet tall, with a wingspan of 15 feet and a payload bay the size of a pickup truck bed. Two X-37Bs could fit inside the payload bay of the space shuttle, which was 184 feet long from nose to tail. It takes off vertically, lands horizontally, and continues to further industrial advancement for reusable space test vehicles.



The Air Force owns two X-37B space planes, both of which were built by Boeing's Phantom Works division. These two solar-powered spacecraft have flown a total of three missions, which are known as OTV-1, OTV-2 and OTV-3. ("OTV" stands for Orbital Test Vehicle.) They were launching from Cape Canaveral Air Force Station in Florida and landing at Vandenberg Air Force Base in California. OTV-1 launched in April 2010 and touched down in December of that year, clocking 225 days in orbit. OTV-2, which employed a different X-37B, blasted off in March 2011 and circled Earth for 469 days. OTV-3 blasting off in Dec., 2012 shattered this longevity record by more than 200 days, touching down in Oct. 2014, having remained in orbit for 674 days. The fourth X-37B mission will launch sometime in 2015.

"The primary objectives of the X-37B are twofold: reusable spacecraft technologies for America's future in space, and operating experiments which can be returned to, and examined, on Earth "Technologies being tested in the program include advanced guidance, navigation and control; thermal protection systems; avionics; high-temperature structures and seals; conformal reusable insulation, lightweight electromechanical flight systems; and autonomous orbital flight, re-entry and landing," they added.

By flying the Materials Exposure and Technology Innovation in Space (METIS) investigation on the X-37B, materials scientists have the opportunity to expose almost 100 different materials samples to the space environment for more than 200 days. METIS is building on data acquired during the Materials on International Space Station Experiment (MISSE), which flew more than 4,000 samples in space from 2001 to 2013. "By exposing materials to space and returning the samples to Earth, we gain valuable data about how the materials hold up in the environment in which they will have to operate," said Miria Finckenor, the co-investigator on the MISSE experiment and principal investigator for METIS at NASA's Marshall Space Flight Center in Huntsville, Alabama. "Spacecraft designers can use this information to choose the best material for specific applications, such as thermal protection or antennas or any other space hardware."

The International Space Station is a unique orbiting laboratory used to conduct hundreds of investigations each year, with half of the research resources designated as a U.S. National Laboratory for investigations selected through the Center for the Advancement of Science in Space (CASIS) to provide direct benefits to people living on Earth. NASA research focuses on advancing scientific knowledge and demonstrating technologies to enable human exploration into deep space through investigations such as the current one-year mission with NASA astronaut Scott Kelly. It is difficult to simulate all the aspects of the space environment, so testing materials for extended durations is particularly important. Programs across the aerospace industry, including NASA's Mars Curiosity rover, the James Webb Space Telescope, and SpaceX's Dragon spacecraft have improved performance by selecting materials tested on the space station. All of the data from the MISSE investigations are available in the Materials and Processes Technical Information System, where the METIS data also will be made available.

Researchers are flying some materials as part of METIS that also were tested during MISSE. Testing the same types of materials again can help scientists verify results obtained on the orbital outpost. If researchers see different results between the same type of materials used on both METIS and MISSE, it would help scientists learn about the differences experienced in various orbital environments. "When we flew newly developed static-dissipative coatings on MISSE-2, we did not know they would be used for both the Curiosity rover and the SpaceX Dragon," said Finckenor. "Some program we don't know about now will be successful because engineers found the data they needed."

The METIS experiment complements the station research, looking at a variety of materials of interest for use on spacecraft built by NASA, industry, and other government agencies. The materials flown in space are potential candidates to replace obsolescent materials with environmentally-friendly options.

Finckenor leads a diverse team of investigators from other NASA centers, aerospace companies, and universities. For both MISSE and METIS, the customers supply small quarter-size samples. METIS will fly a variety of materials including polymers, composites, and coatings. Finckenor prepares the samples for flight and helps with post-flight sample analysis. "Data from the space station and METIS materials experiments will improve the lifetime and operations of future spacecraft needed for NASA's journey to Mars," said Lisa Watson-Morgan, Marshall's chief engineer. Marshall provided the hardware for the experiment, while the Air Force is providing NASA the opportunity to fly the experiment. The flight provides researchers an opportunity to collect additional data in advance of the next MISSE experiment aboard the space station in a couple of years.

Fossils may reflect odd detour in evolution of flight



Over the last two decades, scientists in China have paraded one surprising dinosaur discovery after another, enough to rewrite textbooks and even impress dinophile first graders. Some of the smaller newfound creatures, it turns out, had feathers, which shifted expert thinking to the dinosaurian origin of birds. Now a discovery of 160-million-year-old fossils in northeastern China, reported Wednesday in the journal *Nature*, calls attention to a dinosaur species that may have tried to take to the air on featherless wings. It was one of presumably many experiments in early flight that failed the test of time and was eventually abandoned. Scientists are not even sure how it was supposed to work.

After studying findings by a Chinese-led team of paleontologists, Kevin Padian, an American dinosaur authority, said he could only think that the attempted flight innovations "have just gone from the strange to the bizarre." The fossil remains belonged to a previously unknown species of an obscure group of small dinosaurs, related to primitive birds such as the famous *Archaeopteryx*. It had feathers, but they seemed too insubstantial to be useful in flight. Then the scientists said they recognized the unusually long rodlike bone extending from each of the two wrists: curving structures possibly supporting an aerodynamic membrane. Sure enough, patches of membrane tissue were detected along the bone supports. So, the scientists concluded, their specimen must have had wings somewhat like those of bats or flying squirrels. Nothing like this had been found before in dinosaurs.

The research team, led by Xu Xing of the Institute of Vertebrate Paleontology and Paleoanthropology in Beijing and Zheng Xianoting of Linyi University in Shandong Province, named the specimen *Yi qi* (pronounced "ee chee"), meaning "strange wing" in Mandarin. "No other bird or dinosaur has a wing of the same kind," Dr. Xu said in a statement issued by the Beijing institute. "We don't know if *Yi qi* was flapping or gliding, or both, but it definitely evolved a wing that is unique in the context of the transition from dinosaurs to birds."

Yi qi belongs to a group of carnivorous dinosaurs found so far only in Chinese fossil beds, and the few related species had no apparent flight capabilities. The group is called scansoriopterygids. In an aside, Dr. Xu said *Yi qi* may be the shortest name ever given to a dinosaur.

In a commentary in *Nature*, Dr. Padian, a paleontologist at the University of California, Berkeley, who was not part of the discovery team, said the examination of the fossils, found by a farmer in Hebei Province, had been meticulous “to be sure none of its elements had been faked or restored.” He said the researchers wisely did not commit themselves to whether this animal could flap its wings or glide, or both, or neither. No evidence presented so far, he added, showed that *Yi qi* had the ability for powered flight. The preservation of the wing membrane was incomplete, and there is still uncertainty about the configuration of this wing support apparatus. Also, most of the dinosaur’s body below the rib cage is missing. This leaves unanswered the important question of whether the animal’s tail created lift or drag in any kind of powered flight. Other discoveries will have to be made.

“We are left in a quandary,” Dr. Padian concluded. This dinosaur has a strange wing structure, he said, “that looks like it could have been used in flight, borne by an animal that otherwise shows no such tendencies.” And so far, he continued, “there is no other possible explanation for the function of this structure.”

Dr. Zheng, an author of the journal report, noted that *Yi qi* lived in the Jurassic Period, in the middle of the Age of Dinosaurs and early in the evolution of flight on the line to birds. “It reminds us,” he said, “that the early history of flight was full of innovation, not all of which survived.”

Second weekly flight from Orlando to Havana, Cuba launches on July 8



On July 8th Island Travel & Tours, Ltd will begin its new non-stop service between Orlando, Florida and Havana, Cuba with two flights a week, one each on Wednesdays and Sundays.

Orlando is the entertainment capital of the southeast and a popular destination for Americans and visitors from throughout the world. Its central location places 60% of Florida’s population within a two hour drive of Orlando’s airport and numerous entertainment parks such as Disney World, Epcot Center, Universal

Orlando, Sea World Orlando, Discovery Cove and many more.

Phil Brown, Executive Director of the Greater Orlando Aviation Authority, points out “the convenient access of Orlando International Airport further positions the airport as a gateway to desired destinations around the world.” This new destination for Orlando clearly supports that goal. “These new flights will provide more options to more travelers wanting to visit Cuba including local colleges, universities, religious groups, business organizations, cultural institutions, and agricultural companies that are legally eligible to travel to Cuba,” said Bill Hauf, President of Island Travel & Tours, Ltd.

Island Travel & Tours, has joined with iHeart radio in a promotion that began today offering over 100 free of carrier charges flight tickets on Island Travel & Tours air charter flights between Orlando and Havana. Passengers to Cuba will be traveling for educational purposes under a US Department of Treasury OFAC General License. The 90 minute flights will be flown by Swift Air and will use 126 passenger Boeing 737-300 aircraft with 114 Coach Seats and 12 First Class Seats.

Cuba Travel Services announces new agreement with JetBlue



Cuba Travel Services, the leading authorized carrier service provider with offices in California, New York and Florida, will soon be offering a second direct flight from New York's JFK airport to Havana, Cuba.

Cuba Travel Services currently arranges flights operated by American Airlines and Sun Country Airlines to popular destinations including Havana, Cienfuegos, Camaguey, Santa Clara, Holguin and Santiago de Cuba. Adding a second rotation on Fridays with JetBlue to its existing Tuesday flight with Sun Country will provide more flexibility to its passengers who will now have the option to depart or return right before the weekend. Cuba Travel Services' charter flight will utilize JetBlue's modern Airbus A320 aircraft for the 3 hour and 20 minute flight. The new flight will complement the Tuesday flight currently operated by Sun Country Airlines.

"We are very excited to partner with yet another prestigious carrier such as JetBlue," said Michael Zuccato,

General Manager at Cuba Travel Services. "A second JFK rotation will provide additional options for travelers in the Tri-State area as well as those connecting passengers that prefer a New York gateway to Cuba. This new partnership will provide our clients with the high quality of service that they've grown accustomed to with Cuba Travel Services at a more competitive price."

Shipping company requests permission to start ferry operations between US and Cuba



Fort Lauderdale, FL - Balearia has requested a license to operate between the US and Cuba from the US Treasury Department, after both countries' announcement of the reestablishment of diplomatic relations. The shipping company is awaiting an official response from the US government, and the subsequent authorization from the Cuban government.

The Spanish maritime transport company has operated in the Caribbean region since late 2011 under the brand Bahamas Express, connecting Fort Lauderdale (north of Miami) and Freeport (in Grand Bahama Island). The route is now run by the ferry Bahama Mama (formerly called Alhucemas). Previously, the fast ferry Pinar del Rio that still remains in the area operated it. This high-speed vessel "is ideal for the Cuba routes," says Adolfo Utor, President of Balearia, who adds that the ship has all the certificates required by the Coast Guard to start operating. For its connections with Cuba, Balearia would operate two lines between Florida and the Havana Port: one with a high speed vessel from Key West, and a second with a ferry from Port Everglades.

The shipping company transported more than 130,000 passengers, between the U.S. and the Bahamas in 2014, which represented an 18% growth compared to the previous year. There's a new route planned for this year from Fort Lauderdale to Nassau (in the island of New Providence). "Our service to the Bahamas is now established and therefore we are ready to open new connections and markets in the area that will allow us to grow," said Utor.

Positioned for internationalization: One of the strategic pillars of the Balearia Group is internationalization as the basis for business strength and stability. Presently, billings for international traffic (besides the Caribbean, it has a route to Tangier from Algeciras) equals 15% of the group's total, and the target is to reach 50% in five years. To accomplish this, the shipping company is considering opening new lines in other Caribbean areas, like Puerto Rico or Dominican Republic.

Old Fart Pride

Old Farts are easy to spot at sporting events; during the playing of the National Anthem. Old Farts remove their caps and stand at attention and sing without embarrassment. They know the words and believe in them.

Old Farts remember World War II, Pearl Harbor, Guadalcanal, Normandy and Hitler. They remember the Atomic Age, the Korean War, The Cold War, the Jet Age and the Moon Landing. They remember the 50 plus Peacekeeping Missions from 1945 to 2005, not to mention Vietnam.

If you bump into an Old Fart on the sidewalk he will apologize. If you pass an Old Fart on the street, he will nod or tip his cap to a lady. Old Farts trust strangers and are courtly to women.

Old Farts hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Farts get embarrassed if someone curses in front of women and children and they don't like any filth or dirty language on TV or in movies.

Old Farts have moral courage and personal integrity. They seldom brag unless it's about their children or grandchildren.

It's the Old Farts who know our great country is protected, not by politicians, but by the young men and women in the military serving their country.

This country needs Old Farts with their work ethic, sense of responsibility, pride in their country and decent values. We need them now more than ever. Thank God for Old Farts!

American fighter aces fly into history again



More than three dozen American Fighter Aces flew into history once again when they received Congress' highest civilian award: The Congressional Gold Medal. The Aces, who helped shape the formative years of aviation warfare, were recognized during a May 20 ceremony in the nation's capital.

The war-time pilots, who earned the designation of "Fighter Ace" in multiple wars by shooting down at least five enemy aircraft in air-to-air combat, received this national honor in a ceremony with congressional leaders in Washington D.C. with friends and family present. The ceremony took place in Emancipation Hall at the Capitol Visitor Center.

Convened by Seattle's Museum of Flight, the May 20 ceremony recognizes the accomplishments of the 1,447 American Aces who achieved the elite designation. While only 77 remain alive today, more than 35 of them were gathered in Washington, D.C. and received the recognition in person. The ceremony came a year after Congress unanimously passed legislation to recognize the Aces with the highest honor Congress can bestow upon civilians - the Congressional Gold Medal. "The American Fighter Aces achieved a level of aviation excellence for our nation when it mattered most," said Doug King, President and CEO of The Museum of Flight in Seattle. "We're proud to play our part in honoring them and join our members of Congress in saluting them."

Seattle's Museum of Flight is home to the American Fighter Aces Association (AFAA) and an extensive collection of artifacts, documents and exhibits that tell the legendary stories of the Fighter Aces. It supports more than 700 "Friends" of the Aces in AFAA chapters across the country who are dedicated to championing the stories of these brave pilots, preserving and sharing their legacy. While the stories of American Fighter Aces will live on at The Museum of Flight in Seattle, their numbers are dwindling, adding urgency to the efforts to recognize their importance to American history. Of the 77 remaining Aces still alive, the oldest Ace is 104 years old and the youngest Ace is 72. "Because wars are fought differently today, the American Fighter Ace is indeed passing into history at a rapid rate," said King. "For now, our single purpose was to get as many of these living Aces as possible to Washington, D.C. for this celebration of their bravery and their lives."

The stories of the Fighter Aces cover some of the most formative periods in aviation history. Some gained their victories in open-cockpit biplanes, others in the powerful propeller-driven fighters of the World War II, and still others in the jets that fought over Korea and Southeast Asia. Aces come from each major combat branch of the U.S. military and nearly every state in the union. A majority of the Aces still alive today earned Ace status in World War II. The last fighter pilot to receive the elite designation fought in the Vietnam War.

"If there's an elite among fighter pilots, it's these men," said retired Air Force Lt. Gen. Charles "Chick" Cleveland, president of the American Fighter Aces Association, who will be at the May ceremony. "They helped shorten the wars and saved lives. These men are disappearing but must not be forgotten. It is a personal privilege to be part of this group." Cleveland is a Korean War Ace who flew F-86 Sabre jets in MiG Alley.

Following the ceremony, the American Fighter Aces' gold medal was given to the Smithsonian Institution, where it will be displayed and made available for research. Each Fighter Ace will receive a bronze replica of the medal. The Congressional Gold Medal for the Fighter Aces was designed and struck by the United States Mint.



Battle Shapes Up Over Video Cameras in Airline Cockpits

By Andy Pasztor/ Wall St. Journal



International air-safety watchdogs are poised to advocate installing video cameras in airliner cockpits, putting pilots groups on the defensive and prompting them to recast their opposition strategy.

The aviation arm of the United Nations is expected to make a big push later this year for such changes, according to industry officials, safety experts and others familiar with the issue. Those efforts have been stoked to some extent by a spate of high-profile crashes in the past year, including a presumed suicide crash by the 27-year-old co-pilot of Germanwings Flight 9525, who flew his jet into a French mountainside, killing all 150 people aboard.

The tussle over cockpit video recorders is likely to take years, and its outcome is uncertain. In any case, individual countries will retain the ultimate enforcement authority.

Pilots unions and other who oppose video cameras on commercial flight decks are organizing more aggressively than ever, revising their arguments and seeking out new allies. The unions have successfully blocked the recorders for decades, largely by focusing on privacy concerns and raising the prospect of images being misused by crash investigators, criminal prosecutors or the news media. Those arguments remain central to the debate. But some union leaders have been putting more emphasis on the issue of cost to the airlines as they face what is likely to be an uphill battle.

Officials at the U.N.-backed International Civil Aviation Organization, which sets global safety standards for airlines, have the option of mandating video in cockpits or merely encouraging air carriers and national regulators to move in that direction.

Backed by the U.S. National Transportation Safety Board and agencies in other countries responsible for investigating aircraft accidents, the video devices are intended to supplement black-box voice and flight-data recorders found on commercial planes, and not to provide routine monitoring.

Christopher Hart, chairman of the NTSB, told a Senate panel that imaging systems can provide the information needed to help determine the cause of [certain] types of accidents and to identify revisions needed to prevent a recurrence. The cameras could be set up to capture cockpit displays along with the hands of pilots, but not their faces.

With support for cockpit video recorders growing, some pilot leaders hope they can derail the momentum by highlighting the price tag, joining forces with airline representatives worried about the cost. We're getting a little bit smarter about finding allies in this area, Martin Chalk, the newly elected president of the International Federation of Air Line Pilots Associations, said in an interview last week. Mr. Chalk and other pilot representatives say the limited capital devoted to safety efforts should focus on other improvements. They say videos wouldn't add significantly to information routinely captured by today's black boxes.

In a separate interview, Tim Canoll, president of the Air Line Pilots Association, which represents more than 50,000 aviators across North America, was asked if potential privacy violations remained the primary objection. That's not our lead concern. That's way down the list, Mr. Canoll said. When you make a decision to spend money on that system, Mr. Canoll said, you are foregoing many other systems that would ensure we're getting our biggest bang for the buck. Mr. Canoll said his organization has cited cost issues since the 1990s and is now convinced cockpit cameras amount to an overreaction and won't improve safety. He predicted that the desire to write rules will wane quickly, and pilots will step up their campaign when the discussions begin in earnest.

ICAO policy makers haven't indicated how soon they intend to take up the matter, or what type of language they might consider. But in a speech to an international pilots-union conference in Madrid, Don Wykoff, a Delta Air Lines Inc. captain and IFALPA's outgoing president, made it clear that pilots anticipate the Montreal-based ICAO will mount an all-out push for cockpit video within a few months. He urged a formidable response by pilots. Arguments over imaging are coming to Montreal this fall, not maybe, Mr. Wykoff said. We must engage in our home countries, and we need to stop this before it builds up a head of

steam, he told hundreds of pilots from around the globe. We cannot wait for this debate to formally kick off, he said, and think that we can be 100% successful ensuring this does not happen; we need to get the work done before then.

The maneuvering comes amid heightened public interest throughout the U.S. in wearable video cameras intended to record the actions of police officers, sheriff's deputies and other law-enforcement officials. It also comes as some helicopter manufacturers equip certain models with video-imaging recorders able to capture pilot actions and flight instruments. Selected jetliner models also have video cameras taking images outside the plane. But currently, no major commercial-aircraft maker has taken steps to install video cameras inside cockpits as investigative tools.

More at Ease Online, Retirees Tap Free Courses

By Walecia Konrad

Mary Lou Russell has a passion for learning. Since retiring 10 years ago, the 79 year-old former grant maker has taken more than a dozen classes on subjects including classical music and appreciating Andy Warhol. She has attended most of her classes from her Manhattan living room.



"I used to go up to Columbia, down to N.Y.U. and over to New School. I was all over the place with my MetroCard," Ms. Russell said. "Then I learned about online courses and that has been so freeing for me. I call it the anti-aging vitamin for those of us over 60 who want to stay relevant."

Taking courses online is well suited for retirees, according to John Blair, 85, a retired engineer in Wayland, Mass. He especially likes the accessibility to top professors at elite universities. He adds that online courses have given him a way to dive into subjects unrelated to engineering, like economics. "By jumping from Yale to Harvard to Stanford to M.I.T., I was able to sample economics courses in a broad way," Mr. Blair said.

Colleges have been catering to online adult learners for years, often offering video lectures and courses on their websites and posting popular lecture series on You-Tube and iTunes. Starting around 2011, the latest iteration of virtual education, massive open online courses or MOOCs, hit the scene. Often free, many of these classes take online learning a step further and provide interactive video features like mini quizzes and student discussion forums.

Online learning has gained momentum from retirees' increasing comfort with technology. In April 2014, the Pew Research Center reported that 59 percent of adults over the age of 65 use the Internet, a six percentage point increase from a year earlier. In addition, 47 percent say they have a high-speed broadband connection at home. Of the older adults who use the Internet, 71 percent say they go online every day or almost every day.

At Coursera, an education platform started in 2011 that teams with universities worldwide to offer thousands of free online courses, 10 percent of students are in the 60-plus age group. Sophie Vlessing, senior vice president at Kaplan Higher and Professional Education, said that 10 percent of the students who took online courses at Kaplan University were over 50.

Some more traditional educators point out drawbacks to taking courses online. Retirees looking to build their social net-works through classes may miss the structure and camaraderie of the traditional continuing education classroom experience, said Susan Hoffman, director of the Osher Lifelong Learning Institute at University of California, Berkeley. (The Osher institute works with colleges and universities to provide education for mature students.) What's more, experts say, with thousands of courses available from hundreds of institutions, it can often be a challenge to make sense of the online learning world and find the right class for an individual's interest and learning style.

Aggregators like Coursera may help. EdX, the nonprofit started by Harvard University and the Massachusetts Institute of Technology, and Udacity, which specializes in high-tech training, are other companies that pull together online course offerings. Learningadvisor.com, a joint venture between Kaplan and AARP's Life Reimagined, offers information on online and on-campus courses for adult students.

Having a clear sense of purpose can also help, Ms. Hoffman said. Most continuing education can be broken down into three categories: pursuing an advanced degree, enhancing skills for the workplace and pursuing a passion. Retirees looking to pursue a new career after age 65 may easily fit into the first two categories, while others, like Ms. Russell and Mr. Blair, are focused on expanding their knowledge. Adult students who know what end result they are pursuing will have an easier time evaluating the offerings, Ms. Hoffman advises.

Jeffrey J. Selingo, author of "MOOC U: Who Is Getting the Most Out of Online Education and Why," offers the following advice: Don't get star-struck. While it's tempting for retirees to sign up for a class at Harvard or Stanford just because it's free, adult students should keep in mind that not all classes or professors translate well online. "In one of my classes, the professor just stood there in front of the camera and talked," Ms. Russell recalled. "That wasn't my favorite class."

It can be difficult for professors to teach an audience whose response they cannot see. Research what you can about the professors before signing up, including watching videos of their courses that might already be online.

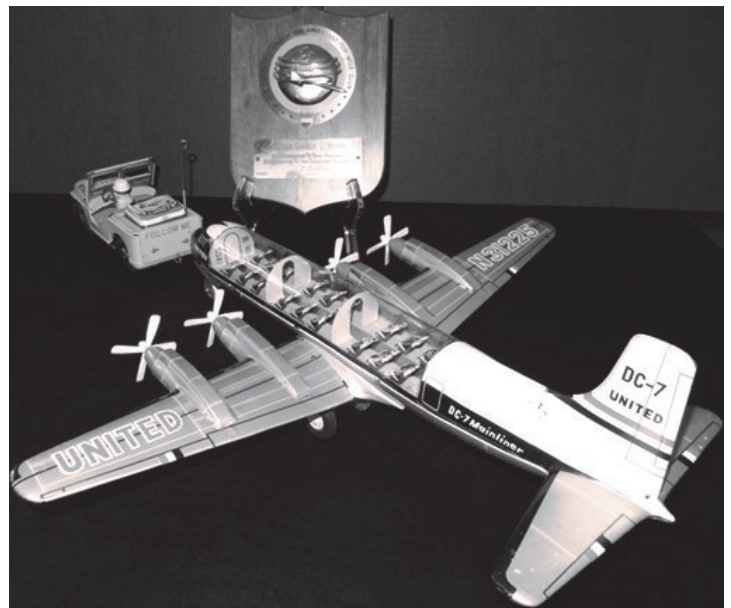
Although the self-paced nature of online courses can be a plus, it's also easy to fall behind because you do not necessarily have to show up for class and you may not have classmates pushing you to keep up, Mr. Selingo said. An active student forum and a professor schooled in online teaching can help.

A Letter from an unexpected reader of the *RUPANEWS*

Greetings, I found a copy of the September 2014 *RUPANEWS* in the recycle area located in our retirement community. As an avid aviation and vintage aircraft toy enthusiast; I had to have a look!

This is a fabulous publication with a great insight into the lives and experiences of retired pilots. Of interest also was the history of the brand including the United Airlines Historical Foundation page with the DC-7 Mainliner article on the flight plan booklet of November 1955.

I just had to share these photos of one of my United Airline toy planes and assorted memorabilia with you folks. The pictured UA DC -7 Mainliner plane is 21 inches long and 21 wide and is all tin with friction motor. The lithography is very well done and the 2 piece tin toy is very heavy. This one was apparently not played with or the plastic fuselage would most likely have suffered damage. Charming novelty added with visible passengers. It was made in Japan in the late 1950's by Nomura. I also have the box which is very well executed. The clear top version of this toy is somewhat rare and a variation of the toy. Included in the photo is a United Airlines tin friction jeep that allows for the arms of the driver to articulate up and down as you of course; follow it! The plaque, obtained at a flea market in Santa Cruz, California, is from 1955 and awarded to Captain Donald Moss for the 100,000 mile club.



The inscription on the plaque says:

Captain Donald L. Moss
In Appreciation Of Your Valuable
Contribution To Air Transport Progress
W A Patterson

Hope you find it interesting. As an Air Force brat and complete airplane buff, my hats off to all of you and your families who supported you while you flew us as passengers around the world.

Sincerely, *Richard Salazar*, Depoe Bay, Oregon

As We Age, Keys to Remembering Where the Keys Are

By Jane E. Brody/The New York Times



I recently told my 70s-something walking group that I wanted to write about “retrieval disorder,” our shared problem with remembering names and dates, what we had just read and where, even what we had for dinner last night. Or, in my case, the subject of the column I wrote the day before. One walking buddy suggested I call it delayed retrieval disorder. “It’s not that we can’t remember,” she said. “It just takes us longer, sometimes a lot longer, than it used to.” Then she wondered, “Is it really a disorder? Since it seems to happen to all of us, isn’t this just normal aging?”

Indeed it is, I’ve learned from recent reports, including one released last month by the Institute of Medicine. And it doesn’t mean we’re all headed down the road to dementia, although unchecked, cognitive changes with age can make it increasingly difficult to meet the demands of daily life, like shopping, driving, cooking and socializing. I am painfully aware of increasingly frequent memory lapses, like where I left my cellphone or glasses. I searched the house the other day for a container of ice cream, only to finally find it in the microwave, where I had planned to soften it. Without a shopping list, I inevitably return from the store without something I really needed. And without a hide-a-key, I would routinely lock myself out of the house. I was a terrific speller and walking thesaurus most of my life, but now routinely resort to an online dictionary and my computer’s ability to second-guess the word I’m trying to spell. Although memory issues become more apparent in the Medicare years, gradual changes in cognitive function actually begin decades earlier, their effects usually masked by the brain’s excess of neurons and ability to lay down new connections throughout life.

AARP reassuringly writes in its *Staying Sharp* booklets, “As brain functions go, forgetting may be almost as important as remembering; it would be inefficient for our brains to try to retain every bit of information we’re exposed to throughout life.” About a third of healthy older people have difficulty remembering facts, people, places and other things encountered daily, “yet a substantial number of 80-year-olds perform as well as people in their 30s on difficult memory tests,” AARP noted.

Nor are those who do less well cognitively suffering from a brain disease. “Just as you wouldn’t say that a marathon runner who slows down in his 80s has a motor disease, age-related cognitive decline isn’t necessarily pathological,” said Molly V. Wagster, chief of neurosciences at the National Institute on Aging. “We may just be slower to retrieve information, and slower to learn new things.” Besides, Dr. Wagster told me, “the older brain retains plasticity; it’s capable of making adaptive changes. Certain regions of the brain operate in slightly different ways that may actually be better than at young ages.” Some of the changes, like depth of comprehension and wisdom gleaned through experience, are improvements that can compensate for less positive age-related effects, she said. Denise C. Park, a psychologist at the University of Texas at Dallas, reports that while the brain’s “processing capacity” declines rather steadily from the 20s onward, “world knowledge,” including vocabulary, increases, at least into the 70s, when it seems to plateau. Still, it is important for people to recognize possibly pathological symptoms of cognitive impairment, like getting lost driving to a familiar place, having difficulty with finances, or failing to take medications correctly — deficits that warrant medical attention, Dr. Wagster said.

As AARP put it, “forgetting where you parked your car can happen to everyone occasionally, but forgetting what your car looks like may be cause for concern.”

Preventing cognitive decline that can interfere with quality of life is a far better option than trying to reverse it. The Institute of Medicine highlighted several actions everyone can take to maximize the chances of remaining cognitively sound well into the twilight years.

First and foremost, “be physically active.” Numerous studies have documented benefits to the brain as well as the body from regular exercise. For example, among 18,766 women ages 70 to 81 participating in the Nurses’ Health Study, those with the highest level of activity had a 20 percent lower risk of cognitive impairment than those who were least active.

Second, prevent or control cardiovascular risk factors, including high blood pressure, smoking, obesity and diabetes. What is good for the heart also appears to be good for the brain. A diet relatively low in fat, cholesterol and sugar and replete in antioxidant-rich vegetables and fish are likely to be protective, as are adequate levels of vitamin D.

Drink alcohol moderately, defined as one drink a day for women, two for men, or not at all. And get adequate sleep — a good seven hours a night — to keep neurons firing at top speed. Depression has a negative effect on cognition at all ages; if you suffer from it, get it treated.

Be well educated. Even if you missed out on a good education early in life, it is not too late to engage in intellectually stimulating activities, including taking courses online or at a local college, reading books, participating in discussion groups, and attending lectures and other cultural activities.

Dr. Park maintains that “cognitive engagement” — learning complex new tasks like quilting, crocheting or digital photography — can improve cognitive performance. But Dr. Wagster emphasized that cognitively stimulating activities should also be personally rewarding or meaningful, not frustrating or just busy work.

“Learning a new language can be very difficult later in life unless one has a compelling reason to do so,” Dr. Wagster said.

Finally, none of these measures may be helpful if they prevent you from being involved socially in leisure or volunteer activities. Social interaction is a strong predictor of healthy aging.

For further reliable information on how to minimize cognitive decline with age, I highly recommend a forthcoming book, *“Staying Sharp: 9 Keys for a Youthful Brain Through Modern Science and Ageless Wisdom,”* by Henry Emmons and David Alter.

Ways to Prevent Injuries in Falls



Exercise and vitamin D supplements may help prevent injurious falls in older adults, a randomized trial found.

Finnish researchers recruited 409 women ages 70 to 80 who were living at home. They randomly assigned them to one of four groups: a placebo without exercise, daily vitamin D supplements without exercise, placebo with exercise, and vitamin D supplements with exercise. The exercises, done regularly over two years, concentrated on balance, weight bearing, strength and agility. The study is online at JAMA Internal Medicine.

Neither vitamin D supplements nor exercise reduced the number of falls. But compared with the placebo without exercise group, those who took vitamin D alone were 16 percent less likely to be injured in a fall; the placebo and exercise group were 54 percent less likely to be injured; and those who exercised and took supplements were 62 percent less likely to be hurt.

The authors suggest that physical conditioning and vitamin D increase bone density, which could help prevent injury.

"It's important to develop muscle power, because without muscle power, you can't have good balance," said the lead author, Kirsti Uusi-Rasi, a senior researcher at the UKK Institute for Health Promotion Research. As for vitamin D supplements, she said, "If you have low levels, supplements are important, but if you have sufficient levels, more is not better."



Sick With Grief

When someone cannot recover from a loved one's death, health problems often follow



BEREAVEMENT - how one responds and adjusts to the death of a loved one - is a Very individual matter. It is natural to experience a host of negative reactions in the Weeks and months after the loss of a loved one: sadness, difficulty sleeping, painful reminders of the person, difficulty enjoying activities once shared, even anger. Grief is a normal human reaction, not a disease, and there is no one right way to get through it. Most often, within six months of a death, survivors adjust and are more or less able to resume usual

activities, experience joy and remember their loved ones without intense pain. But sometimes, even when the loss is neither sudden nor unexpected, as is true in the majority of deaths in the United States, survivors close to the deceased can experience extremely disruptive grief reactions that persist far longer.

In a report in *The New England Journal of Medicine*, Dr. M. Katherine Shear presents a composite portrait of what is known as complicated grief, an extreme, unrelenting reaction to loss that persists for more than six months and can result in a serious risk to health. She describes a 68-year-old widow who continued to be seriously impaired by grief four years after her husband died. The woman slept on the couch because she could not bear to sleep in the bed she had shared with him. She found it too painful to engage in activities they used to do together. She no longer ate regular meals because preparing them was a too-distressing reminder of her loss. And she remained alternately angry with the medical staff who cared for him and with herself for not recognizing his illness earlier.

Symptoms of complicated grief commonly include intense yearning, longing or emotional pain; frequent preoccupying, intrusive thoughts and memories of the person lost; a feeling of disbelief or inability to accept the loss; and difficulty imagining a meaningful life without that person. "People with complicated grief often feel shocked, stunned or emotionally numb, and they may become estranged from others because of the belief that happiness is inextricably tied to the person who died," wrote Dr. Shear, of the Columbia University School of Social Work and College of Physicians and Surgeons.

"Complicated grief is like a wound that doesn't heal and can follow the loss of any close relationship," she said. The risk of complicated grief is greatest - 10 percent to 20 percent - among those who lose a romantic partner and even higher among those who lose a child. It is more common after a sudden or violent death and most common among women older than 60, she reported.

Among the factors that increase the risk is the failure of the deceased to have done advanced care planning, which can result in close family members having to make painful decisions about end-of-life care with no guidance from the dying person. Should treatment for the underlying disease be continued until death? Should the person be attached to a ventilator or feeding tube when there is no hope for recovery? Should CPR be attempted if the heart stops? Such choices are best made when the person is mentally competent and able to discuss choices with next of kin and one's physicians.

"The more awful the circumstances surrounding the death, the greater the risk of complicated grief," Dr. Shear said in an interview. Thus, survivors of those who died in the horrific car-train crash in Valhalla, N.Y., on Feb. 3, like the parents of children who died in the Sandy Hook Elementary School shooting in December 2012, are more likely to have complicated grief than, say, I was after the expected death of my husband from cancer five years ago. He had made it clear that no extraordinary measures be taken to extend his life.

Holly G. Prigerson and Paul K. Maciejewski of Weill Cornell Medical College in New York have developed a Grief Intensity Scale - it can be found at endoflife.weill.cornell.edu/ - that can help individuals determine if their reactions to a loss are severe and prolonged enough to warrant treatment from a mental health professional.

Some 30,000 survivors have completed this scale, "but very few people - 7 to 10 percent - screened positive" for complicated grief, Dr. Prigerson said in an interview. At greatest risk, she said, are people who have lost "the love of their life" or who were strongly attached to or dependent upon the person who died, as was the author Joan Didion, who recounted her intense, almost paralyzing grief after her husband died in "The Year

of Magical Thinking?'

Complicated grief is more than a life-disrupting emotional response. It has been shown to result in neuropsychological abnormalities, including changes in brain activity that can impair memory and the ability to regulate emotions. Untreated, it can result in prolonged sleep disturbance, substance abuse, suicidal thoughts and behaviors, immunologic abnormalities, and an increased risk of heart disease and cancer.

People with intense grief reactions are commonly prescribed antidepressants. Though sometimes helpful, drugs are not the most effective treatment, Dr. Shear said. Rather, an approach called complicated grief treatment, which relies heavily on strategies used in cognitive behavioral therapy, is most likely to achieve results in the shortest amount of time, she said. In 16 weekly sessions, it helps those with prolonged grief find ways to think about the death without experiencing "intense feelings of anger, guilt or anxiety" and function more effectively "by generating enthusiasm and creating plans for the future," she wrote.

Unlike interpersonal psychotherapy, complicated grief treatment is highly structured. Each week, patients monitor their grief reactions and are assigned specific homework activities to help them adapt to and accept the reality of their loss. In effect, people "reinvent their lives by revising goals and making plans" that do not include their lost loved ones, Dr. Shear said.

Exercise can help critically ill heal faster

By Lauran Neergaard/Associated Press



The intensive care unit is a last frontier for physical therapy: It's hard to exercise patients hooked to ventilators. Some hospitals do manage to help critically ill patients stand or walk even if they're tethered to life support. Now research that put sick mice on tiny treadmills shows why even a little activity may help speed recovery.

"I think we can do a better job of implementing early mobility therapies," said Dr. D. Clark Files of Wake Forest Baptist Medical Center in Winston-Salem, North

Carolina, who led the research and whose hospital is trying to get more critically ill patients up, ventilator and all.

Hospitals have long nudged less critical patients out of bed, to prevent their muscles from wasting away. But over the past several years, studies in ICUs have shown that some of the sickest of the sick also could benefit - getting out of intensive care sooner, with fewer complications - once it's medically feasible for them to try.

This isn't just passively changing a patient's position. It could involve helping them sit on the side of the bed, do arm exercises with an elastic band or in-bed cycling, even walk a bit with nurses holding all the tubes and wires. It takes extra staff, and especially for patients breathing through tubes down their throats, it isn't clear how often it's attempted outside specialized centers.

At Wake Forest Baptist, a physical therapist helped Terry Culler, 54, do arm and leg exercises without dislodging his ventilator tubing, working up to the day he stood for the first time since developing respiratory failure about three weeks earlier. "I cheered, I was clapping," his wife, Ruanne Culler of Lexington, North Carolina, said after two therapists and a nurse finally helped him to his feet.

Biologically, why could such mild activity help? Files focused on one especially deadly reason why people wind up on a ventilator: acute respiratory distress syndrome, or ARDS, the problem Terry Culler battled. It strikes about 200,000 Americans a year, usually after someone suffers serious injuries or another illness such as pneumonia; it can rapidly trigger respiratory failure. Survivors suffer profound muscle weakness.

Files' team injured the lungs of laboratory mice in a way that triggered ARDS. The animals, sick but still breathing on their own, walked or ran on a treadmill for a few minutes at a time over two days. That short amount of exercise did more than counter wasting of the animals' limbs. It also slowed weakening of the diaphragm, used to breathe. And it tamped down a dangerous inflammatory process in the lungs that Files suspects fuels muscle damage on top of the wasting of enforced bed-rest. "It's not only putting a load on the legs," Files explained. "It's something systemic." When certain white blood cells stick inside ARDS-affected lungs too long, they slow healing.

Nuts Are a Nutritional Powerhouse

By Jane Brody/The New York Times



Sadly, for more than half my life, I had avoided some of nature's most perfect and healthful foods: nuts and peanuts. I had been mistakenly told as a teenager that nuts were fattening and constipating, effects I certainly wanted to avoid. But based on what I have learned to the contrary from recent studies, I now enjoy them daily as nuts or nut butters in my breakfasts, salads, sandwiches and snacks. A baggie of lightly salted peanuts accompanies me on excursions everywhere; I even keep a jar of peanuts in my car.

A series of large studies, including the Nurses' Health Study of 76,464 women and the Health Professionals Follow-Up Study of 42,498 men, found that the more nuts people consumed, the less likely they were to die at any given age, especially of cancer or heart disease. And a clinical trial conducted in Spain showed that death rates were lower among those consuming a Mediterranean diet supplemented with extra nuts. However, these studies were conducted almost entirely among relatively well-to-do, well educated, white individuals, and despite the researchers' care in controlling for other factors that could have influenced the results, there remained the possibility that characteristics of the participants other than nut consumption could account for their reduced death rates.

Now, strong links between nuts and peanuts and better health have also been found in a major study of people from lower socioeconomic backgrounds and varied ethnic groups — blacks, whites and Asians — many of whom had serious risk factors for premature death, like smoking, obesity, high blood pressure and diabetes. The results were published in March in *JAMA Internal Medicine* by researchers at Vanderbilt University School of Medicine. Their study, conducted among more than 200,000 men and women in the Southern United States and Shanghai, found that the more nuts people consumed, the lower their death rates from all causes and especially from heart disease and stroke.

And while it is true that more people today are allergic to nuts, and to peanuts in particular, than ever before, two recent studies have pointed to ways that may prevent children from developing a nut allergy. The first study, published last year in *JAMA Pediatrics*, found that women who consumed the most nuts or peanuts during their pregnancies were least likely to have children with this allergy. The reduction in risk was highest among children whose mothers ate nuts five or more times a month.

The second study, published in February in *The New England Journal of Medicine*, found that introducing peanuts into the diets of infants 4 to 11 months old who were considered at high risk of developing a peanut allergy actually greatly reduced their risk of being allergic at age 5. The researchers, from King's College London, suggested that the common practice of withholding peanuts from babies may in fact account for the recent rise in peanut allergies. Guidelines issued in 2000 by the American Academy of Pediatrics recommended withholding peanuts from children at risk of developing allergies until they were 3. The academy has since revised its position, suggesting that evidence that avoiding specific foods beyond 4 to 6 months of age prevented food allergies was lacking. Now a further revision by the academy may be in order, though to prevent choking, babies should not be given whole nuts — only ground nuts or nut butters.

Before returning to the relationship between nuts and better health, I want to reassure weight-conscious readers that, when consumed in reasonable quantities, nuts are not fattening and can even help people lose weight and maintain the loss. Yes, relatively speaking, nuts are high in fat, and fat contains more calories per gram (nine) than protein or sugar (four calories), even more than alcohol (seven calories). But a review of studies of large populations here and abroad by Richard D. Mattes of Purdue University and co-authors most often found that adults who eat nuts weigh less than nut avoiders. And children who ate peanuts usually had a lower body mass index than those who did not. Clinical trials found that adding lots of nuts to one's diet had a limited effect on body weight. But more important, participants in studies that included nuts in a weight-loss regimen lost more weight and ended up with a smaller waist and less body fat than participants who did not eat nuts. One explanation for the weight control benefit of nuts is the satiation provided by their high fat and protein content, which can reduce snacking on sweets and other carbohydrates. Another is that

all the calories in nuts, especially whole nuts, may not be absorbed because they resist breakdown by body enzymes.

Finally, in a 2013 study in *The British Journal of Nutrition*, Dr. Mattes and colleagues reported that consuming peanut butter or peanuts for breakfast helps to control hunger, stabilizing blood sugar and reducing the desire to eat for up to 8 to 12 hours. (My favorite breakfast: half a banana, sliced, with each slice topped by a half-teaspoon of crunchy peanut butter.)

As for their cardiovascular benefits, nuts are rich sources of monounsaturated and polyunsaturated fats, which prompted a health claim by the Food and Drug Administration that "Scientific evidence suggests but does not prove that eating 1.5 ounces per day of most nuts as part of a diet low in saturated fat and cholesterol may reduce the risk of heart disease." Two exceptions are macadamia nuts and cashews, which have too much saturated fat to qualify for this claim.

Nuts are also rich sources of dietary fiber, and almonds, Brazil nuts, peanuts and walnuts may actually help prevent constipation, countering my long-held concerns about their effects on digestion. Other beneficial substances in nuts include vitamins, antioxidants and other phytochemicals. All of which adds up to nuts as a nutritional powerhouse.

Infections most common cause of readmissions after surgery

By Lindsey Tanner/The Associated Press



Surgery patients end up back in the hospital most often because of incision infections that don't show up until after they're sent home, according to a study that found unexpected readmission rates vary widely. Among six common surgeries, the lowest readmission rate was just under 4 percent for hysterectomy patients. The highest rate — almost 15 percent — was for artery disease patients who had surgery to reroute blood flow in the legs.

"Most of these things are clearly related to the surgery, well-known accepted complications that we all try to reduce," said Dr. Karl Bilimoria, the study's senior author and director of the surgical quality improvement center at

Northwestern University's Feinberg School of Medicine. Bilimoria said surgery patients need clear instructions with information on warning signs and who to contact day or night if symptoms occur after they go home. Patients should seek treatment at the earliest sign of an infection, which may include redness or swelling, he said.

The researchers analyzed 2012 data from 346 hospitals involved in an American College of Surgeons quality improvement program. The study notes that hospital readmissions are a focus of nationwide efforts to control hospital costs and improve quality of patient care. Infections at the surgery site typically are caused by bacteria entering the incision area, sometimes due to bacteria from the patient's own body, or from inadequately sterilized surgical instruments. In recent years, hospitals have beefed up efforts to fight them, with staff hand-washing campaigns and other methods. But these infections can be difficult to prevent and in most patients studied, symptoms didn't show up until several days after they went home.

Some patients are more vulnerable, including those with artery disease affecting the legs, who have poor blood flow and often other illnesses. Incision infection was the reason for more than 1 in 3 unplanned readmissions for these patients, and for at least 1 in 4 patients who had either hysterectomies, abdominal hernia repair, or colorectal surgery. Among hip or knee replacement patients, it was the reason for almost 1 in 5 readmissions, and for obesity surgery patients, just over 11 percent of readmissions.

Dr. Lucien Leape, a prominent patient safety advocate and Harvard School of Public Health professor, said incision infections are very rarely the patient's fault. "The real focus has to be on what's happening in the operating room," said Leape, who wrote a *JAMA* editorial. He noted that some surgeries seldom result in infections and said the solution might be to have other surgeons watch what goes on in operating rooms where patients are rarely infected. "Go out there and copy the best," he said. "There's pretty good evidence that that works."

WHOOOPS! THE 10 GREATEST (ACCIDENTAL) INVENTIONS OF ALL TIME

1. The Microwave - Percy L. Spencer

Percy Spencer, an engineer at Raytheon after his WWI stint in the Navy, was known as an electronics genius. In 1945, Spencer was fiddling with a microwave-emitting magnetron-used in the guts of radar arrays-when he felt a strange sensation in his pants, a sizzling even. Spencer paused and found that a chocolate bar in his pocket had started to melt. Figuring that the microwave radiation of the magnetron was to blame (or to credit, as it would turn out), Spencer immediately set out to realize the culinary potential at work. The end result was the microwave oven-savior of eager snackers and single dudes worldwide.

2. Saccharin - Ira Remsen, Constantin Fahlberg

In 1879, Ira Remsen and Constantin Fahlberg, at work in a laboratory at Johns Hopkins University, paused to eat. Fahlberg had neglected to wash his hands before the meal-which usually leads to a quick death for most chemists, but led to him noticing an oddly sweet flavor during his meal. Artificial sweetener! The duo published their findings together, but it was only Fahlberg's name that made it onto the (incredibly lucrative) patent, now found in pink packets at tables everywhere. That is to say, Remsen got screwed-he later remarked, "Fahlberg is a scoundrel. It nauseates me to hear my name mentioned in the same breath with him."

3. Slinky - Richard James

In 1943, Navy engineer Richard James was trying to figure out how to use springs to keep the sensitive instruments aboard ships from rocking themselves to death, when he knocked one of his prototypes over. Instead of crashing to the floor, it gracefully sprang downward, and then righted itself. So pointless-so nimble-so slinky. The spring became a goofy toy of many childhoods-that is before every kid inevitably gets theirs all twisted up and ruins it. 300 million sold worldwide!

4. Play-Doh - Kutol Products

Before being found ground into the rugs of child-rearing homes everywhere, Play-Doh was ironically created to be a cleaning product. The paste was first marketed as a treatment for filthy wallpaper-before the company that produced it began to go down the tubes. The discovery that saved Kutol Products-headed for bankruptcy -wasn't that their wall cleaner worked particularly well, but that schoolchildren were beginning to use it to create Christmas ornaments as arts and crafts projects. By removing the compound's cleanser and adding colors and a fresh scent, Kutol spun their wallpaper saver into one of the most iconic toys of all time-and brought mega-success to a company headed for destruction. Sometimes, you don't even know how brilliant you are until someone notices for you.

5. Super Glue - Harry Coover

In what have been a very messy moment of discovery in 1942, Dr. Harry Coover of Eastman-Kodak Laboratories found that a substance he created-cyanoacrylate-was a miserable failure. It was not, to his dismay, at all suited for a new precision gun sight as he had hoped-it infuriatingly stuck to everything it touched. So it was forgotten. Six years later, while overseeing an experimental new design for airplane canopies, Coover found himself stuck in the same gooey mess with a familiar foe- cyanoacrylate was proving useless as ever. But this time, Coover observed that the stuff formed an incredibly strong bond without needing heat. Coover and his team tinkered with sticking various objects in their lab together, and realized they had finally stumbled upon a use for the maddening goop. Coover slapped a patent on his discovery, and in 1958, a full 16 years after he first got stuck, cyanoacrylate was being sold on shelves.

6. Teflon - Roy Plunkett

The next time you make a frustration-free omelette, thank chemist Roy Plunkett, whose experienced immense frustration while inadvertently inventing Teflon in 1938. Plunkett had hoped to create a new variety of chlorofluorocarbons (better known as universally-despised CFCs), when he came back to check on his experiment in a refrigeration chamber. When he inspected a canister that was supposed to be full of gas, he found that it appeared to have vanished-leaving behind only a few white flakes. Plunkett was intrigued by

these mysterious chemical bits, and began at once to experiment with their properties. The new substance proved to be a fantastic lubricant with an extremely high melting point-perfect at first for military gear, and now the stuff found finely applied across your non-stick cookware.

7. Bakelite - Leo Baekeland

In 1907, shellac was commonly used to insulate the innards of early electronics-think radios and telephones. This was fine, aside from the fact that shellac is made from Asian beetle poop, and not exactly the cheapest or easiest way to insulate a wire. What Belgian chemist Leo Baekeland found instead was-get ready-polyoxybenzylmethylenglycolanhydride, the world's first synthetic plastic, commonly known as Bakelite. This pioneering plastic was moldable into virtually any shape, in any color, and could hold its form against high temperatures and daily wear- making it a star among manufacturers, jewelers, and industrial designers.

8. Pacemaker - Wilson Greatbatch

An assistant professor at the University of Buffalo thought he had ruined his project. Instead of picking a 10,000-ohm resistor out of a box to use on a heart-recording prototype, Wilson Greatbatch took the 1-megaohm variety. The resulting circuit produced a signal that sounded for 1.8 milliseconds, and then paused for a second-a dead ringer for the human heart. Greatbatch realized the precise current could regulate a pulse, overriding the imperfect heartbeat of the ill. Before this point, pacemakers were television-sized, cumbersome things that were temporarily attached to patients from the outside. But now the effect could be achieved with a small circuit, perfect to tuck into someone's chest.

9. Velcro - George de Mestral

A dog invented velcro. Alright, that's something of an exaggeration, but a dog did play an instrumental role. Swiss engineer George de Mestral was out for a hunting trip with his pooch, and noticed the annoying tendency of burrs to stick to its fur (and his socks). Later, looking under a microscope, Mestral observed the tiny "hooks" that stuck burrs to fabrics and furs. Mestral experimented for years with a variety of textiles before arriving at the newly invented nylon-though it wasn't until two decades later that NASA's fondness for velcro popularized the tech.

10. X-Rays - Wilhelm Roentgen

Okay, yes, x-rays are a phenomenon of the natural world, and thus can't be created. But ssshhh! The story of their discovery is a fascinating one of incredible chance. In 1895, German physicist Wilhelm Roentgen was performing a routine experiment involving cathode rays, when he noticed that a piece of fluorescent cardboard was lighting up from across the room. A thick screen had been placed between his cathode emitter and the radiated cardboard, proving that particles of light were passing through solid objects. Amazed, Roentgen quickly found that brilliant images could be produced with this incredible radiation-the first of their kind being a skeletal image of his wife's hand.

ZITS | Jim Borgman and Jerry Scott



LETTERS

HERB DELKER—Albuquerque, NM
It's BIG 90 this month for me. That's 90 years of good memories.

The cast iron toy airplane with LINDY on top of the wing.

The two dollar ride in a Taylorcraft at the dedication of Toledo Municipal Airport in 1938.

The first hour of dual when you took the stick and controlled the airplane.

The first solo flight in a J-3 cannot be forgotten.

How big the DC-3 looked to a light plane pilot when I started training at DENTK.

Then each transition brought on a bigger plane.

The first landing I made in a 747 was in HNL with 429 passengers with me.

I could go on but I know that you've all experienced the same thing.

Thanks, Cleve and all of you who print the magazine, for the good work you do. *Herb*

BILL HOYGAARD—Aurora, CO
Although the past year has included some health issues, I was able to enjoy not one but four different celebrations in honor of my 90th birthday in April. Really enjoyed having family and friends present and received quite a few birthday cards as well as Facebook greetings from near and far. *(A friend*



posted a birthday photo of Bill and it was his first Facebook photo posting, amazing response! Evelyn H.)

The year has included both a joyous event and a significant loss. First was the birth of my first Great-Grandchild (London is a good-looking boy!) in June and then the loss of my older son to esophageal cancer (a sudden and lethal diagnosis) in October. Chronic back pain/arthritis, etc. seem to plague many of us!

We are hoping to make more driving trips in 2015. I no longer drive (macular degeneration) so my wife, Evelyn, does all the driving. There are many lovely places to visit in Colorado plus we love Wyoming and New Mexico too. We live near a beautiful state park and enjoy frequent drives through it to look at birds, deer, coyotes, etc. Bald eagles in winter/spring are amazing! Driving to Sandpoint ID via Yellowstone and Kansas City are two driving trips being considered as of today. Maybe we will fly to Oregon for a coast trip. We stay busy.

We don't make it to many RUPA luncheons but enjoy those we attend. I also attend some lunches with retired TK colleagues which includes a number of pilots. Lots of changes since I retired in 1993.

I read pretty slowly but do make it through the *RUPANEWS* when it arrives. See fewer names that I recognize but there are always some that are familiar. Updates on retiree benefits are appreciated too. Thanks to all those volunteers who keep RUPA going! *Bill*

MIKE KAUFMAN—Capitola, CA
I was a Navy pilot stationed at Moffett Field from 1960 to 1966 and later an airline pilot for Pan Am and United until 1996, when I retired. The article today brought back many memories about Moffett and when I was first stationed there. My son-law works for Google and I just sent him this email.

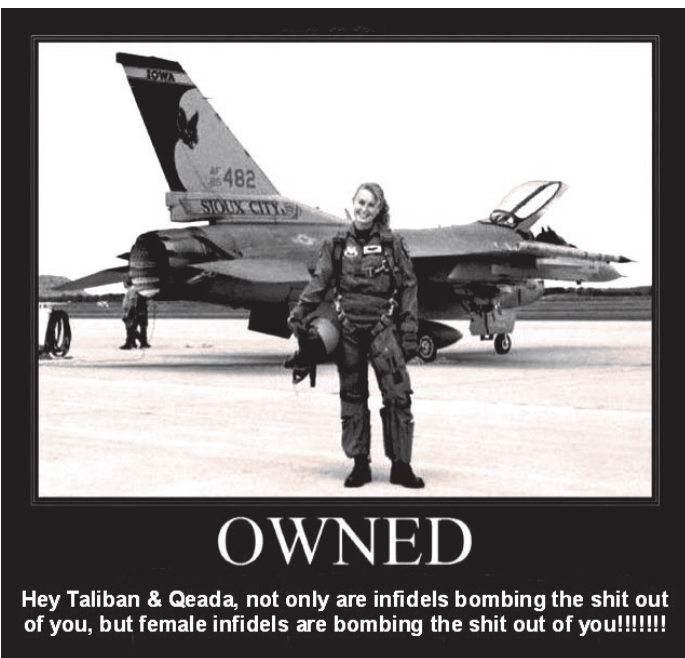
Welcome news to me, for old times' sake. When I go by Moffett Field nowadays, I still marvel at those huge hangers for the dirigibles of yesteryear. Well, they are not going away too soon. Google is buying or (whatever) leasing the field and even restoring the Golf Course! For Planetary Ventures, a new Google subsidiary! I used to be stationed in that old transport squadron, VR-7, in hangar three, where this article says some damage occurred when part of the roof fell down. I can remember climbing

up in that roof with some others from my squadron and going out on the top of the hangar for a magnificent view of the entire South Bay. Of course, it was dusty up there and we were all filthy dirty when we were done! When I first drove up to Moffett Field with my Mom, it was very impressive! She had taken the drive across the USA with me in 1960. There were big Blimp hangars at Lakehurst, NJ when I was a kid, but this was the first time being inside of them.

There's another story I like to tell about those hangars. Much later, as a brand new Captain for United on the 757, we were on a vector to San Jose Airport, just South of Moffett, and my copilot was flying the aircraft. I mentioned how I had been stationed at Moffett which we were just about to pass over on our way to San Jose. He looked up and saw the runway and exclaimed, "Omigod, we're too high!" We still had about twenty miles to go, so I told him to relax. We had a good laugh about that! And that's why we fly with two pilots." *Mike*

DICK MONROE—Woodinville, WA

Dear "Friends of RUPA," As I recall: I parked my trusty steed at the International Gate at SEA TAC 15 years ago today. (24 April) A few things were different then. Some of you will recall I became very involved in Boy Scouting, when my youngest Son crossed over from Cub Scouts to Boy Scouts at the end of 1987. As I gained seniority: I was able to attend at least 90% of every outing he went on, and as an Assistant Scoutmaster did much to work with



the Troop, and later the District. I was The District Camping & Outings Chair for a number of years, and the PR Chair. In 1994 along with 6 or 7 parents founded BSA Troop 909. We celebrated 20 years this past September. Back to retirement: One of my buddies in our Troop, was a Fire Fighter for the SEA TAC Fire Dept., and offered to show any interested boys around the Fire Department if they were interested, while they were waiting for my flight to arrive. He additionally ferried my Wife and kids back and forth to get the gate area set up for a "party." You know; The "Cake" and all. Little did I know what was going on behind my back! Turns out the Scouts nearly overwhelmed the Fire Department, and there were way too many for a Tower Tour.

When I landed and started taxiing in: I saw a couple of Fire Trucks jockeying in position and then I was "Hosed Down" like I've never seen. There was so much water with wipers full speed: I had to stop 3 times so I could see to taxi up to the gate. To my surprise" All I could see through the windows were "teeth and belt buckles"! Good grief! Over 350 Scouts and parents, friends, family, Jaguar Driver's Club showed up for my day. I was so completely humbled; I could barely walk off the aircraft. Another Scouter friend (Scoutmaster for the Carnation Troops) is a baggage smasher and refueler. Took tons of pictures. What a party! The Terminal didn't know what hit them. Every food service place by the gate was cleaned out! Funny! BTW: I have not been on a passenger jet since. Went on the Phil Condit Campout with Phil Condit and friends in 2001 down to the Philmont Scout Ranch in New Mexico. He provided 2 Boeing Executive jets to take us down and back. Had a blast!

My Son became an EAGLE Scout in 1995, but I continued in various capacities. Currently a Unit Commissioner, The District "Ranger" in name only (RangerRik). Of Note: My Wife, (a Realtor) found some great property in Duvall around 1987-88, and we purchased 60 acres. Sold 20, and kept a really neat 40 acres to use for Boy Scout Camping, Training, and Scouting Family outings. We have kids out there year round most every weekend. Our next "Big" outing is scheduled for 2 May 15. The Annual "Fish Drop." We have 2 ponds and will stock them with both with Rainbow Trout. The kids have a blast, have an opportunity to learn all about fish, and brave ones even get to kiss a fish. I am provid-

ing Hot Dogs, buns, all the fixings, Homemade Chili, and we have plenty of small bottles of water, and a ton of soda donated by Shasta. Take a look at our Mountain Meadows! http://youtu.be/K_zBw_reXdk (watch video)

Hey! If you are in the area, C'mon out!

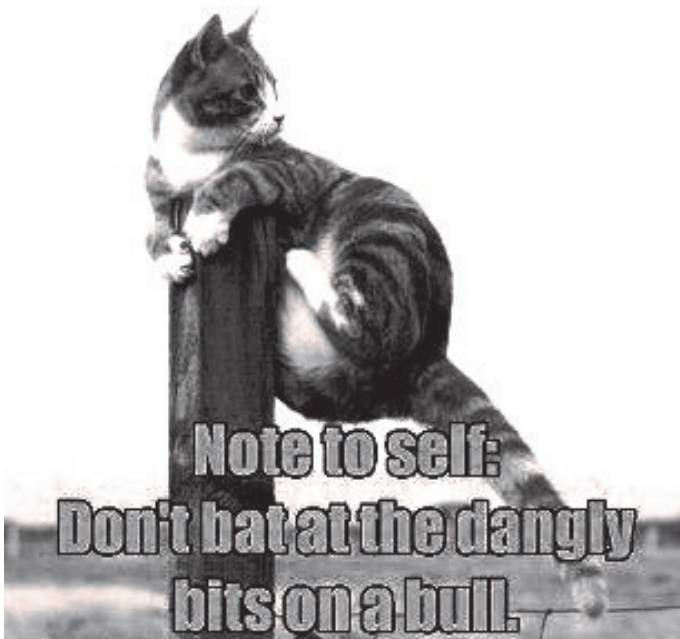
Sincere best wishes to all and especially to the *RUPANEWS* crews for putting together this month a really great magazine. I read it cover to cover several times a month. Really good info! Cheerio,
Dick

MIKE PERRY—Rye Brook, NY

Gents, It is so much fun hearing from everyone, but hearing from guys in their 90's, and still enjoying life, is special. Hard to believe we have 171 members over 90!

Thank you for all the work that goes into creating *RUPANEWS*. Besides hearing all the personal stories, you guys do a great job of providing good information. I particularly liked the letter from Ralph Nader to Mr. Smisek, and for a card carrying conservative to admit liking something written by Nader, is almost heresy. ☹

All is well here in Westchester County, NY, although two bad winters in a row has been exciting...not! Somehow, managed to get to warmer climates to play 15 rounds of golf this winter, which is giving me a head start on my goal to reach 100 rounds one of these summers.



Health is good, and hoping to emulate Captain McKinnon (99), by keeping active, and praying for good health. Same offer applies, if you get to NY area in the summer, call or email for golf. If you need advice on life insurance or annuities, call or email...no charge. Pilots love that part!
Best to all, *Mike* JFK

BILL RUTHERFORD—Geneseo, IL

Dear RUPA, The monthly RUPA Journal is a remarkable collaboration of some very dedicated people. I add my voice to the chorus of appreciation: A sincere "Thank You".

Just think what we could have made of the REAL UNITED AIRLINES without the consecutive idiocies emitted from EXO/WHQ. Sorry, even after 15 years the bitter disappointment persists.

In the last few years Jan and I have done several cruises with Princess Cruises, enough that at the end of our most recent adventure we attained "Elite" status in their loyalty program--the main value of which is free on-board laundry service. We found the arrangements were an easy way to see a lot of places one has heard about but really never found motivation to intentionally visit--like the two-day visit to St. Petersburg (Leningrad) guided by an enthusiastic young Capitalist.

The current excitement here centers around a project our oldest son concocted and then decided he could not be around to actually do the work, so now Jan and I are building the hives and studying real hard to become beekeepers before the critters themselves arrive. I never thought I would undertake such an enterprise, but as I learn more about them I have come to have an even greater appreciation of nature's magic via DNA. Law (mandatory retirement, etc), physical limitations, or cost deny me of most of the pleasures I have had, so bee keeping looks to be a consuming low cost way to at least have something "useful" to do. Results pending at this point.

Watching the expanding flock of fellow aviators who have flown west, it is wonderful to just painlessly arise from bed and be grateful.

Best to you all, *Bill*

DON URQUHART—Livingston, TX

Dear Cleve and all, There aren't enough "Thanks" for what you and the RUPA crew do to help us keep

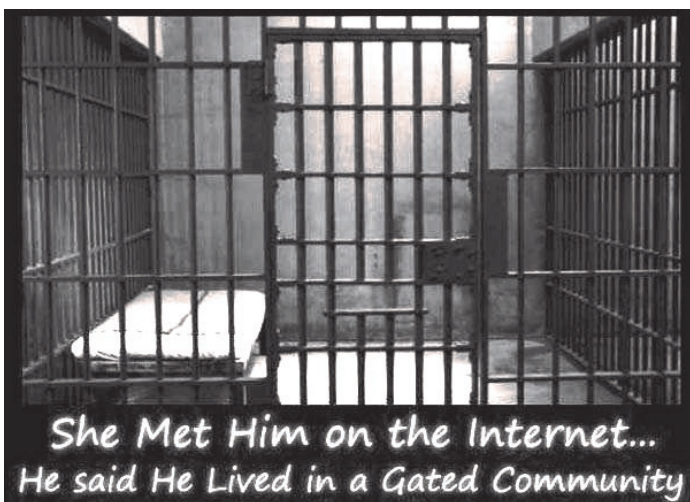
in touch with those we flew with. I enjoy the updates on pass travel and much more now that so many things are becoming a mystery as I turn 80 on the 5th of April.

We are now homeless after 34 years in Castle Rock, Co. We sold our 5,000 sq. ft home with 6 bedrooms on 12 acres and for the present are in our 37ft motor home. So, for the future, the only plans are to visit children, grand kids and a few places of interest we haven't been and possibly Israel and retrace our 30 day European honeymoon 50 years ago.

Ludene and I are in pretty good health so that is definitely a plus. She had a knee replacement a year ago and it hasn't been quite the improvement that she had hoped but she is able to ride her bike again.

We just traveled by car around the NW, some travel on South West this past year which fills the gap on our limited Vacation Passes and a few days in Texas to become Texas citizens, get vehicle registrations and driver's licenses. That keeps us from having to go someplace every year for emission tests, etc..

I guess we had great travel privileges for so long that we shouldn't be too unhappy. Who would have thought that a great airline could have ended up where United is today for the employees. Even Ralph Nader, and I'm not a Ralph Nader fan, doesn't have good things to say about United. If it wasn't so sad, United is spending money on fixing up the Red Carpet Clubs around the world and using fancy cars to move high mileage customers around the ramps. Delta, on the other hand, gave impressive bonuses to their employees as did American. Anyhow, enough complaining. It was great while it lasted and with PBGC, my AF pension, both SS checks and the way the market has performed since 2000 we are able to enjoy about anything we want to do. *Don*



DL (Larry) Wright—Los Altos, CA

This birthday makes 80 years. I finally got used to being 70 so I guess I will now get used to being 80.

I seem to be getting used to retirement also, as I haven't had any of those dreams lately, of being called for a trip and I'm one place and my flight bag is somewhere else. Nor has the problem of getting from the layover to the airport been a problem. Twenty years retired so far, eight more to go to make the retired and the worked come out even. Mostly SFO '68-95. *Larry*

IN MEMORIAM

MICHAEL E. DENHAM

Michael E. Denham, 77, passed away on April 13, 2015. He was born on May 11, 1937 in Oklahoma City, Oklahoma, and the family moved to San Francisco around 1940. Michael and his sweetheart, Sheila May Lyon, graduated from Lincoln High School in San Francisco and then he went on to college in Oregon while working in a lumber camp.



Michael enlisted in the United States Marine Corps in 1956. He quickly realized his love of flying but with no flight program in the Corps, he switched branches to the United States Navy in 1957 and became an Aviation Cadet. That December Michael and Sheila were married in San Francisco. In 1958 Ensign Michael received his wings and was commissioned with orders to VF-142 based at NAS Miramar, CA, to fly the F8 Crusader. In addition to flying F8U-2N's, Michael flew the T34, T28, T2J Buckeye and then the A4 Skyhawk in reserves out of Alameda. He was deployed for work on the USS Oriskany, Kitty Hawk, Independence, and Constellation before leaving the Navy in 1965. In 1976 NASA made record their gratitude of Michael's Aeronautical Research contribution through his participation in the First Full Mission Simulation Study For Human Factors in Aviation Safety with regard to the Space Shuttle Program.

Michael joined PanAm in 1965 flying as a first officer on the 707 and 747. He came on with United in 1986 and retired as Captain on the 777 in 1996. He found favorite noodle bars in Japan, climbed to the top of the St. Peters Basilica, loved flying the 747's into Kai Tak airport, taught his grandchildren

to "mind the gap" in the British subway, and in his retirement sailed his boat from Washington to San Francisco with the help of both his son-in-law's and some very good friends.

Michael is survived by his wife of 57 years, Sheila May Lyon Denham; three children, seven grandchildren and four great grandchildren.

GEORGE FRANCIS KANE

George Francis Kane died at Hospice House, Stuart, FL on May 9, 2015.

George was born in New Haven, CT on September 10. He attended Pelham Memorial High School and the University of Notre Dame. George joined the Navy and was designated a Naval Aviator in 1960. During his service he was carrier based and flew attack aircraft. Afterward he joined United Air Lines in 1965. George became a flight manager and finally Chief Pilot and Acceptance Pilot for the Boeing 767. United was the first airline to buy this plane which had the first 'glass' cockpit. Bypass surgery in 1984 prevented him from flying but he continued his career in aviation with Cockpit Resource Management; Vice President of Aviation Training for the Control Data Corporation; Corporate Vice President and Board Member for The Roach Organization; Director of International Airline Training Center.

George lived in Pelham, NY for 50 years and served in many volunteer capacities: President of the Pelham Country Club, Chairman of the Pelham Recreation Commission, President of the Pelham Little League, Rotarian and Volunteer Fireman. In 1997 he retired to Turtle Creek in Tequesta, FL and was an avid golfer at the Tequesta Country Club.

Surviving are his wife of 52 years, Emily Jansen Kane; three daughters, and five grandchildren,

In lieu of flowers, donations to Treasure Coast Hospice or the charity of your choice.

WALTER J. MCNAMARA, JR.

Walter J. McNamara, Jr. 76, died at Crystal Coast Hospice House January 28, 2015 after a long battle with cancer. He resided in Ridgefield CT for 32 years and has been happily settled in New Bern, NC for the past 12.

Walter was born in Albany, NY and graduated from

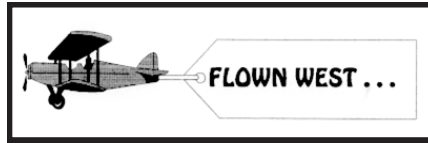
Albany Academy and Brown University. He served as a helicopter pilot in the Marine Corps from 1961 to 1965, leaving the Corps with the rank of Captain. Walter joined United Airlines in 1965 and retired in 1998 as Captain on 747-400's.

Walter had a fiercely bright intellect hilarious sense of humor and stunningly quick wit. He had the rare ability to follow rules while still seeing what needed to be challenged and changed. His intense energy and great desire to right wrongs led him to develop terrific innovations that benefited United Airlines, his longtime hometown in CT, and his family and friends. He started the first recycling center in the state of Connecticut in the 1970's- His legacy stands today as the Walter J. McNamara, Jr. Recycling Center, which processes tons of recycling for the town of Ridgefield each year. While at United Airlines, Walter was active in the Airline Pilots Association. During a strike he developed the Family Assistance Fund, allowing pilots and other airline employees to help each other through the tough financial time of the strike. This innovation was adopted by other airline unions and remains to this day. In the 1990's Walter moved to a home on Mamasasco Lake in Ridgefield, which he gutted and renovated almost entirely himself. It was then that he became active in the Mamasasco Lake Improvement Fund, and spent a lot of time working to preserve the quality of the lake. He loved rowing on the lake and appreciating its beauty from his property.

Recent years have seen Walter turn his energy to flying his 1943 Seabee seaplane, traveling with his love, visiting family, and building furniture. Just a few months ago, he completely, refurbished his rowboat to give to his grandchildren. Most of all, Walter had two simple and deep loves: his family and flying. He was known to tell people that his two daughters were his biggest accomplishment

Walter is survived by the woman who has been his love and rock for 15 years, Lorraine Furia; two daughters, four grandchildren, and a large extended family.

Memorials in Walter's name may be made to CCHC Foundation 1010 Palk Ave., New Bern, NC 28562, www.cchcfoundation.org/journey-of-hope.com or Crystal Coast Hospice House 100 Big Rock Weigh, Newport, NC 28570.



Michael E. Denham	Apr. 13, 2015
Robert R. Guy	Apr. 30, 2015
Richard M. Husted, Sr.	May 11, 2015
Walter J. McNamara, Jr.	Jan. 28, 2015

**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. Hovering 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 ever 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.

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
5614 Prairie Road, Crystal Lake, IL 60014

June, 2015 Edition

From:

RUPA
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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)—*The Tin Cup Bar & Grill, Aurora, CO*- 303-364-8678

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 Crazyes (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