
rupanews



Journal of the Retired United Pilots Association



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President's Letter

NEW MEMBERS:

Please welcome our latest new members to RUPA. They are Captain Robert Heath, Windsor, CA, Captain Arthur Wallace, Mesa, AZ, Captain Stan Burson, Olympia, WA, Edward J. O'Connor, Santa Cruz, CA, Captain Ralph Allen, Centennial, CO and Captain Ted Childers, Houston, TX.

RUPA EXECUTIVE COMMITTEE ELECTIONS:

Per our By-laws, members in good standing are encouraged to run for one of the three positions on the Executive Committee...President, Vice-President and Secretary/Treasurer. Please contact our Sec/Tres Leon Scarbrough if you are willing to serve. The results will be announced in the August *RUPANEWS*.

NEXT RUPA CRUISE:

Our Cruise Coordinator, Rich Bouska, advises that the next RUPA Cruise will be departing Boston on August 24, 2016 on Holland America for a 10 day trip to Montreal. Mark your calendars and look for more information in this edition. I hope we can organize a big turnout for this cruise as it will not require long trips overseas.

RUPA.ORG:

Our website rupa.org has a tab on the Homepage labeled *RUPANEWS*. We archive past issues after 3 months and they go all the way back to February, 1999. Take a look and you might find some interesting photos and information from years past.

DELTA PILOT CONTRACT:

I read that the DAL MEC announced they have a tentative agreement on a new contract, six months before their existing contract is renewable. What a refreshing thing in an industry that has a tradition of dragging things out. Think of all the stress we went through over our careers every time negotiations came around. Management would waste corporate assets that could have been spent on the airline fighting the unions. Perhaps Delta has figured out a better way to do business and maybe others will try the same. Let's hope!

HEADS UP:

Some retirees have been receiving checks in the amount of \$10 to \$20 which are related to the The Early Retiree Reinsurance Program (ERRP). It was included in the Affordable Care Act (ACA). Look for an article in this issue explaining things. To my knowledge this is a onetime payment.

TIME FLIES:

By the time you read this July will be almost over. I hope your summer activities have been fruitful. I will be honored to walk my granddaughter down the aisle in August, which will be a fond memory for years to come. I wish you fond memories from the remainder of your summer.

Jon Rowbottom

RUPA President

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

About the Cover

Again we thank Mike Ray for his artwork depicting a United Airlines Boeing 757.

Vice President's Letter

As we celebrate our nation's 239th birthday and with the "dog days of summer" upon us, I hope this missive finds all of you well, enjoying the outdoors and warm climes of the season.

Great new things are happening at RUPA of late. We have made available on line Credit Card bill pay for ease of submitting annual dues, and the addition of 3 new regional RUPA chapters.

These new groups are in the formative stage as of this writing, two in north central California and one in Texas.

Thanks to John Gorczyca for volunteering to lead our new Sierra foothills group east of Sacramento.

Phil Webb has stepped up to form a lunch group in Fairfield/Davis for pilots west of Sacramento.

Gordie Cohen has raised his hand in forming a new gaggle for the DFW Ruparians. This will be our first Texas group.

These fine gentlemen will be contacting RUPA members who live in the aforementioned geographic regions with information as well as soliciting suggestions of where and when to meet.

We hope this will spark added interest for areas not yet served by a lunch organization.

If anyone would like to initiate a group in their locale, please contact me (cortreno@aol.com or (916) 335-5260) and we can assist by sharing a list of fellow Ruparians in your region.

It is so gratifying to see our wonderful organization continuing to grow thanks to volunteers.

RUPA is all about fostering our bond of friendship and camaraderie.

FV "Cort" de Peyster, RUPA Vice President

Did you get a check from (ERRP) Early Retiree Reimbursement Program?

Frequently Asked Questions -- for Eligible Retired Participants.

Q. What is ERRP?

A. ERRP is the Early Retiree Reinsurance Program that was established by the Affordable Care Act (ACA). The Early Retiree Reinsurance Program provides reimbursement to employer and union sponsors of participating employment-based plans for a portion of the cost of health benefits for eligible early retirees and their covered spouses, surviving spouses, and dependents.

Q. I'm not an early retiree, is this reimbursement a mistake?

A. No this is not a mistake, you are eligible. The reimbursement/credits are being allocated to eligible COBRA participants, actives and retirees who are actively contributing towards their medical cost.

Q. Is this amount taxable to me?

A. No, the credit is not taxable.

Q. Will this impact my medical contributions?

A. No, this credit has no impact to current or future retiree medical contributions.

Q. Did United have to give the money back to employees?

A. No, however, it was agreed that United would share the reimbursement with the eligible COBRA, employee and retiree population based on the overall medical contribution rate for those employees/retirees that are actively contributing to their medical costs.

Q. Will this credit be reissued to a survivor or estate if the retiree is deceased?

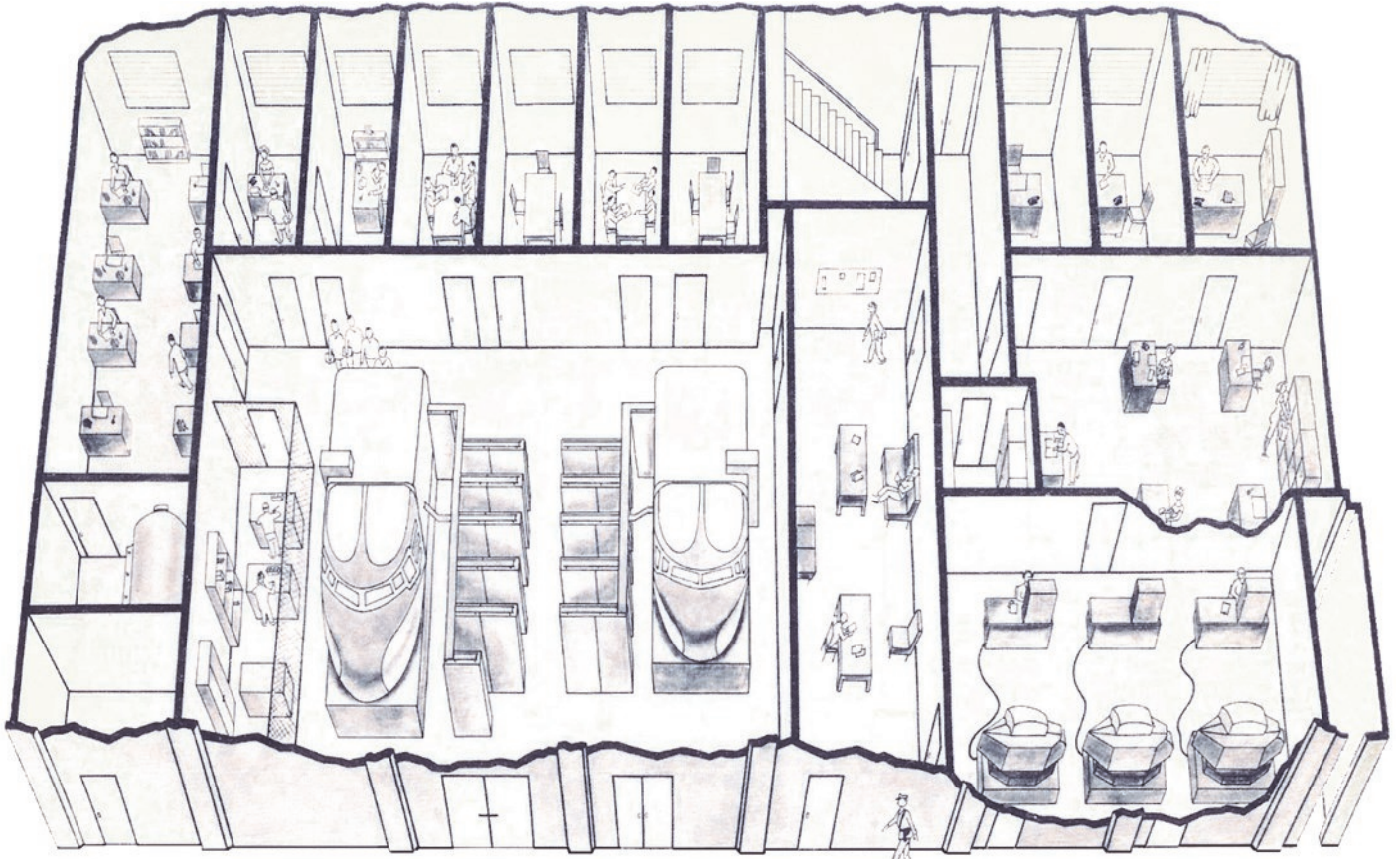
A. Yes, requests to reissue this credit to a Retiree's survivor or estate should be forwarded for verification to the address below, including the check issued to the Retiree and the full name of the survivor and/or estate.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

The Denver Flight Training Center in the early 1950s with DC-6, Convair CV340 simulators and three "Link" trainers in Hangar 5. (below photo) Hangars 5 (United) and 6 (Continental). *Marvin Berryman DENTK A/V Retired*



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

Ohio Cleveland Crazyies RUPA Luncheon

Our May meeting was well attended with 34 members, wives and guests present. We had several members with us who are back from the warmer climates and it was good to see them again. Our favorite waitress, Vickie, had Michelle helping serve this large crowd. Good friends, good food, and good weather makes for a great day together. Because of our speaker we saved all the good jokes and stories from Kenny Wheeler and Dick Sanders for our next meeting. Rich McMakin welcomed our members, wives, guests and speaker and thanked everyone for coming. He took us back to 1985 and pointed out that this month, May 2015, is the 30th anniversary of the pilots' strike at United Airlines. He also reminded us that we will NOT have a regular third Thursday meeting in June. We will be meeting at his beautiful home on Saturday June 27th for the annual "Summer Do."

I apologize to all for not providing a group picture from our meeting but the number present and the size of the room made it impossible to get any good shots of our group to share in the *RUPANEWS*. I am sharing a picture of our speaker George Sleigh from his experience on September 11, 2001.

George told us that on 9-11 he was in his office on the 91st floor of the World Trade Center. He had his back to the window in his office when he heard a very loud roar. He turned just in time to see the bottom of a large aircraft just seconds before it hit the building on the 93rd floor. The building shook violently but there was no loud explosion. He and the 10 other employees who were at work that morning picked up their things and walked into the hall. Before they started down the stairs, George paused and went back for his brief case because his wife's new office phone number was in his cell phone in his brief case. All ten members from his office survived. No one from the 92nd floor and above survived the attack. Not he nor any of his other workmates had any fear of the building



collapsing because most of them had been in the building on the 106th floor in 1993 when a bomb was set off in the basement. One of his most powerful memories from his trip down the stairs was meeting the fire fighters coming up. 343 firefighters died that day in the towers. George's escape from the building was truly a miracle, and he now enjoys time with groups like ours to share his story. He was injured when the first tower collapsed and if you look closely in the picture you can see the blood on his right pants leg. George is the man on the right in the picture carrying a brief case. It was taken on the street after he successfully escaped the towers. This picture was shared nationwide and after it became so well known, the photographer who took it made an effort to find each of the three men in the picture. They were reunited several weeks after 9-11.

Those attending our meeting were: our speaker George Sleigh, Phil & Linda Jach, Harvey and Pat Morris, Bob Olsen, Rich McMakin, John Hochmann, Joe & Vickie Getz, George Bleyle, Diana Zaleski, Jim & Monica Burrell, Ken Wheeler and his helper Diane Johnson, Dick & JoAnne Orr, Dick Sanders, Don & Bev Karaiskos, Don & Sue Kauer, Edie Taylor, Rip & Shirley Curtiss, Al Cavallaro, John Pinter, Guests John & Nancy Cervone & Dan Cervone, Guests Harold & Valerie Fulton, and Guest Charles Hamilton.
Cheers, *Phil Jach*

Have you ever looked at RUPA's Website?

www.rupa.org

There is a lot there and you can even pay your dues with a Credit Card

Seattle Gooney Birds RUPA Luncheon

Nice weather on May 21st as the Seattle Gooney Birds gathered for lunch and companionship. The conversations were lively and the food was good, as always. After lunch the discussion turned to the *RUPANEWS* and the fine job that the editor and his staff are doing with our monthly news magazine, especially the news items concerning the changes that have occurred at United/Continental. Most of us don't have much contact with the company anymore and were concerned about the changes in relationship between management and the pilots. Thanks to Cleve Spring for keeping us informed. The jokes came from several members of the group to finish the luncheon in a jovial mood.

Present were: Rob Robinson, Jack Brown, George Brown, Gerry Pryde, Howard Holder, Chuck Westfphal, Bill Shumway, Dick Anderson, Fred Sindlinger, Jim Blaisdale, Jim Barber, Dave Carver, Herb Marks, Bill Records, Bill Stoneman, Mark Gilkey, and Bill Brett.

The Columbia River Geezer's RUPA Luncheon

Our amicable group convened on a beautiful June day in Oregon, at the Clackamas CPK at 1100 for the usual catching up, story sharing and a tasty lunch. As per nominal, there were almost always two or more conversations taking place at the table, and it's difficult to do much of that proper justice in this venue.

The little bit I can remember would be: Dick Ionata had just returned from attending his grand-daughter's graduation from the USAF Academy, and a justifiably proud grandpa he is. He almost always shares a story or two about his certifying various aircraft record attempts. Bill Englund and I enjoyed Bill Park and Doug Howden trading stories about flying T-33s in days of yore, around Canada and Europe, sometimes operating at what we might charitably call "the edge." Fred Krieg shared his experiences on a recent and lengthy cruise and he and Doug, Rich Warden and myself spent some time chatting about travel experiences in Russia, both for pleasure and delivering aircraft. I know Mac McCroskey shared a good story or two, but in my position at the table I was not able to hear him! Sorry, Mac.

If there is any problem with these get-together's it's that we usually don't have enough time to schmooze with everyone there on an individual basis, even with only 8 of us. Having said that, these monthly luncheons are of course more rewarding and enjoyable than I can adequately describe here, something which any of you reading this already fully understand.



Left to Right are: Bill Englund, Doug Howden, Fred Krieg, Dick Ionata, Mac McCroskey, Rich Warden, Tony Passannante, and Bill Park.

Remember, drop-ins are always most welcome, so if you find yourself in the vicinity of the Clackamas California Pizza Kitchen on the second Wednesday of each month, 1100 hours, please pay us a visit.

Best, *Tony Passannante & Ron Blash*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

This is getting to be a habit I know, but once again our June Luncheon was held on a perfect day at Shrimper's, and once again, we were not at all disappointed. GR8 Food, Service (by Brooke), the beauty of Manatee Pocket, laughter and camaraderie was enjoyed by all.

As is usual for this time of year, we only had 6 in attendance...but if striving for QUALITY was our goal, WE DID GOOD! The variety of subjects covered included (but were not limited to) Pass Travel, Health Ins. and Rx., Surgery experiences (as reported mostly by Dave Hoyt-leg and Jack Boisseau-shoulder), Norty shared some of his Nautical 'Adventures', Rachel Wooding stories were told by a few and enjoyed by ALL 🤪 and a # of Chuck Yeager stories were also thrown in for good measure.....yes, a fun and varied couple of hours.

I might also mention that our buddy from FLL, Jerry Bradley had successful Shoulder Surgery on Monday, June 8th and he is home doing very well in his recovery; and Frank Guglielmino (CLE Crew Desk) has been dealing with some health issues as well, is very weak and is in Rehab. The situation has gotten to the point that his wife, Carol, can no longer care for him by herself, so when he gets out of Rehab (in a few weeks) they are going to go down to the MIA area and stay with their daughter for a while so that Carol will have some much needed help with Frank.....God Bless them BOTH.



Left to right are: Dave Hoyt, Bill (Norty) Northup, Don Jefferson, Jim Dowd, Jack Boisseau and Bob Langevin.

Wishing you all a Happy and SAFE Summer and if you happen to be in the Stuart area around Tuesday, July 8th we'd love to have you join us at Shrimper's at 11:30 AM. Shrimper's is on the SE Corner of Salerno Rd. and Dixie Hwy. (A1A) in Stuart, the Sailfish Capital of the USA. Wishing everyone a Happy and SAFE 4th of July Holiday. Best Regards, *Bob Langevin*

BLONDIE | Dean Young and John Marshall



The Big Island Stargazers RUPA Luncheon

It was another beautiful day in Kailua-Kona for our monthly luncheon. Talk centered on members' European travels and the latest RUPA cruise to the Panama Canal. Of course a few flying stories managed their way into the conversation. Regrets came from Dick and Grace Slinn who were in Ireland on a boat charter. Dick reported that he was maintaining 12 hours between the Irish whisky bottle and boat throttle. Sam Wilson and his wife Julie were enjoying three weeks in Italy, and Len and Donna Bochicchio were visiting Lake Como. Bob Michael's wife, Linda, was on her way to Nova Scotia to visit friends. After lunch Rich and Maureen Hurst treated us to champagne and dessert at their new home in Keauhou, and music was provided by our ukulele master Bob Michael.



Photo Caption Left to Right: Bill & Lauren Cochran, Don Diedrick, Beth Raphael, Winfield Chang, Linda Morley-Wells, Walt Wells, Al & Linde Rimkus, David Carlson, Bob Michael, Gerry Baldwin, Bill Hurst.

If you enjoy great camaraderie and complimentary pupus, please join us at The Fish Hopper restaurant in Kailua-Kona on the third Thursday of the month. *Linda Morley-Wells*, Scribe

The San Francisco Bay-Siders Luncheon

Since June marked the 30 Anniversary of the end of the United Pilots' strike, we continued our commemoration of that momentous event at our June SF Bay-Siders' RUPA Luncheon. We distributed "We Stood United" buttons to those who missed the May luncheon, and the topics of conversation ranged from strike memories to the usual pass travel and family matters. It seems that members have had better luck getting First Class when traveling International than Domestic.

Rich Bouska enlightened us about next year's RUPA Cruise, from Boston to Montreal Canada, and it sounds like an exciting cruise. Rose and I did a previous RUPA Cruise which went from Montreal to New York, and thoroughly enjoyed it.

There were 26 in attendance, and we were especially happy by the return of Jan McNaughton, and not just because she brought Biscotti for everyone.

In attendance were: Rich & Georgia Bouska & daughter Terri, Bob Ebenhahn, Rich & Cyndi Erhardt, Barry Hamley, Dick & Jeri Johnson, Bob Kibort, Ed & Pat Manning, Norm Marshall, Jan McNaughton, George Mendonca, Bob Norris, Walt Ramseur 7 son Steve, Cleve & Rose Spring, Ralph Stamps, Chuck & Ann Stamschror, Gene & Carol Walter, Larry & Pat Wright.

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

Denver Good Ole Boys and Gals (April) RUPA Luncheon

Lunch was served at 12:00, and so far we are well pleased with the accommodations and catered lunch service at The Tin Cup.

After lunch we discussed general news. Members paid respects to Joe Grabowski and Bill Matheny both of whom had flown west recently. They were highly respected and well liked. Our humor meister, Stan Boehm, did his usual fine job of making us all laugh.

We welcomed Mark Passwalk. Mark retired several years ago but had not attended a meeting before. He briefly described his career with United which was typical except he started as a Flight Operations Instructor in the training center before being hired as a pilot in 1977. He working his way through all the seats and most of the fleet culminating as Captain on the 747-400.

Recently, we have been having presentations by our members of highlights of their careers. We have worked our way through our WWII members and are now at the 1950s vintage. Today we heard from Jack Davis. Jack at our request concentrated on his experience as a Marine Corps Officer and Aviator. It was interesting to get the full story of how he went from a private just out of boot camp to Drill Instructor, then to Officer Candidate Screening Course and on to Flight School at Pensacola, FL. One salient aspect of the eight week Officer Candidate Screening Course was how physically demanding it was with the objective to wash out all but the most determined and physically capable. Many were thus eliminated from the candidate program during the eight weeks. At the end of the eight week course only approximately three fourths of those remaining were promoted to Second Lieutenant. Next the new Second Lieutenants joined other new Marine Lieutenants for a 6 month basic Marine Infantry Officer Course. The new officers were trained in all aspects of Marine Corps tactics and weapons to include artillery as well as 60 and 81 millimeter mortars plus all Marine Corps small arms. After completing The Basic Marine Infantry Officer Course it was off to Pensacola and flight school and the rest as they say is history but following are some details.

Jack was hired by United in 1956 but continued to serve in The Marine Corps Reserve where he eventually was commanding officer of an A-4 Squadron. Jack worked all three seats and many different aircraft at United. He also served as a Flight Standards Manager for three years. After a 35 year career, he retired as Captain on the DC-10 in Denver rather than commute to fly the 747-400.

After retiring he volunteered to fly with Project Orbis until age 70 helping needy people around the world to better eyesight. The way Orbis worked was a DC-10 was basically converted to a small hospital staffed by volunteers and crewed by volunteers. The DC-10 could be flown around the world to help needy people with operations and treatment for their vision. According to Jack, in the forward section of the cabin there were 28 seats for the doctors, nurses, technicians etc. and some other passengers. In the section behind this forward section was an operating room and behind that was a recovery room. Jack related observing children who had never been able to see walk off the airplane unaided after cataract removal. Also "cross eyed" -Strabismus, also known as heterotopia, was corrected. For many years the aviation part of Orbis was heavily supported by United Airlines but bankruptcy ended that. Fortunately Fed Ex has taken over the support of Orbis (See orbis.org on the internet).

Attending were: Al Dorsey, Ray Bowman, Ed Cutler, Tom Johnston, Bill Hanson, Russ Ward, Stan Boehm, Paul Andrews, Ross Wilhite, Jack Davis, Dick Kobayashi, Joe Collard, Doug Johnson, Bob Blessin, Darrel Ankeny, Denis Getman, Rob Schmidt, Ron Juhl, Casey Walker, Rick Bebee, Ted Wilkinson, Dick Shipman, Chris Bruce, David Horwitz, Al Snook, Cliff Lawson and Mark Passwalk. Your co-scribe, *Tom Johnson*

Denver Good Ole Boys and Gals (May) RUPA Luncheon

For the fourth meeting this year again we met at the Tin Cup Bar and Grill Restaurant – the food was fairly good and the first time for members coming here responses were positive especially about the atmosphere in this place.

Thirty two attendees were: Jim Adair Darrel Ankeny Bob Blessin Ray Bowman Joe Collard Mack Connelley Ed Cutler Bob Deitrich Al Dorsey Dennis Getman Bill Hanson Tom Hess David Horwitz Douglas Johnson Tom Johnston Dick Kobayashi Jim Krasno Cliff Lawson Rick Madsen Paul Mattson Jim Reed Jim Reid Rob Schmidt Al Snook Bernie Stoecker Ross Wilhite Ted Wilkinson Stanley Boehm and Marilyn Gifford and

former Continental retirees – one pre and two post merger; Charles Brescia George Kuybus and Daryl Rice. Doug Johnson had planned to give a short presentation in regards to an interesting work event in his career but had to leave early so we look forward to a “make-up at a future meeting.”



In the photo by Jim Reid are twenty-three of us; from the left: forward George Kuybus Daryl Rice Rob Schmidt behind them Charles Brescia Jim Reed Marilyn Gifford Tom Johnston in the cubical Mack Connelley Ed Cutler Ray Bowman at the table Cliff Lawson David Horwitz Jim Krasno Ross Wilhite Joe Collard standing in back Tom Hess Bob Deitrich Paul Mattson at the projector in front myself and behind me Dick Kobayashi and last; Dennis Getman then dubbed in our photographer Jim Reid and at the right end Al Dorsey.

I made mention of good hope for Russ Ward now in recovery therapy from a recent fall in a bank lobby and a good outcome for his femur surgical repair.

My four jokes all resulted in fairly good laughs and after everything else I put on the screen courtesy of Tin Cup a Normandy D-Day 75 pictures presentation received by way of a friend and courtesy of historylink101.com.

Respectfully, *Stanley Boehm* – coordinator and co-scribe

Monterey Peninsula RUPA Lunch Bunch

Our June 10th luncheon was on a hot and humid day in Carmel Valley – we elected to dine inside. Those enjoying the camaraderie were Pete and Donna Walmsley (our hosts), Bob and Cindy Benzies, Carlos and Judy Quintana, Milt Jines, Mike Donnelly, Lee and Nancy Casey, Barry Nelson, Ed and Pat Manning, and yours truly. Many of our regulars were at graduations, vacations, and other life events.

A brief discussion followed about the Early Retiree Reimbursement Program (ERRP) checks that have been filtering in to retirees. Two or three of our group still had not received their checks!

Joe Massina (sic) DC-6 stories (all true) were shared by Milt and Carlos – a class act! Pete advised that our annual golf tournament is set for September 9th. Per past practice, golfers will order their lunch early (11:30) while those of us already at the 19th hole and not golfing will order at noon. Please call or email Pete for your RSVP @ 831-624-7786 or kiwigolf@sbcglobal.net. Thank you Pete and Donna for setting this up again this year!

I asked the group if they were interested in a catered wine tasting tour of Hahn Wineries in the Salinas Valley. All were, so will check on prices and open dates. I also asked about another lunch at Rocky Point on the Big Sur coast. A lot of interest for a lunch date rather than a dinner date. Four of our small lunch group are reading David McCullough’s “The Wright Brothers”, all agree an excellent read!

Next luncheon is Wednesday July 8th at Quail’s Edgar’s at 11:30 a.m. Please RSVP to me via email (preferred) by the Tuesday morning before the Wednesday luncheon.

 **Happy July 4th!!!**
Phyllis Cleveland

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Our Southern Oregon Intrepid group gathered on the 23rd of May at Dan and Sydney Kurtz's ranch outside of Klamath Falls for our (getting to be) annual gathering. This year Dan had several friends over to work some of his young calves in the arena. This involved cutting them out with the great cutting horses then tagging and branding them. Most interesting given the calves were between three weeks and three months old and separated from their moms for the very first time. Also Dan and several of his friends did some great demos on the cutting horses working and the fundamentals of training them. Really interesting and most especially so given how subtle the instructions to the horse are. Got also to see again Dan's 2,400# Angus bull and I'm quite sure nobody says no to that guy.

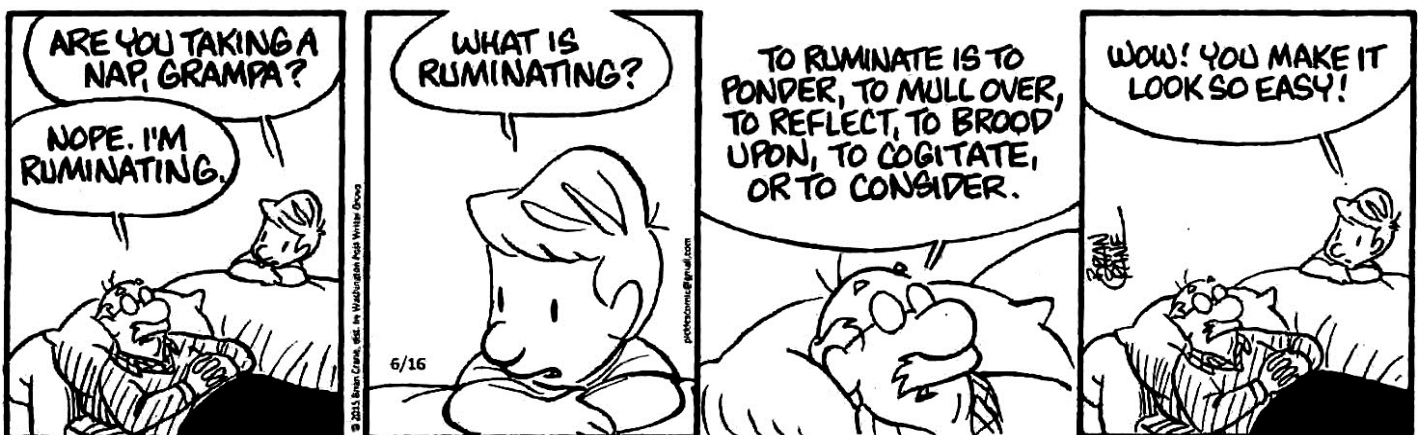


After a wonderful barbecue lunch and some time to 'talk story' we headed our machines back over the Cascades to home. What a wonderful day and how gracious our hosts, Dan and Sydney Kurtz. Our thanks to them! Also, and I'm sure it was to make some of us look bad, Dan had red roses for all the ladies. He tells us that next year a young lady to whom he and the guys are giving training and is new to the animals will be our demonstrator with the horses. Our thanks also to Dan for running down his buddy Odie to join us again. A great and fun day.



Our photo taken around the lunch table are: Cheryl and Jim Jaeger, Harvey Saylor, Marty Niccolls and Sydney, Standing Scot Lee, Pam Lumley, Odie, Art Lumley and Dan. (yours truly snapping the shutter) Cheers to all, *Bob*

PICKLES | Brian Crane



San Francisco North Bay RUPA Luncheon

The June Luncheon of the North Bay RUPA group was missing some of our regulars for various reasons, but a pleasant time, good food, and conversation, was enjoyed by those attending.

A very pleasant surprise was the visit by Cleve and Rose Spring, who stopped by on their way thru town to say hello. The new Chef at the Sheraton came out to specifically welcome us, and promised a newer, more complete menu in the future...sounded promising! Best Wishes to the group from several not able to attend, were passed on, and a note from our Health and Welfare Chairman, George Hise, describing his recent heart surgery, was also among the handouts. A "get-well soon" card was signed for George. Memorabilia present included a 1940 US Civil Airways map, describing the "colored" routes across the country. Talk of "A's and N's," "high and low cones," "fade-parallel orientation," and 'Airways Beacon's' was heard around the tables. Rick "Norton1" Saber told of his upcoming humanitarian journey to Ulithi Atoll, in the Caroline Islands of the western Pacific Ocean, where a recent spate of weather had left widespread destruction. Good trip, Sir!



Front row L-R...Mickie Orchard, Rose and Cleve Spring, Dick Lammerding, Doris and Robert Donegan..
Row 2..Sam Orchard, Loran Elder, Bill McGuire, Leon Scarbrough, Lee Schaller.
Row 3..John Reed, Rick Saber, Barney Hagen..(Photo by Wendy, our waitress...Camera by Norton1 Saber.)
Until our next report..."Up, Open, Forward, Lean, and Locked".."Hold the bus for me!"...(Fat chance!)

Now Listen UP!!!

Some of you are not following the directions given on page 3 about renewing your annual membership, or should I say "PAYING YOUR DUES." All checks should be sent to Leon Scarbrough, RUPA Sec/Treasurer, not to Cleve Spring, RUPANEWS Editor. When you send a check to me, Cleve, I have to put it in another envelope with a stamp and send it to Leon. Just a waste of time and money when it is sent to Cleve, The Editor.

**Send all checks to:
RUPA**

PO BOX 400, VINEBURG, CA 95487-0400

There is now another way to pay your dues. We've made it quite simple for you to do. Just go to our website, rupa.org, and click on "PAY DUES ONLINE." It's just that simple!

San Francisco East Bay RUPARIANS Luncheon

Eleven of the busy Ruparians took time out to meet for the June lunch. We also attracted one new member. Capt. Lee Francis, just new to the area, made his first appearance and was welcomed by all.



In the photo, left to right are: Georgia & Rich Bouska, BS Smith, Cleve Spring, John Baum, Jerry Sickafoose, Grant & Karen Adams, Don Merucci, Lee Francis and Steve Filson. Absent, had to leave early Neil Dahlstrom

One topic of conversation was the light to misty rain which had been falling most of the day. It sure didn't break the drought but it didn't dampen our spirits either. Rich Bouska passed around information on the 2016 RUPA cruise, which will visit the United States north east and continue into Canada, terminating at Montreal. Details are given in this issue.

I once again asked for any tips on navigating our pleasure pass system. Once again the answer came back "buy a ticket." I did add that I have made three successful trips so far this year. My secret is to use your family vacation passes.

Our July lunch will once again be at the PrimaVera Restaurant, 3124 Crow Canyon Place, in San Ramon, at 1300 hrs. on July 8th. We'll save a place for you. *Don Merucci*

ZITS | Jim Borgman and Jerry Scott



The 570 Group of Strikers 30 Year Reunion



Anyone involved in the United Airlines pilot strike of 1985 will never forget where they were when Rick Dubinsky said, "Shut it down" domicile by domicile. Thirty years and one week later found 37 members of the 570 group of strikers, spouses and children at the JW Marriott Resort, Las Vegas for a reunion to commemorate and celebrate surviving that event.

Monday, May 25, 2015 guests began arriving and convened poolside for sun and libations while rekindling old friendships and making new ones. Later that evening Taco Night buffet was held on an outside veranda. A few called it an early night in preparation for an early get up for golf the next day. Others chose to try their hand at craps in the Casino. It was reported that one individual saw 4:00 AM.



Tuesday morning 15 golfers reported for duty at dawn for a van to the TPC Las Vegas. Later that day the consensus seemed to be that TPC Las Vegas is "sure a tough course." Information regarding how everyone played was not forthcoming. All had a good time and the weather could not have been better. Others spent that day at the pool or the strip and relaxed in preparation for that evening's planned festivities. The extensive buffet that evening was only overshadowed by the atmosphere in the room. Two pair of Groucho Marx eyeglasses were very popular. The United Pilots on Strike poster was used for many photo opportunities and prompted many comments and reminiscences. Everyone received a tote bag, a new clicker and an engraved beer mug. An inscription on the back of the mug, D.F.B.H.D.Y., brought smiles and laughter. Even a current photo of Dick Ferris made the rounds. Time has not been kind to him. As dinner ended, hugs, good-byes and promises of photos and to stay in touch were made.



The morning would bring departures and who could tell when we would meet again. But while the evening was a celebration, it was also a tribute. Toasts were made to those unable to join us and to those who came before. There was recognition of the legacy we were left and our responsibility to leave the profession better than we found it.

Then, "Oh look, a Casino! Can I get you a drink?" What did you expect, we're just airline pilots.

2016 RUPA CRUISE



The RUPA cruise for next year will be the "TEN DAY CANADA & NEW ENGLAND DISCOVERY" cruise with Holland America, departing Boston Massachusetts August 24, 2016 and arriving in Montreal, Canada September 3rd. I know this notice is more than a year in advance, but sometimes this information has to be sent out so we can take advantage of special offers. In this case, anyone who books a Neptune Suite before July 31 will receive a complimentary 3-bottle Wine Navigator Package, Admiral's Choice, and a complimentary Pinnacle Grill

dinner for two, courtesy of Holland America. I hope you receive this in time so you can take advantage of it. After Boston the first port of call is Portland Maine, then on to Saint John (Bay of Fundy) New Brunswick, Halifax Nova Scotia, Sydney Nova Scotia, Charlottetown Prince Edward Island, Gaspé Quebec, Cruise the gulf of St. Lawrence, Saguenay Quebec and the Saguenay Fjord, Quebec City Quebec, and then to Montreal. I'm sure most of us have heard of the Bay of Fundy. It has the world's highest vertical tidal effect, 50ft every 6+ hours, so with a stop here we should be able to witness the river flowing backward some time during the day. There are other key port highlights on this cruise. Halifax: Known for its craggy coastlines, fabled Peggy's Cove, and the striking German village of Lunenburg, so meticulously restored it has been designated a UNESCO World Heritage Site. Nova Scotia is home to over 160 historic lighthouses and these majestic beacons can be found throughout the province. One of Nova Scotia's most well-known lighthouse and maybe the most photographed in Canada is Peggy's Point Lighthouse. Sydney: A hundred thousand Gaelic welcomes await you in Nova Scotia, Latin for 'New Scotland'. There are highland villages to visit, the scenic Cabot Trail to explore, and the Fortress of Louisbourg to inspect - where every barn, barracks, pipe and drum corps appear just as it did when King Louis' troops occupied the site in 1744. Charlottetown: PEI may be Canada's smallest province but it is big on history and attractions. It is here that the famous Conference of 1864 was held which resulted in the creation of the Canadian confederacy. Learn all about it on a walking tour of Charlottetown, the provincial capital. Quebec City: Holland America Line's #1 rated port for the past few years. A tree-lined "Champs-Elysees", buttery croissants, the lilt of French, a grand chateau on the river. Is this Canada or France? It is both - a bastion of French culture in North America where impassioned Quebecois hold dear their history, language and culture.

Pricing for this cruise is as follows if booked by October 1st 2015

Suite SA...\$5,549pp	Suite SB...\$5,324pp	Cat A Verandah...\$3,649pp
Cat B Verandah...\$3,499pp	Cat E Outside...\$1,859pp	Cat L Inside...\$1,599pp

Other categories are available. Taxes and port charges are \$314.72pp subject to change. Prices include at least one cocktail party and a bottle of sparkling wine. A deposit of \$600pp is required to hold the cabin of your choice and is fully refundable until 75 days prior to departure. If you have made a future cruise deposit, your deposit requirements for this cruise have already been taken care of. If lower prices become available, you will be rebooked at the lower rate.

For more details on this cruise, go to the Holland America website; Under Plan a Cruise, select Canada/New England, select Aug. 2016 for the Date, and select 9-16 days for the Duration. Check out the 10-Day Canada & NE discovery Cruise aboard the MS Rotterdam. This departure date is too early in the year to be a Fall Color cruise but who knows, there may be some color.

We are working once again with Jerry Poulin at Jerry's Travel Service. If you have any questions, please call him at 1-800-309-2023 ext.33, or gpsp@aol.com.

One reason we selected this cruise is it does not require a long overseas flight to or from the departure or arrival points.

I had hoped to set-up a European River cruise for 2016 but in order to qualify for the major discounts, we would have had to pay in full by May 1st of this year. There wasn't any way we could have advertised in the *RUPANEWS* to qualify for those discounts. Submitted by: Rich Bouska

United's Pilot Hiring Update

United Airlines continues to fill classes with a combination of pilots recalled from furlough and new hire pilots. We will continue to screen applicants for placement in a pool awaiting future class dates.

Is United hiring in 2015?

Yes. Hiring continues in 2015. We expect to hire approximately 933 pilots this year. Successful candidates who have been placed in our hiring pool are offered class dates in order of their chronological placement in the pool.

Does United still have pilots on furlough?

No. United Airlines has recalled all pilots who were furloughed in 2008 and 2009. Some furloughed pilots have elected to bypass their recall opportunity but retain the right to return to available positions for up to 10 years from their date of furlough.

What aircraft and bases can new hires expect?

Vacancies for our new-hire pilots are created when there are an insufficient number of active United pilots to fill the available vacancies. Therefore, it is possible to be assigned most anywhere in our system spanning from Guam, Micronesia (GUM) to New York/Newark (EWR/JFK). In 2014, most of our new-hire pilots were assigned to the B737, A320, and B757/B767 in EWR. Our other pilot bases include IAH, LAX, SFO, DEN, ORD, IAD, and CLE.

Could a new-hire get assigned to Guam?

Yes. Our Pacific operation is a critical element of our global network. Pilots staffed in Guam have a unique opportunity to fly throughout Micronesia and Asia. This is a B737 base only and could be assigned to any class, but has typically been filled with volunteers.

Where do I apply for a position at United?

We are using AirlineApps.com as our application portal.

How often do I need to keep my application updated with AirlineApps.com?

It is important to keep your application updated at least once every 180 days. Many applicants develop a routine of updating once per month. Besides updating your flight hours on a regular basis, make sure that you also update the information on your FAA First Class Medical certificate when you renew it, as well as any passport renewal. Some applicants forget to update these two areas, which must be current in order to secure an interview.

What does the hiring process look like for the new United?

Qualified applicants are selected for screening in rank order and begin the process by taking an online Job Fit Assessment. Applicants who continue to meet the desired criteria following the assessment are invited to participate in a Skills Assessment (Simulator evaluation) and a panel interview at our Flight Training Center in Denver, Colorado.

How much hiring are you planning to do?

Hiring needs are derived by looking at a combination of factors including retirements, furlough bypass and leave returns, flying levels, and available training capacity. United will continue to replace pilots who are retiring and we attempt to maintain a sufficient number of successful applicants in a hiring pool to meet our short-term staffing needs. We expect the need to be in excess of 933 new/returning pilots in 2015. The number of interviews we conduct in 2015 is dependent on the size of our pool of successful candidates and the number of pilots who return to United from Leave.

How will my seniority work if I am hired?

A new-hire pilot will be placed on the system seniority list junior to all active pilots. Any recalled United pilot who opts to return from bypass status (see 2nd question above) and is placed in training with new-hire pilots will exercise their system seniority in choice of base and aircraft. Remaining base and aircraft assignments in each new-hire class are available to new-hire pilots.

What do retirements look like at United?

What are minimum qualifications?

Applicants must possess an unrestricted FAA ATP certificate, including 1,000 hours of fixed-wing turbine time. A college degree is preferred as is additional experience and other attributes that are of value to United. Please see United.jobs or AirlineApps.com for more detail.

Why should I consider United Airlines?

United is the world's leading airline and is focused on being the airline customers want to fly, the airline employees want to work for and the airline shareholders want to invest in.

Highlights of United Airlines include:

- World's most comprehensive global route network, including world-class international gateways to Asia and Australia, Europe, Latin America, Africa and the Middle East with non-stop or one-stop service from virtually anywhere in the United States
- A modern fleet which is the most fuel efficient (when adjusted for cabin size), and the best current aircraft order book among U.S. network carriers
- Industry-leading loyalty program that provides more opportunities to earn and redeem miles worldwide
- Optimal hub locations in 10 cities, including hubs in the four largest cities in the United States
- Rated the world's most admired airline on FORTUNE magazine's 2012 airline-industry list of the World's Most Admired Companies.

United to Leave J.F.K. and Shift West Coast Flights to Newark



United Airlines said on Tuesday that it would move out of Kennedy International Airport this year, after failing to make a profit there in recent years, and shift all of its flights to Los Angeles and San Francisco to its hub in Newark. The change will allow United to provide its premium seating for business travelers in Newark for all of its West Coast flights. Currently, those premium cabins, which United has installed on about a dozen Boeing 757s, are available only out of Kennedy. But United said

it had not made a profit on the Kennedy routes to the West Coast for the last seven years, partly because its passengers had no options to connect once they landed there.

United is the dominant carrier in Newark Liberty International Airport, which it inherited after merging with Continental Airlines. It said that by moving its West Coast operations there, its passengers would be able to experience a level of service similar to what they get if they connect onto flights to Europe. United has 14 daily flights to Los Angeles and 15 daily flights to San Francisco from Newark airport. It has six daily flights to Los Angeles and seven to San Francisco from Kennedy Airport.

Airlines have been fighting a highly competitive battle for the transcontinental market. All major carriers have introduced new amenities on those routes — including lie-flat beds and better dining options — in a bid to attract the three highly lucrative markets of Wall Street, Hollywood and Silicon Valley.

As part of the move, which is planned to start on Oct. 25, United said it had agreed to sell takeoff and landing slots at Kennedy Airport to Delta, and will buy some slots from Delta in Newark. The airlines did not release the details of the transactions, which will require approval from regulators.

United will retire approximately 2,500 pilots in the next five years, over 4,900 pilots in the next ten, 8,200 in the next fifteen, and nearly its entire seniority list in the next twenty years.



United looking at E-Jet E2 to enable further 50-seater reductions

By Edward Russell/ Flightglobal



United Airlines is “looking at” the Embraer E-Jet E2 family for its mainline fleet, as part of its plan to further shrink its fleet of 50-seat regional jets. “It’s something that we’re looking at,” says John Rainey, chief financial officer of the Chicago-based carrier, in an interview with Flightglobal on 3 June. “We look at just about every type of airplane and the challenge we have right now is that we are too dependent on 50-seat RJs [regional jets].”

United has made significant strides in reducing its fleet of the small regional jets. It anticipates removing roughly 130 of them and replacing them with 82 Embraer 175s with 76 seats by the end of this year, its latest fleet plan shows. However, United will still have 242 Bombardier CRJ200s and Embraer ERJ-145s in its fleet at the end of December compared to roughly 125 at its competitor Delta Air Lines.

The airline can only add another 35 E175s – it has firm orders for 48 – without replacing other large regional jets in its feeder fleet under the 255 cap on aircraft with 70 to 76 seats set by its pilots contract, based on end of 2015 numbers. The cap on just 76-seat aircraft fleet will rise to 153 from 130 in 2016, allowing United to order 23 more large regional jets on top of its existing orderbook. An order for the E190-E2 (106 seats) or E195-E2, (132 seats) or even a purchase of used E190s, would allow United to add another 70 76-seaters for 223 aircraft and make further reductions to its fleet of small jets.

“We’re interested in it because, in our pilot clause, we have an ability for every five E190s we take – or for E2s as the case may be – we get four more E175s,” says Rainey. “That’s something that appeals to us.” He cautions that the abundance of carriers that want to sell their E190 fleets “gives us pause on how aggressive we want to do something”. Asked whether United has looked at the 20 Air Canada E190s that are coming on the market later this year, Rainey says that they have looked at them but declines to elaborate. In October 2014, he said that the E190 was on the carrier's "radar" in its search for used aircraft types to acquire for its mainline fleet.


United is also adding additional small mainline narrowbodies, including up to 25 Airbus A319s that it is leasing from AerCap and two Boeing 737-700s that it purchased from Copa Airlines, to its fleet to aid in the replacement of 50-seat lift.

However, a gap remains between the E175s and the A319 with 128 seats and the 737-700 with 118 seats that an E190-sized aircraft could fill.

“In some of those [former 50-seater] markets the flying will go away all together, in some of those markets we will backfill it with mainline flying and some with the E175 and potentially the E190 as that fits kind of in between the E175 and the smaller [mainline] narrowbodies,” says Rainey.

United will not remove all of its 50-seat regional jets, he adds, emphasizing that the fleet will remain just at a much lower number than the current level.

United Airlines maintenance workers to warn shareholders of problems

UNITED  On June 10, United Airlines aviation maintenance technicians and related support personnel will rallied outside the company's annual shareholders' meeting to warn investors and customers of turbulence ahead. More than 9,000 Teamster aviation maintenance workers who are critical to United's operations are losing patience as the company drags its feet on reaching a fair collective bargaining agreement five years after the United-Continental merger announcement. The workers' last contract became amendable in January 2013.

United-Continental workers, shareholders and customers have been loyal through tough times, shouldering the burden of myriad problems—including integration and customer service issues—that have taken a toll on United's earnings and reputation.

United Airlines came in last among traditional carriers in the JD Power Customer Satisfaction Survey released in May. The company appears willing to risk United's turnaround by provoking a labor dispute with its large maintenance and related workforce.

United distributing Apple iPhone 6 Plus to Flight Attendants



United began distributing Apple iPhone 6 Plus devices, which they refer to as "Link," to flight attendants on June 15 at ORD. With Link, flight attendants are better connected with the tools and real-time customer information - relating to both safety and service - they need to do their jobs. Now they will have more information when customers ask them questions. ORD Flight Attendant Alease Linney was the lucky first flight attendant to pick up her Link kit. "I'm a wannabe computer nerd, so I'm really excited. Plus I've always wanted an iPhone 6! I love messing around with new electronic things," Alease said. "I can't wait to one day get rid of the big manual and have more room in my suitcase."

Link Program Director Sue Stuberg said, "Link is an investment in our future and an investment in our flight attendants. It will give them opportunities to take flyer friendly to the next level." The devices come with the ability to handle most inflight retail transactions (excluding duty free), as well as access to United email and Flying Together, united.com and PDF versions of policies and procedures manuals.

In addition, flight attendants will have direct access to the United News app as well as a prototype of a customer info app, which will give flight attendants access to real-time customer information including customer names, birthdays and milestones for recognition, premier status levels and customers' itineraries. We are encouraging flight attendants to experiment with this app and provide feedback on usability and additional information or features they would like to see.

IT Senior Project Manager Jason Flores said, "This is just the beginning; future functionality will continue to enhance the onboard experience for both our customers and our flight attendants." Inflight Services is encouraging flight attendants to begin using Link as soon as they receive it. We will continue staggering our roll-out of Link to all of our flight attendants in each base through Aug. 25.

United Airlines and Air China Expand Code-Sharing



CHICAGO and BEIJING, June 2, 2015 - United Airlines and Air China, members of Star Alliance, announced plans to expand their code-sharing cooperation, covering an additional 22 routes in the China and U.S. markets. With this expansion, United and Air China will codeshare together on more than 110 routes, offering customers the most comprehensive route network between the U.S. and China.

Air China have placed its CA code on United-operated flights on 12 additional U.S. domestic routes: from Los Angeles to Dallas/DFW, Cleveland, Tucson, San Antonio, New York/Newark and Seattle; from San Francisco to Salt Lake City and Austin; from Washington, D.C./Dulles to Columbus and Tampa; and from Houston/Bush Intercontinental to Tampa and Nashville. United will place its UA code on Air China-operated flights on 10 additional domestic routes in China: from Beijing to Mianyang, Taiyuan, Sanya, Shanghai Hongqiao, Yinchuan, Xining, Liuzhou, Haikou and Lanzhou; and from Shanghai Pudong to Yinchuan. Air China and United have enjoyed a successful cooperative relationship since 2003.

Air China has six gateways in the U.S.: New York/JFK, Los Angeles, San Francisco, Houston/Bush Intercontinental, Washington, D.C./Dulles and Honolulu.

United began nonstop service to China in 1986 and serves Beijing with nonstop flights from Chicago, New York/Newark, San Francisco and Washington/Dulles; Shanghai with nonstop flights from Chicago, Guam, Los Angeles, New York/Newark and San Francisco; Chengdu with nonstop flights from San Francisco; and Hong Kong with nonstop flights from Chicago, Guam, New York/Newark, San Francisco, Singapore and Ho Chi Minh City. United's San Francisco hub is America's leading trans-Pacific gateway.



A380 does not work for United

By Edward Russell/Glightglobal



United Airlines chief financial officer John Rainey says the Airbus A380 “doesn’t really work” for the airline’s network, driving its preference for smaller widebodies like the Boeing 787. “We’ve looked at that and we are looking at it right now, but it just doesn’t really work for us,” he says on the European superjumbo in an exclusive interview with Flightglobal in Chicago. Rainey cites a higher trip cost for the A380 compared to smaller widebodies like the 787 despite comparable per seat costs as the main challenge to adding the type to United’s fleet.

Airbus is eager to land new customers for the A380, whose operators include many of the world’s blue chip airlines but none in the Americas. In addition, Emirates Airline represents more than 50% of the 155 outstanding firm orders for the aircraft with no new customers joining the programme since Transaero ordered four in 2012, the Ascend Fleets database shows. In addition to seeking new customers, the European airframer is now dealing with placing two “white-tail” aircraft that were bound for Japanese carrier Skymark before it cancelled its order for six in 2014. Those aircraft are unlikely to land at United.

“Instead of one flight a day and fill up an A380, we’d rather serve a market with a couple widebodies if the demand was there because business passengers certainly like that,” says Rainey, citing London Heathrow as a market where frequency is king on routes to the USA.

United has also focused on serving primary and secondary cities abroad with nonstops from its US hubs, for example to places like Chengdu in China or Newcastle in the UK, instead of aggregating all of the traffic over a partner's hub. It also serves primary cities like Hong Kong and Tokyo with multiple frequencies from the USA.

The carrier has ordered 55 787s, including 18 -8s and -9s already in its fleet and 37 outstanding orders for the -9 and -10, that allow it to serve more cities abroad nonstop as well as beef up frequency in key markets. Rainey says that the 787 is key to United’s network strategy in Asia, especially to China.

In addition to the 37 787s that the airline has on order, it also has firm orders for 35 Airbus A350-1000s with deliveries from 2018 and for 10 Boeing 777-300ERs with deliveries from late 2016, Ascend shows. This outstanding widebody orders will allow United to replace the 23 ageing Boeing 747-400s in its fleet as well as some older smaller widebodies.

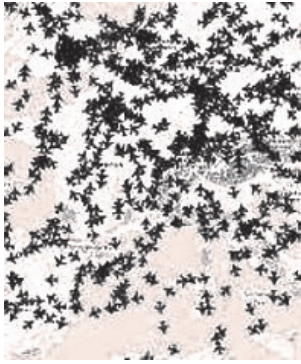
New DCA and HKG United Clubs now complete

“We are making investments of more than \$100 million in our clubs around our network and have made great progress this year,” said Premium Services Managing Director Mike Landers. “We have recently completed renovations of our DCA (Reagan Washington National) and HKG (Hong Kong) United Clubs. Each club reflects the new, modern style with upgraded amenities we showcase in our ORD, LHR (London Heathrow), SAN (San Diego), BOS (Boston) and SEA (Seattle) United Club renovations.” “The mix of new furnishings with the art deco design makes the DCA United Club a unique and welcoming haven for all of our guests,” DCA United Club Lead Customer Service Representative Frank Militi said. “Adding more comfortable seating areas, increasing the number of outlets near each seat and improving Wi-Fi connectivity are among the many ways we’re creating a flyer-friendly experience for our customers, one of the cornerstones of our Route Map.”



Complete renovations are also scheduled in Atlanta, Narita and San Francisco later this year. Improving clubs throughout United’s network helps provide a better experience for premium customers on the ground as well as in the air.

Sabre enhancement: Planefinder



NextGen technology supports airline efficiency and fuel savings. Sabre Corporation has enhanced its AirCentre Flight Explorer solution using Planefinder data, offering additional coverage globally for aircraft position information as part of the Next Generation Air Transportation System (NextGen). Planefinder receives next generation tracking technology (Automatic Dependent Surveillance Broadcast System – ADS-B) data feeds used by aircraft to transmit their name, position, call sign, status and more. The addition of Planefinder data furthers Sabre Flight Explorer's expansion of flight-tracking capabilities toward complete global coverage, particularly in Europe, Asia Pacific, and Central and South America where coverage was often limited to proprietary flight data.

ADS-B data enables airlines to track aircraft with increased awareness of conditions that could impact flights, resulting in reduced air traffic delays and increased fuel and flight time efficiency. The airline industry continues to evolve from a ground-based radar system to the more reliable ADS-B based system, which in the future will be satellite-based.

"As part of our continued commitment to provide our customers with innovative solutions, it's important that we stay on the forefront of adopting and making available the latest in data and technology," said Kamal Qatato, vice president of Sabre AirCentre, which provides software for airline operations. "Working with Planefinder has enabled Sabre to enhance our Flight Explorer solution with new data source technology. The ability to include the ADS-B feed further enriches the data available in Flight Explorer to support decisions in real-time flight management."

Swiss International Air Lines uses Sabre's enhanced Flight Explorer and believes it has made a significant difference in their flight operations. "With the new ADS-B tracking technology in Flight Explorer we are able to precisely track the location of our entire fleet," Eric Nantier, senior manager, Operations Research and ATM, Swiss International Air Lines. "This gives us stronger awareness within our operations, which enables us to actively steer our aircraft from the ground with the most accurate and current information. It has become a very important tool in our operational steering and optimization process and has the potential for great time and fuel savings."

Sabre Corporation is a leading technology provider to the global travel and tourism industry. Sabre's software, data, mobile and distribution solutions are used by hundreds of airlines and thousands of hotel properties to manage critical operations, such as passenger and guest reservations, revenue management, and flight, network and crew management. Sabre also operates a leading global travel marketplace, processing over \$110 billion of estimated travel spend in 2013 by connecting travel suppliers to their most valued customers, the business traveler. Headquartered in Southlake, Texas, USA, Sabre operates offices in approximately 60 countries around the world. At Planefinder our passions are global aircraft tracking and helping to improve air traffic control safety. Sabre is the ideal partner because of their best-in-class solutions that help airlines maximize efficiencies in route planning while equipping pilots and flight followers with the best real-time in-flight information to aid in making optimal flight decisions," said Mark Daniels, COO

U.S. Preclearance Operations: United Airlines statement



United Airlines issued the following statement on today's announcement by the U.S. Department of Homeland Security of its intent to expand customs, immigration and agriculture preclearance to 10 additional gateway airports:

We have worked closely with U.S. Customs and Border Protection (CBP) and support developments that provide more convenience for our customers. We thank Secretary Johnson and his team at the Department of Homeland Security and CBP for their engagement with United and the airline industry, and we look forward to partnering with them on this initiative to facilitate travel and reduce wait times.

The larger they get the more customer service has suffers



In the U.S., there have been so many mergers that only four airlines—United, American, Southwest and Delta—now control 85% of domestic air travel. The result of all this consolidation: higher fares and worse customer service.

According to the Department of Transportation, airline-related complaints increased by 26% in 2014. The number of lost or delayed bags increased by 17% between November 2013 and November 2014. And the larger United has become, the more customer service has suffered. In a November 2014 commentary for the *New Yorker*, Tim Wu listed a variety of ways in which

the United/Continental merger had been terrible for consumers, from soaring baggage fees to rudier flight attendants to escalating fares (some as much as 57% higher on routes that became uncompetitive thanks to the merger.

Wu noted that baggage fees “soared to as high as \$100” and that “change fees, which have always been outrageous, grew higher: \$200 for domestic, \$300 for international.” Wu was also critical of how United’s new pre-boarding policies affected people with small children. Wu complained: “I suppose that everyone has his breaking point. For me, it was while trying to pre-board an overcrowded flight to Miami with a noisy baby in my arms, only to be ordered back in line by a curt agent. At that moment, I realized that United had quietly eliminated the traditional practice of pre-boarding ‘passengers with small children,’ choosing to favor a few elite fliers over the convenience of everyone else.”

Wu, who described the merger as a “consumer sinkhole,” is not the only one complaining. In its 2014 report, “The Unfriendly Skies: Five Years of Airline Passenger Complaints to the Department of Transportation,” the consumer-oriented OSPIRG Foundation described United as “one of the most complained-about airlines.”

If one dislikes the customer service at United, American Airlines isn’t likely to be much better. According to OSPIRG’s report, American “has generated increasingly more complaints per 100,000 customers since 2009” and “is now one of the most complained-about airlines.” Canceled flights were a common complaint in OSPIRG’s report, while “other top problems were about baggage, customer service” and “issues with reservations, bookings, and boarding.” A big part of the problem is American’s size: it became the largest airline in the U.S. when, in 2013, it merged with U.S. Airways. American, U.S. Airways and America West used to be three separate companies that were competing with one another; now, they are one big company and consumers are the losers.

Airbus helps airlines further improve their environmental performance



Airbus has launched the “Sustainable Aviation Engagement Program,” a long-term partnership program set up to help airlines reduce their environmental footprint through a tailored offering of services and expertise.

Based on four pillars (aircraft technology, aircraft operations, Air Traffic Management -ATM- and sustainable aviation fuels), the program enables airlines to minimize their environmental impact, by harnessing the full potential of Airbus’ latest generation, fuel efficient aircraft to minimize fuel burn and noise in their operations. Airbus will accompany each airline throughout the deployment of the program.

The Sustainable Aviation Engagement Program is currently in a phase of developing pilot projects, during which Airbus will work closely with Cathay Pacific, British Airways and KLM. The feedback and learning from these three pilot projects will be taken on board before the program is extended to operators worldwide from 2016.

“We are very pleased to see the Sustainable Aviation Engagement program taking shape with world leading airlines as British Airways, Cathay Pacific and KLM”, said Jean-Luc Taupiac, Airbus’ Head of Environment.” By working closely with our customers and building long-term partnerships we offer them tailored solutions and expertise to meet their environmental objectives. The benefits unfolded with the ‘Perfect Flight’, a winning combination of using latest aircraft technology, best aircraft operations, optimized Air Traffic Management and sustainable aviation fuels, really unlocks the full potential to minimize the environmental footprint.”

Airbus A320: Production not only in Europe, also in the United States

Airbus A320 family aircraft production in the U.S. is on schedule to begin this summer as the large aircraft components for the first U.S.-produced aircraft today depart from the port in Hamburg, Germany, bound for Mobile, Alabama. The major component assemblies (MCAs) consist of the wings produced in the UK, the rear fuselage section produced in Germany including the tail cone (produced in Spain), and the forward fuselage section, including the cockpit produced in France, all of which contain parts from all over the world. The horizontal (from Spain) and vertical (from Germany) stabilizers are also on board. The first aircraft is an A321ceo destined for delivery to JetBlue in 2016.

Airbus established the Airbus U.S. Manufacturing Facility in Mobile to assemble and deliver A319, A320 and A321 aircraft to meet the growing needs of its customers in the United States and elsewhere. It is the company's first U.S.-based production facility, and the fourth in the network which includes Toulouse, France; Hamburg, Germany; and Tianjin, China.

"This is a day of celebration as we reach another important milestone in aircraft production in the U.S.," said Fabrice Brégier, Airbus President and CEO. "North America is one of the largest single-aisle aircraft markets in the world. This manufacturing facility brings us closer to our customers, and strengthens the aerospace industry in the U.S., Europe and around the world. Production will begin in just a few weeks, with first delivery scheduled for 2016."

Approximately 200 employees, including some from Mobile who are training in Hamburg, celebrated this first shipment in a ceremony held today to launch the cargo ship, in the presence of the U.S. Consul General in Hamburg, Nancy Corbett. Traditional songs from all four European Airbus nations and the U.S. were played as the ship, bearing German and U.S. flags, and flags of the city state of Hamburg and the state of Alabama, sailed off.

Delta to acquire 60 new aircraft upon pilot contract ratification



Delta Air Lines will enter into an aircraft acquisition deal with The Boeing Co. for 20 Embraer E190 aircraft and 40 additional new 737-900ERs upon ratification of a tentative agreement covering more than 12,000 Delta pilots.

The tentative agreement was approved for membership ratification by the Delta Master Executive Council (MEC) of the Air Line Pilots Association (ALPA). The tentative agreement provides enhancements to overall pilot compensation—including base pay increases—along with a revision of the airline's profit sharing formula beginning in 2016. Additionally, this accord would secure additional career advancement opportunities for Delta pilots while providing the airline with productivity enhancements and further fleet flexibility across the airline's U.S. domestic system.

"Our airline's culture of working and winning together has long set Delta apart from others in our industry," said Richard Anderson, Delta's Chief Executive Officer. "This tentative agreement with ALPA reflects the key role and contributions of our pilots in our excellent financial and operational performance."

The MEC will put the tentative agreement out to pilots for a ratification vote. If approved, the agreement would have an amendable date of Dec. 31, 2018. "We fully support the Delta MEC's endorsement of this agreement and are optimistic of its approval by our pilots," Anderson said. "This continues the investments we've made in our people and in our products and services for our customers. These moves will continue to drive the industry-leading performance that has allowed us to return more than \$3 billion to shareholders and still reward our employees with industry-leading profit sharing."

Upon ratification of the agreement, Delta will acquire 20 Boeing-held Embraer E190 aircraft previously operated by another carrier. The E190s will enter mainline Delta service in the fourth quarter of 2016. "These 98-seat mainline aircraft will be flown by Delta pilots," Anderson said. "The capability and aptitude of all Delta people has already shown that they are the best in the business at managing a diverse fleet while keeping costs in check and never compromising safety. These cost-efficient aircraft will play a key role as we strive to achieve higher returns for our shareholders, and we thank Boeing for their important partnership."

London holds on to top spot as world's most popular tourist destination



LONDON, England has once again been hailed as the world's most popular tourist destination by Mastercard. It's the second year running that the capital has topped the Global Destinations Cities Index, which provides an in-depth ranking of the 132 most travelled cities from around the world. London is projected to welcome 18.82 million international visitors in 2015, according to the annual report, putting the capital ahead of Bangkok. Both cities have topped the Index throughout its five-year history.

Mayor of London, Boris Johnson, said: "I'm delighted that London has proudly held on to this coveted title, as we celebrate another triumphant and record-breaking year for tourism in the city. "With its unrivalled mix of history, culture, culinary gems and cutting-edge creativity, I'm confident that these accolades will keep coming as the capital continues to surprise and excite visitors from all over the world."

Europe now boasts three of the top five cities, London, Paris and Istanbul, with Bangkok and Dubai making up the global top five. Overall, nine European cities have each claimed a spot in the top 20 destination cities by international overnight visitors as follows: Barcelona (12th), Amsterdam (13th), Rome (14th), Milan (15th), Vienna (18th) and Prague (19th).

Ann Cairns, President of International Markets, Mastercard said: "MasterCard understands the importance of cities around the world both for travelers and those who live there. "This year's study helps us understand just how interconnected the world's cities are the significant role they play in connecting and empowering greater numbers of people than ever before."

The latest results from the Office of National Statistics International Passenger Survey recently revealed that the capital welcomed over 17.4 million international visits in 2014 – more than ever before. This surge in visitor numbers reflects the ever evolving and expanding tourism offer in the capital, from world class exhibitions, blockbuster entertainment and major sporting and cultural events. London's historic and cultural assets are key drivers in encouraging international visits to the city, and preparations are currently underway across the capital for the launch of the much anticipated London's Autumn Season 2015. The initiative from London & Partners, the Mayor's official promotional company for London, will bring together the city's most high-profile cultural institutions to promote the blockbuster exhibitions and events taking place later this year and strengthen London's reputation as a global cultural powerhouse. Highlights for this autumn season include 'Hamlet' at the Barbican (starring Benedict Cumberbatch), 'The World Goes Pop' at Tate Modern, 'Cosmonauts: Birth of the Space Age' at the Science Museum, and 'The Crime Museum Uncovered' at Museum of London.

Other attractions for the year ahead in London include the opening of Shrek's Adventure! London in July, collaboration between Merlin Entertainments and DreamWorks Animation. The city will also host the third annual Prudential RideLondon, fully-electric racing series Formula E, the NFL International Series, and some of the biggest matches in the 2015 Rugby World Cup.

PEANUTS CLASSICS | Charles Schulz



American Airlines and Retiree Pass Policy



American Airlines Group Inc. chairman and chief executive Doug Parker made it as clear as he could: American isn't going to return to its old policy of free travel for retirees. "Look, we get it. I understand it: You don't appreciate what we did with the pass policy," Parker told retirees who attended American's annual meeting. "I understand that, loud and clear. I'm just trying to let you know, loud and clear, that's what the policy is — and that's what the policy is going to be."

American retirees are unhappy that they're now in line behind active employees for American and US Airways when free seats are being handed out. Before the merger of the two airlines, American retirees had equal priority with active employees to fly standby. That changed to the new policy in mid-2014, after the December 2013 merger. At the same time, the policy did away with US Airways' policy of giving priority for free seats based on an employee's seniority. Now the seats are handed out based on check-in times, not length of service.

As they did at last year's annual meeting, American retirees took their complaints to Parker and the board of directors with protests outside the New York City meeting and speeches inside. "We invested our life's work in American Airlines," said Gail Dunham, chairwoman of the American Airlines Retirees Committee. "We feel we were severely downgraded with our pass benefits. And I don't think you realize when you downgraded our pass benefits that you devalued what we worked a lifetime to accomplish." Carol Reichert, who retired in 2013 after 35 years as a flight attendant, reminded Parker that he told retirees last year to try their new status "to see if we like it. Well, you know what? We don't like it."

Since the change was announced, retirees have picketed in front of American's Fort Worth headquarters, attended meetings with management to express their dissatisfaction and signed petitions to try to get the old policy restored.

At the meeting, Parker acknowledged their anger and unhappiness, even as he defended the new policy. But he told them flatly that the new pass policy would not change. "That is the program now, and that is going to be the program going forward. As you can tell, when you move these things, it causes huge consternation within the entire group. So we are not going to move it back," he said. "I'm just telling you that not to anger you, but just to be totally honest. This isn't going to change."

Parker started the meeting with a review of the airline's accomplishments over the past year. His message was consistent with other speeches and presentations given by him and other top executives: The airline has come a long way since the two carriers merged, but the carrier still has a way to go before getting to where it wants to be — the world's best airline.

First Boeing 737 MAX goes on assembly line



Assembly has started on the first Boeing 737 MAX, the latest version of an aircraft that first flew in April 1967, and of which 8,500 have been delivered. The initial aircraft is scheduled to be completed this year and begin flight tests in 2016. Customers will start to receive aircraft in the third quarter of 2017. Current production is 42 a month with a planned 52 a month in 2018 on a single line at the company's Renton plant near Seattle. The units move 2" every minute. Total orders for the new aircraft stand at 2,724. Boeing has a backlog of 4,201 for all 737 types.

In 2010, Airbus launched the A320neo. Boeing followed with the MAX in August 2011, claiming a 4% lower fuel burn than its Toulouse designed competitor. Airbus first flew a Pratt and Whitney powered neo on 25 September 2014 and 2015 one with the alternative CFM International LEAP-1A engine. First deliveries should be this year (ILFC) but no airline has been announced. The order book stands at 3,794. Boeing only offers the CFM engine.

Renton produces the 737 on a single automated production line. The A320 series is assembled at Toulouse, Hamburg and Tianjin (China). A plant at Mobile Alabama (USA) will come on stream in 2016.

Heathrow expansion- Britain's final call



LONDON, England - As the UK's only hub airport, Heathrow is a national asset – one of the best connected airports in the world. It is Britain's front door; the gateway for passengers, business and freight, particularly to long-haul destinations. So at a time when the international competition for jobs and trade has never been more intense, an expanded Heathrow will keep Britain, one of world's great trading nations, at the center of the global economy.

After decades of debate, the Airports Commission offers the best and last chance for a resolution. The Airports Commission has concluded that Heathrow expansion provides an opportunity to address local environmental issues and that Heathrow is the option that will deliver the greatest economic benefit for the country: up to £211bn and up to 180,000 jobs. Crucially, these benefits will be spread right across the Nations and regions. This is why Heathrow expansion is now supported so widely both locally and across the country.

John Holland-Kaye, Heathrow CEO said: Expanding Heathrow is not only deliverable, it's vital. It will deliver what the nation needs and what politicians want - an opportunity to win the race for jobs and growth by connecting the entire country to the world's fastest growing destinations while, as the Airports Commission has confirmed, meeting air quality limits and reducing the number of people affected by noise. It's the only decision that will create up to 180,000 new jobs and £211bn of economic growth, shared across Britain.

Heathrow is Britain's biggest port, carrying high value produce such as Scottish salmon, motor racing technology and pharmaceuticals to destinations in Africa, Asia and South America. We can help make the British economy great again by reaching even more parts of the world that are crying out for those quality exports, places like Mombasa, Quito and Kolkata. Let's be ambitious about our place in the world, let's get on with expanding Heathrow.

Southwest Airlines Did Something AMAZING for a Mom's



With our modern world in upheaval and so much negativity all over the news day in and day out, sometimes you just need to hear something good, something positive to renew your hope in the future.

Southwest Airlines is being praised for going above and beyond the call of duty after a woman learned her son was in a coma after an accident.

Peggy Uhle was on a flight from Chicago to Columbus waiting to take off when the plane turned back to the gate and flight attendant asked her to get off. "I figured I was on the wrong plane. The gate agent told me to check in at the desk and when I did she told me to call my husband," Uhle told airline blog BoardingArea.com. After checking in with customer service, Uhle learned her son, who lives in Denver, was in a coma after suffering a head injury. Even before Uhle disembarked, the airline had rebooked her—with no additional fees or service charges —on a non-stop to Denver that was leaving in two hours.

"They offered a private waiting area, rerouted my luggage, allowed me to board first, and packed a lunch for when I got off the plane in Denver," Uhle told Boarding Area. "My luggage was delivered to where I was staying, and I even received a call from Southwest asking how my son was doing." Uhle said her son is still recovering, but she's thankful for the service she received calling it "second to none."

That is awesome! When you see a company care so much for its customers, it makes you want to spend your money on their products and services. This is further proof that not all corporations are bad — unlike the narrative progressives want us to believe — and that good things still happen to good people.



World energy leaders announce ambitious efforts to advance clean energy worldwide



MERIDA, Mexico - At the sixth Clean Energy Ministerial (CEM6), Mexico Secretary of Energy Pedro Joaquin Coldwell, U.S. Secretary of Energy Ernest Moniz, China Minister of Science and Technology Wan Gang and other world energy leaders announced ambitious actions to accelerate the global transition to clean energy. These actions include global efforts addressing three critical technology and policy challenges: efficient lighting, low-carbon power systems, and the availability of information about policies for low-carbon development. Finally, to conclude CEM6. The United States will host CEM7 in 2016, and China intends to host CEM8 in 2017.

At CEM6, ministers agreed to launch an enhanced, second phase of work under CEM, referred to as "CEM 2.0." Ministers created a new CEM Steering Committee that will provide leadership and strategic guidance year-round to prioritize efforts in areas of greatest potential impact.

Ministers also launched three critical efforts to drive action in the clean energy space:

The CEM Global Lighting Challenge was launched to establish a global race to reach cumulative sales of 10 billion high-efficiency, high-quality and affordable advanced lighting products as quickly as possible. With lighting accounting for 15 percent of global electricity usage, replacing the world's existing lighting with these products could save over \$100 billion in electricity costs alone and lower annual CO2 emissions by 534 million metric tons.

Under the CEM Power System Challenge endorsed a set of principles to help guide country's efforts toward the clean, reliable, resilient and affordable power systems of the future. Participating countries agreed to facilitate the development of national roadmaps and strategies to increase energy efficiency while also taking advantage of smart grid technologies and renewable resources such as wind and solar power. The United Nations Environment Program also stated support, noting the Challenge will provide critical market pull and awareness-raising.


Ministers also announced efforts to dramatically scale up the Clean Energy Solutions Center, a CEM initiative that has already provided real-time, no-cost clean energy expert policy assistance to more than 80 countries around the world. The scale-up initiative includes increasing the amount of global experts to help respond to significantly more requests for assistance as well as establishing a new section on Clean Energy Finance. Both Australia and the United States announced additional funding support. India, Italy, and Indonesia announced the provision of additional experts, and Canada announced additional experts and tools to the Solutions Center.

CEM6 host Joaquin Coldwell said, "It is up to us that renewable energies become a synonym of equality, and a powerful force to build a cleaner, fairer and sustainable world."

"This year's Clean Energy Ministerial was particularly important as we worked to scale up global challenges and establish a vision for 'CEM 2.0' to play a fundamental role in helping our world transition to a clean energy economy," said Secretary Moniz. "Since clean energy is key to combating climate change, the Ministerial was an important stop on the road to the 2015 Paris climate negotiations. We look forward to seeing a lot of the progress going into CEM7, which will be hosted in the United States."

"The transformation to clean energy economy calls for unswerving political will, clearly defined national targets and enhanced international collaboration," said China Minister Wan Gang.

At CEM6, the Kingdom of Saudi Arabia officially became a member of the CEM, bringing the total members to 23 countries and the European Commission. Together they are responsible for about 80 percent of global greenhouse gas emissions and 90 percent of clean energy investment. Through its ongoing initiatives and the new actions announced at CEM6, all focused on implementing ambitious actions and policies, the CEM plays a unique role in the international climate and clean energy space by helping countries meet their climate and clean energy goals and creating space for greater ambition.



Am I getting older or has the supermarket begun playing great music?

Lufthansa Group: More surcharges

Three classes of economy with new commercial strategy



Lufthansa, Austrian Airlines, Brussels Airlines and Swiss is about to revolutionize rate strategies and the way airlines sell tickets and provide services. Of course it's all about confusing consumers and increasing profit. Buying from the airlines website will cost passengers EURO 16.00 per ticket. Buying from other websites may cost even more. Unfortunately no matter where someone buys tickets on Lufthansa Group - there will never be just the original fare anymore. Economy will have several different service levels, they all come with a different tariff.

Within this year the Lufthansa Group expects to generate an adjusted EBIT (earnings before interest and taxes) of more than EUR 1.5 billion before costs (strike-related action). This new commercial strategy is to ensure that, in future, a greater portion of the revenue will be earned from flight operations; the actual area of service to the customer. Jens Bischof, member of the Lufthansa German Airlines Board and Chief Commercial Officer (CCO) of Deutsche Lufthansa AG, says: "Until now, the percentage of revenue generated from the sale of flight tickets by our airlines has continuously decreased. While other service and system partners in the value chain are recording increasing margins and returns, our airline's earnings have been compromised over time, even though they are the actual providers of flight services. We want to counteract this trend by refocusing our commercial strategy." In the future, the airlines will therefore offer their services on a more flexible and modular basis, with individualized price options and ancillary services. The previously announced group-wide new Economy Class fare concept on European flights, to be introduced by Summer 2015, will enable the passenger to select their desired services, with such fare options as, "Light", "Classic" and "Flex". Based on the principle "you only pay for the services you want", these branded fares will offer a variety of options. More customized services will better reflect customers' preferences.

The new commercial strategy also includes a clear cost differentiation in the various booking channels. Presently, the costs for using global distribution systems (GDS) are several times higher than for other booking methods, such as our own online portal www.LH.com. In total, the yearly GDS costs come to a three-digit million euro amount for the Lufthansa Group. These services, however, are primarily used by other partners in the value chain. A large number of services are paid by the Lufthansa Group carriers, but are only partly used by them. Among others, the GDS services comprise functionalities, which offer many extra services in addition to the basic features of booking, processing and ticketing. Such examples include the option of combining and booking world-wide, multi-airline flight offers, as well as, an integrated booking and invoice processing.

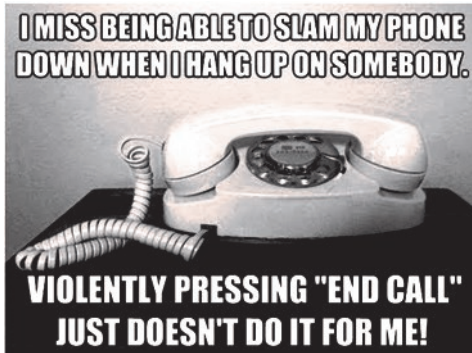
As of 1 September 2015, the Lufthansa Group airlines will, therefore, include a surcharge, the "Distribution Cost Charge" (DCC) of EUR 16 for every ticket issued by a booking channel using GDS. The new charge will not be added to flight tickets purchased using own booking channels. This predominately includes the airlines' websites (www.LH.com, www.swiss.com, www.austrian.com, www.brusselsairlines.com), as well as, the service center and ticket counter at the airports. Travel agencies will also be able to book tickets without the DCC, using the online portal at www.LHGroup-agent.com. Furthermore, corporate customers will be able to book their individually negotiated contract rates excluding the DCC at www.LH.com. Customers of Lufthansa Group Airlines can of course count on continued fare transparency. The display of the ticket will always show the final fare.

Innovative ancillary services and enhanced price options require suitable sales technology. The technology of our existing sales systems cannot adequately display the individual offers, with their variety of product components. The Lufthansa Group's airlines are, therefore, in the process of developing a new booking method to enable sales partners to connect to their IT systems directly based on the new IATA data standard NDC (New Distribution Capability). The first NDC pilot project is currently being tested at Swiss and should begin at Lufthansa during the course of this year.

CCO Jens Bischof explains: "At present, airlines are not yet able to market their services via all sales channels, as it is common in other industries. The contracts and structures have previously prevented any deregulation in many areas. We want to change this with our new commercial strategy and take advantage of greater degrees of freedom in our sales activities, providing our customers with the exact tailor-made services that they are looking for and wherever they are looking for them."

New FCC rules aim to tighten robocall curbs

By Jim Puzzanghera/Los Angeles Times



WASHINGTON - Regulators want to make it easier for consumers to stop unwanted robocalls and spam text messages, which have led to a flood of complaints to federal agencies. The head of the Federal Communications Commission on proposed a series of rulings that would clarify rights for consumers under a 1991 law designed to protect their privacy and give phone companies the green light to offer call-blocking technologies. The agency said the plan, which would close loopholes and strengthen consumer protections, would build off the 2003 Do Not Call Registry.

Under the proposal from FCC Chairman Tom Wheeler, consumers would no longer have to go to great lengths to revoke consent to receive automatically generated calls or text messages, such as submitting a request in writing. Consumers would have the right to revoke their consent "in any reasonable way at any time," including just telling the caller to stop. The new rules would also prevent a consumer with a new phone number from being subjected to robocalls authorized by the number's previous user. Telemarketers and others who use automatic dialing technology would have to stop calling after just one call if the number has been reassigned.

Unwanted calls and texts are the top consumer complaint to the FCC. The agency received 215,000 such complaints last year. The Federal Trade Commission, which jointly runs the Do Not Call Registry with the FCC, said it receives more than 150,000 complaints about robocalls each month.

Wheeler circulated his proposal to the FCC's other four commissioners and plans to have them vote on it at the agency's June 18 meeting.

The new rules come in response to more than 20 petitions the FCC has received from companies such as banks and debt collection services seeking clarifications about the agency's interpretation of the 1991 law, which was written before wireless calling became popular.

NASA invests in future of aviation with eight supersonic research projects



WASHINGTON, DC - Quieter, greener supersonic travel is the focus of eight studies selected by NASA's Commercial Supersonic Technology Project to receive more than \$2.3 million in funding for research that may help overcome the remaining barriers to commercial supersonic flight. The research, which will be conducted by universities and industry, will address sonic booms and high-altitude emissions from supersonic jets.

The titles of the studies and details of the awards are:

- Global Environmental Impact of Supersonic Cruise Aircraft in the Stratosphere. \$1.2 million over four years.
- The Influence of Turbulence on Shaped Sonic Booms. \$1.2 million over three years.
- Sonic Boom Display. \$698,000
- Pilot Interface for Mitigating Sonic Boom. \$686,000 over two years.
- Quiet Nozzle Concepts for Low Boom Aircraft. \$575,000 over two years.
- Evaluation of Low Noise Integration Concepts and Propulsion Technologies for Future Supersonic Civil Transports. \$599,000 over two years.
- Waveforms and Sonic Boom Perception and Response Risk Reduction. \$337,000 for one year.
- Risk Reduction for Future Community Testing with a Low-Boom Flight Demonstration Vehicle. \$393,000 over one year.

NASA releases detailed global climate change projections



WASHINGTON, DC - NASA has released data showing how temperature and rainfall patterns worldwide may change through the year 2100 because of growing concentrations of greenhouse gases in Earth's atmosphere.

The dataset, which is available to the public, shows projected changes worldwide on a regional level in response to different scenarios of increasing carbon dioxide simulated by 21 climate models. The high-resolution data, which can be viewed on a daily timescale at the scale of individual cities and towns, will help scientists and planners

conduct climate risk assessments to better understand local and global effects of hazards, such as severe drought, floods, heat waves and losses in agriculture productivity.

"NASA is in the business of taking what we've learned about our planet from space and creating new products that help us all safeguard our future," said Ellen Stofan, NASA chief scientist. "With this new global dataset, people around the world have a valuable new tool to use in planning how to cope with a warming planet."

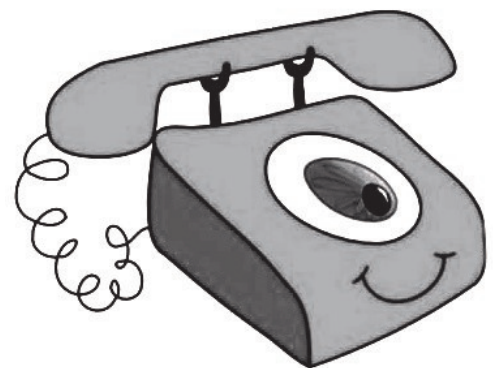
The new dataset is the latest product from the NASA Earth Exchange (NEX), a big-data research platform within the NASA Advanced Supercomputing Center at the agency's Ames Research Center in Moffett Field, California. In 2013, NEX released similar climate projection data for the continental United States that is being used to quantify climate risks to the nation's agriculture, forests, rivers and cities. "This is a fundamental dataset for climate research and assessment with a wide range of applications," said Ramakrishna Nemani, NEX project scientist at Ames. "NASA continues to produce valuable community-based data products on the NEX platform to promote scientific collaboration, knowledge sharing, and research and development."

This NASA dataset integrates actual measurements from around the world with data from climate simulations created by the international Fifth Coupled Model Intercomparison Project. These climate simulations used the best physical models of the climate system available to provide forecasts of what the global climate might look like under two different greenhouse gas emissions scenarios: a "business as usual" scenario based on current trends and an "extreme case" with a significant increase in emissions.

The NASA climate projections provide a detailed view of future temperature and precipitation patterns around the world at a 15.5 mile (25 kilometer) resolution, covering the time period from 1950 to 2100. The 11-terabyte dataset provides daily estimates of maximum and minimum temperatures and precipitation over the entire globe. NEX is a collaboration and analytical platform that combines state-of-the-art supercomputing, Earth system modeling, workflow management and NASA remote-sensing data. Through NEX, users can explore and analyze large Earth science data sets, run and share modeling algorithms and workflows, collaborate on new or existing projects and exchange workflows and results within and among other science communities.

NEX data and analysis tools are available to the public through the OpenNEX project on Amazon Web Services. OpenNEX is a partnership between NASA and Amazon, Inc., to enhance public access to climate data, and support planning to increase climate resilience in the U.S. and internationally. OpenNEX is an extension of the NASA Earth Exchange in a public cloud-computing environment.

NASA uses the vantage point of space to increase our understanding of our home planet, improve lives, and safeguard our future. NASA develops new ways to observe and study Earth's interconnected natural systems with long-term data records. The agency freely shares this unique knowledge and works with institutions around the world to gain new insights into how our planet is changing.



The EyePhone!

FAA implements new airport runway safety program



The FAA has made significant progress in improving runway safety at US airports over the past 15 years by working with other members of the aviation community on education, training, marking and lighting, standard runway safety areas, new technology and airfield improvements. The FAA plans to build on that success by working with airport sponsors over the next 10-15 years to further reduce runway risks through risk-based decision-making. A new FAA national initiative known as the Runway Incursion Mitigation (RIM) program will identify airport risk factors that might contribute to a runway incursion and develop strategies to help airport sponsors mitigate those risks.

Runway incursions occur when an aircraft, vehicle, or person enters the protected area of an airport designated for aircraft landings and take offs. Risk factors that contribute to runway incursions may include unclear taxiway markings, airport signage, and more complex issues such as the runway or taxiway layout. Through RIM, the FAA will focus on reducing runway incursions by addressing risks at specific locations at the airport that have a history of runway incursions.

Risk-based decision-making builds on safety management principles by using a consistent approach to proactively address emerging safety risks. The FAA already has collected and reviewed data to identify specific airport areas with risk factors that could contribute to a runway incursion. The FAA has developed a preliminary inventory of airport locations where runway incursions have occurred. The FAA will work with the airport sponsors to develop strategies to mitigate runway incursions at these locations.

The FAA has kicked off the new initiative as it is wrapping up an extremely successful 15-year program to improve and standardize runway safety areas at the nation's top commercial service airports.

FAA and general aviation community launch Fly Safe campaign



WASHINGTON, DC - The FAA and general aviation (GA) groups are launching the Fly Safe national safety campaign to educate the GA community on how to prevent Loss of Control (LOC) accidents this flying season. FAA Deputy Administrator Mike Whitaker officially kicked-off the #FlySafe campaign on Saturday, June 6, at the Aircraft Owners and Pilots Association's (AOPA) Fly-In at the Frederick Municipal Airport, Frederick, MD.

What is Loss of Control (LOC)? A Loss of Control accident involves an unintended departure of an aircraft from controlled flight. Loss of Control can happen because the aircraft enters a flight regime that is outside its normal flight envelope and may quickly develop into a stall or spin. It can introduce an element of surprise for the pilot. Contributing factors may include: poor judgment/aeronautical decision making, failure to recognize an aerodynamic stall or spin and execute corrective action, intentional regulatory non-compliance, low pilot time in aircraft make and model, lack of piloting ability, failure to maintain airspeed, failure to follow procedure, pilot inexperience and proficiency, or the use of over-the-counter drugs that impact pilot performance.

Did you know?

- Approximately 450 people are killed each year in GA accidents.
- Loss of Control is the number one cause of these accidents.
- Loss of Control happens in all phases of flight. It can happen anywhere and at any time.
- There is one fatal accident involving LOC every four days.

The FAA and industry are working together to prevent Loss of Control accidents and save lives. You can make a difference by joining the Fly Safe campaign! A team of FAA and industry experts – the GA Joint Steering Committee – have made it easy for you to join Fly Safe. They have studied the data on the leading causes of LOC GA accidents and have developed solutions, some of which are already reducing risk.

Current topic: Angle of Attack (AOA) indicators. What is AOA?

The “Angle of Attack” is the angle between a plane's wing and the oncoming air (relative wind). If the angle of attack becomes too great, the wing can stall and lose lift. If a pilot fails to recognize and correct the situation, a stall could lead to loss of control of the aircraft and an abrupt loss of altitude.

More than 25% of GA accidents occur in the maneuvering phase of flight. Half of those accidents involve stall/spin scenarios. Stalls can happen during any phase of flight, but they are critical when planes are near the ground and have less room to recover, such as during landing and takeoff.

What is an AOA indicator?

The FAA encourages owners and operators of GA aircraft to install AOA systems in their aircraft. An AOA indicator is a cockpit instrument which may help prevent loss of control in small aircraft because it provides a more reliable indication of airflow over the wing. Although AOA indicators have been available for some time, the effort and cost associated with gaining installation approval limited their use in general aviation. In February 2014, the FAA simplified design approval requirements for AOA indicator. Today, AOA indicators are becoming increasingly affordable for GA pilots and can help prevent stalls.

Why should GA equip with AOA indicators?

An airplane can stall at ANY speed. An AOA indicator can help avoid a stall because speed alone is not reliable. For a given configuration, the airplane always stalls at the same angle of attack (the critical angle of attack). Without an AOA indicator, AOA is “invisible” to pilots.

An AOA indicator can help when used in conjunction with airspeed and existing stall warning systems, when available. It can be used to get the pilot’s attention (via audio and/or low cost stick shakers) even if the pilot is not looking at it. This focuses the pilot’s attention on where it needs to be to avoid the stall.

FAA leads global effort on GA aircraft design



WASHINGTON, DC - The Federal Aviation Administration (FAA) is leading a global initiative with industry and other civil aviation authorities to develop a performance-based approach to airworthiness standards for Part 23 general aviation (GA) airplanes. It’s a top priority for the FAA and the agency’s work is the basis for similar efforts in Europe. The rewrite of Part 23 will set a standard that improves safety, enables innovation, streamlines the certification process and reduces costs by using international consensus standards to

implement the regulations.

“The FAA and our global aviation partners are committed to streamlining the certification process for general aviation airplanes while enhancing safety throughout the world,” said FAA Administrator Michael Huerta. “The FAA is working on completing our proposal as quickly as possible.”

The FAA established an Aviation Rulemaking Committee (ARC) in August 2011 to revitalize general aviation safety worldwide. These airplanes range from small piston-powered airplanes to complex high-performance executive jets. The ARC included members from industry and government with observers from our international counterparts. The ARC presented its recommendations to the FAA in June 2013.

Following the success of the U.S. aviation community’s efforts, EASA recently published an Advance Notice of Proposed Amendment which outlines its approach to reorganizing their rules that follow the ARC’s recommendations. The FAA supports EASA’s regulatory approach, which aligns with the FAA’s global initiative.

The United States has the largest and most diverse GA community in the world with more than 220,000 aircraft including amateur-built aircraft, rotorcraft, balloons, and highly sophisticated turbojets. One of the FAA’s top priorities is reducing GA fatalities, with a goal to reduce the GA fatal accident rate by 10 percent over a 10-year period (2009-2018).

FAA awards two new pilot pre-flight planning services contracts



WASHINGTON, DC - Pilots will be able to file flight plans and receive the latest weather information on-line, effective immediately, under two new Federal Aviation Administration (FAA) contracts. Computer Science Corporation and Lockheed Martin Corporation will provide the pre-flight services under the Direct User Access Terminal Service (DUATS) II contracts the FAA awarded on May 12.

The DUATS II contracts will enable pilots to receive important safety information on their personal computers including current weather conditions, advisories, Notices to Airmen, Temporary Flight Restrictions and airport closures.

Other DUATS II services include graphics tailored to a specific route and assistance with planning during adverse weather conditions. Plain language and interpretation tools also are available to help describe weather conditions.

Both of the one-year contracts have four subsequent one-year options. The total value of the Computer Science Corporation contract is \$20.9 million and the total value of the Lockheed Martin contract is \$3.2 million.

Airline asks travelers: Can I load that carry-on for you?

By David Koenig/AP Airlines Writer



DALLAS (AP) — Airlines are trying to save time by speeding up a part of flying that creates delays even before the plane leaves the gate: the boarding process. This summer travel season, Delta plans to preload carry-on bags above passengers' seats on some flights. Southwest wants to get families seated together more quickly.

Airlines have tinkered with different boarding systems almost since the days of Orville and Wilbur Wright, who tossed a coin to decide who would fly first aboard their biplane. Plenty of people have offered ideas for improvement, but no perfect method has ever emerged. Most airlines let first-class and other elite customers board first. After that, some carriers fill the rear rows and work toward the front.

Others fill window seats and work toward the aisle. Some use a combination of the two. Airlines have also tried other tricks, like letting people board early if they do not have aisle-clogging carry-on bags.

It's not trivial stuff. With many flights full, anxious passengers know that boarding late means there might not be any room left in the overhead bin. And it matters to the airlines. Slow boarding creates delays, which mean missed connections, unhappy customers and extra costs.

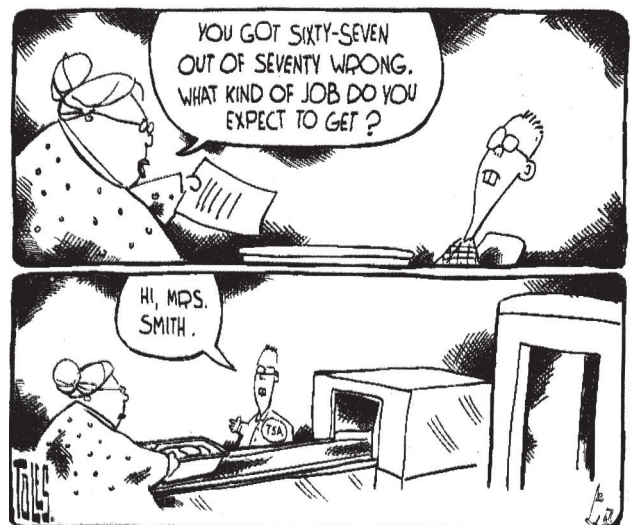
Researchers from Northern Illinois University once figured that every extra minute that a plane stands idle at the gate adds \$30 in costs. About 1 in 4 U.S. flights run at least 15 minutes late. Multiply that by thousands of flights each day, and it quickly adds up for the industry.

Delta's Early Valet service will offer to have airline employees take carry-on bags at the gate and put them in the bins above assigned seats. The airline wants to see if its own workers can load the bins faster than passengers. The service began June 1 on about two dozen flights, and that number is expected to rise steadily during June, Delta spokeswoman Morgan Durrant said. Early Valet will be offered through August on some departures from Delta's busiest airports — Atlanta, New York, Los Angeles, Detroit, Minneapolis, Salt Lake City and Seattle. It will be available only on flights that typically have a high number of vacationers.

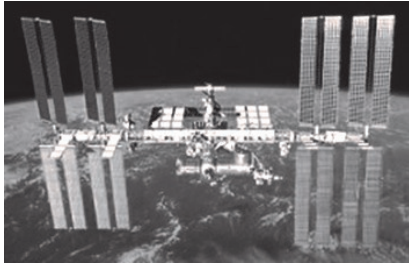
Presumably, business travelers know how to board a plane efficiently. Specially tagged bags will be stowed on the plane before boarding begins, Durrant said. Delta tested the process last summer in Atlanta and Los Angeles and saw some reduction in boarding time, Durrant said.

Gary Leff, co-founder of frequent-flier website MilePoint, said the service will be the biggest help to passengers in the final boarding groups — the ones most likely to find the overhead bins full. Their bags will go in the cabin instead of being gate-checked as cargo. "This has the potential to come across as a nice, high-end service," Leff said, "but I'm skeptical that it will go mainstream" because of labor costs.

Southwest Airlines wants to reduce complaints that families can't find seats together because flights are so crowded. Unlike most airlines, Southwest does not offer assigned seats. Instead, passengers line up at the gate by group — first "A," then "B" and finally "C" — and pick their seat once they are on the plane. The system lets families board together after the "A" group, but only with children up to 4. Some families pay extra for priority boarding to improve their odds. Flight attendants often have to ask other passengers to move to accommodate older children or families that don't get to the gate on time. That usually works, said Teresa Laraba, a senior vice president who oversees customer service, but Southwest recently tested expanding family boarding to include children up to 6, 8 or 11. "We've always tried to finesse it," Laraba said, but the test is designed to see "if there is a tweak that would improve the overall experience for everyone." The airline is now surveying customers and expects to make a decision in a few weeks, she said.



Space station module relocation makes way for commercial crew spacecraft



WASHINGTON, DC - The International Space Station Program took the next step in expanding a robust commercial market in low-Earth orbit when work started on May 27, to prepare the orbiting laboratory for the future arrival of U.S. commercial crew and cargo vehicles. NASA is in the process of reconfiguring the station to create primary and back up docking ports for U.S. commercial crew spacecraft currently in development by Boeing and SpaceX to once again transport astronauts from U.S. soil to the space station and back beginning in 2017. The primary and backup docking ports also will be reconfigured for U.S. commercial spacecraft delivering research, supplies and cargo for the crew.

Robotics flight controllers at the Mission Control Center at NASA's Johnson Space Center in Houston detached the large Permanent Multipurpose Module (PMM), used as a supply depot on the orbital laboratory, from the Earth-facing port of the Unity module and robotically relocated it to the forward port of the Tranquility module. This move will clear the Unity port for its conversion into the spare berthing location for U.S. cargo spacecraft; the Earth-facing port on Harmony is the primary docking location. Harmony's space-facing port currently is the spare berthing location for cargo vehicles, so this move frees that location to be used in conjunction with Harmony's forward port as the arrival locations for commercial crew spacecraft.

The transformation of Harmony's space-facing and forward ports for crew arrivals will continue later this year, when a pair of International Docking Adapters (IDAs) will be delivered on the seventh and ninth NASA-contracted SpaceX cargo resupply missions. The IDAs will be attached to Pressurized Mating Adapters 2 and 3, which enable the spacecraft to equalize internal pressure with the ISS.

The PMM, originally named "Leonardo" by the Italian Space Agency that supervised its manufacture, was one of three cargo modules used to haul supplies back and forth from the station during space shuttle assembly missions. The PMM was launched for the last time to the station on the final flight of the shuttle Discovery on Feb. 24, 2011, and was installed on Unity five days later. The PMM is 22 feet long, 14 feet in diameter and weighs almost 11 tons. It has an internal volume of more than 2,400 cubic feet.

New jet could cross Atlantic in an hour



The US Air Force is developing a super-fast weapon that can fly many times the speed of sound. Traveling at over Mach 5.1, the jet could make it from London to New York in an hour. But it will be used instead as a super-fast weapon, working like a missile.

"We are the Air Force. What do we want to do with this technology? We want to weaponize it," Ryan Helbach, an official with the Air Force Research Laboratory, told Military.com. It's unclear how it would be used

as a weapon, but US officials expect that China and other countries are building similar technology.

The X-51 WaveRider, developed by Boeing, works by dropping out of a traditional plane. During successful tests, it flew through the air using almost no moving parts and a special air-breathing system that allows it to fly so fast. The plane must be given a kick start to get going, so is first propelled by an attached rocket booster. That takes it up to about Mach 4.5, and then drops off — the X-51 can do the rest of the work from there, accelerating up to Mach 5.1. It was tested in 2013, when the plane flew at almost 4,000 mph and reached 60,000-feet before it ran out of fuel and dropped into the sea.

Boeing is now working with the Defense Advanced Research Projects Agency to shrink it into a weapon that could be attached to bomber planes. When that happens, the plane will be able to strike targets without pilots and aircraft ever having to get close to them. "You could then attack defensive targets, those heavily defended or the time-critical targets in a very timely manner — if it's a moving target, before it can move," Kenneth Davidson, who manages the development at the Air Force Research Laboratory, told Military.com. "And then ultimately, these would have a sensor so that they can track a moved target — not necessarily something that is moving, but if the target moves or it gets into the area, they can see the target and hit it very, very accurately."

Here are some statistics for the Year 1914

The average life expectancy for men was 47 years.

Fuel for cars was sold in drug stores only.

Only 14 percent of the homes had a bathtub.

Only 8 percent of the homes had a telephone.

There were only 8,000 cars and only 144 miles of paved roads.

The maximum speed limit in most cities was 10 mph.

The tallest structure in the world was the Eiffel Tower.

The average US wage in 1910 was 22 cents per hour.

The average US worker made between \$200 and \$400 per year.

A competent accountant could expect to earn \$2000 per year, A dentist \$2,500 per year, a veterinarian between \$1,500 and \$4,000 per year, and a mechanical engineer about \$5,000 per year.

More than 95 percent of all births took place at home.

Ninety percent of all Doctors had NO COLLEGE EDUCATION! Instead, they attended so-called medical schools, many of which were condemned in the press AND the government as "substandard."

Sugar cost four cents a pound.

Eggs were fourteen cents a dozen.

Coffee was fifteen cents a pound.

Most women only washed their hair once a month, and used Borax or egg yolks for shampoo.

Canada passed a law that prohibited poor people from entering into their country for any reason.

The Five leading causes of death were:

1. Pneumonia and influenza
2. Tuberculosis
3. Diarrhea
4. Heart disease
5. Stroke

The American flag had 45 stars.

The population of Las Vegas, Nevada, was only 30!!!

Crossword puzzles, canned beer, and iced tea hadn't been invented yet.

There was neither a Mother's Day nor a Father's Day.

Two out of every 10 adults couldn't read or write and only 6 percent of all Americans had graduated from high school.

Marijuana, heroin, and morphine were all available over the counter at the local corner drugstores.

Back then pharmacists said, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health!" (Shocking?)

Eighteen percent of households had at least one full-time servant or domestic help.

There were only 230 reported murders in the ENTIRE U.S.A.!

Medicare: Policy, Advocacy and Education Website

This is a very valuable website that's chock full of information, but sometimes help is needed to go through the information. See the telephone consultation information in the next paragraph.

<http://www.cahealthadvocates.org/basics/index.html>



ACROSS

- 1. "Are you ready to fall back to the lost art of ___ and clock if your electronic aids fail?" -FAA-P-8740-22
- 8. Ammeter units
- 12. The sleek 177
- 13. Kind of road (*Sectional chart legend*)
- 14. Sikorsky's post-USSR locale
- 15. "Operating frequency range of a ___...is from 960 MHz to 1215 MHz." -AIM 1-1-7
- 16. 1,000 near India
- 17. If they're a-frayed, don't fly!
- 20. Prepare brakes for run-up
- 22. The ___ Piper Aircraft, Inc. (1995)
- 23. "Because of a smaller scale, -s do not show as much detail as sectional or TACs." -AIM 9-1-4
- 25. Cool down after a dogfight?
- 27. Aeronautical Corporation of America (*Founded in 1928*)
- 31. First airplane certified after World War II (27 ACROSS model)
- 34. Colleen Humrickhouse's swear words to Bob Hoover, 1947
- 35. LOC with GS
- 37. Clear, for one type
- 38. "When in ___, go around." -FAA-P-8740-49
- 41. Like layered air flow
- 44. "Some VASIs consist of three bars: ___, middle, and far." -AIM 2-1-2
- 46. Swing one's tail

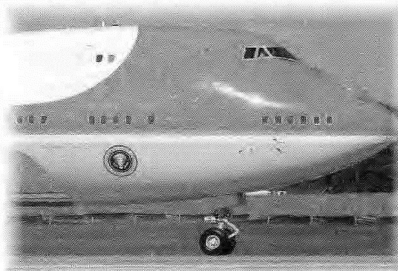


Terry Shepherd

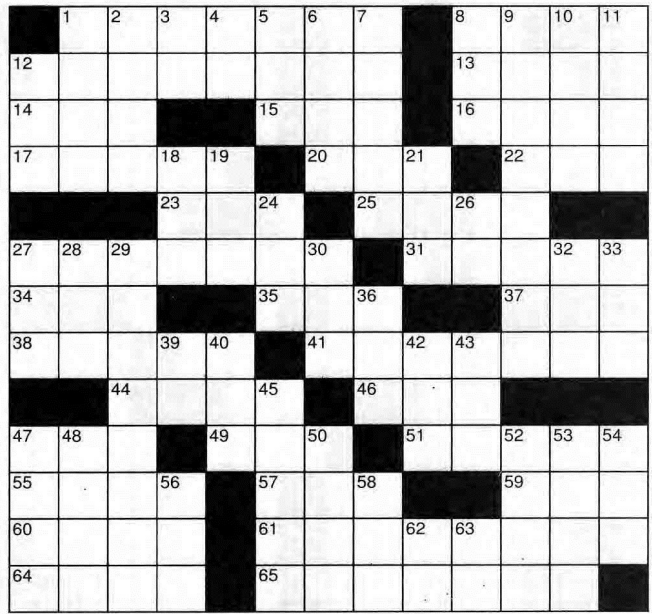
- 47. "It may take several days to ___ the body of carbon monoxide." -FAA-P-8740-41
- 49. "If it's too ___ to go IFR, we'll go VFR!" -Unknown
- 51. "Negative contact".
- 55. "He was the ___ of two countries." -Eddie Rickenbacker, regards French ace Raoul Lufbery
- 57. "A pilot can achieve a moderate degree of dark adaptation within 20 minutes under ___ red cockpit lighting." -AIM 8-1-6
- 59. "You can learn ten things by learning ___." -Japanese proverb
- 60. Like towered airport symbols
- 61. Radios, etc.
- 64. "Some jet transports have two ___ of ailerons." -FAA-H-8083-25
- 65. Never exceed radial

DOWN

- 1. 1 ACROSS container
- 2. Medication method
- 3. Home of Andrews AFB
- 4. 3.141...
- 5. "...cleared for stop ___ go"
- 6. Fighter pilot fears, besides AAA
- 7. "The greatest hazard on my New York to Paris flight turned out to be my



Adam Wright



- 8. HMS ___ Royal (*Britain's first aircraft carrier, 1914*)
- 9. Controller's altitude request
- 10. "I...raced to the far end of the runway...to be of assistance if Lindbergh should ___ up." -Anthony Fokker
- 11. Way to go, with jet in tow
- 12. Popular plane designed by Gilbert Taylor, 1930
- 18. Sixty degrees to starboard
- 19. Sigtronics Corporation, ___ Dimas, California
- 21. "While similar to sectional charts, -s have more detail because the scale is larger." -AIM 9-1-4
- 24. Mooney model named for its top speed (*Rom.*)
- 26. St. on both New York and Montreal sectionals
- 27. Helpful LDA part
- 28. Famous float factory
- 29. Flare
- 30. "Each pilot in command shall, before beginning a flight, become familiar with ___ available information concerning that flight." -FAR 91.103
- 32. "Lowest altitude at certain fixes at which an aircraft must cross when proceeding in the direction of a higher MEA." -Pilot/Controller Glossary
- 33. Feet-minute link
- 36. Spotted
- 39. "___ advised..."
- 40. Rudder part
- 42. "Rocket ___, " by Elton John
- 43. "Off ___, into the wild..." (*Solo*)
- 45. "Using ___ for weather avoidance requires operational experience and expertise." -FAA-P-8740-12
- 47. Cambered structures
- 48. Power over the fence
- 50. Go zero Gs
- 52. Enter a formation
- 53. "I was a passenger on the journey...I did not handle the controls ___." -Amelia Earhart, first transatlantic flight, 1928
- 54. Best thing to hear after "Belt fastened, dear?"
- 56. Colonel MacDill (*MacDill AFB, Florida*)
- 58. -way or -west
- 62. " -d gaskets should never be reused." -AC 65-12A
- 63. Nickel, periodic-ally

Solution on Page 39

RUAEA's Annual Convention Information



It's that time again, RUAEA has their Annual Convention Package ready for interested parties. The 2015 Convention will be in Pittsburgh, PA September 23-26 at the Double Tree Pittsburgh-Green Tree. There is a nice tour package with two tours that include the Flight 93 Memorial. On Friday evening the social time will include the 'Flavors of Pittsburgh.' The Saturday night banquet will feature a three course meal along with entertainment.

For more information and registration forms please go to the RUAEA website at

www.ruaea.org and click on the '2015 Convention, Pittsburgh, PA.' Hope to see you there.

Ron Bertacini

Vice President of Conventions

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Agings' 'Solutions' Outpace Proof They Work

By Jane Brody/The New York Times



With people worldwide living longer, marketers are seizing on every opportunity to sell remedies and devices that they claim can enhance memory and other cognitive functions and perhaps stave off dementia as people age. Games like crosswords, for example, may offer more pleasure than real benefits.

Among them are "all-natural" herbal supplements like Luminene, with ingredients that include the antioxidant alpha lipoic acid, the purported brain stimulant ginkgo biloba, and huperzine A, said to increase levels of the neurotransmitter acetylcholine; brain-training games on computers and smartphones; and all manner of puzzles, including crosswords, Sudoku and jigsaw, that give the brain a workout, albeit a sedentary one.

Unfortunately, few such potions and gizmos have been proven to have a meaningful, sustainable benefit beyond lining the pockets of their sellers. Before you invest in them, you'd be wise to look for well-designed, placebo-controlled studies that attest to their ability to promote a youthful memory and other cognitive functions.

Even the widely acclaimed value of doing crossword puzzles has been called into question, beyond is unmistakable benefit to one's font of miscellaneous knowledge. Although there is some evidence that doing crosswords may help to delay memory decline, Molly Wagster a neuroscientist at the National Institute on Aging, said they are best done for personal pleasure, not brain health. "People who have done puzzles all their lives have no particular cognitive advantage over anyone else," she said.

The institute is one of several scientific organizations sponsoring rigorous trials of ways to cash in on the brain's lifelong ability to generate new cells and connections. One such trial, Advanced Cognitive Training for Independent and Vital Elderly, or Active, was a 10-year follow-up study of 2,832 cognitively healthy adults 65 and older who were not living in nursing homes. Participants were divided into four groups and randomly assigned to one of three 10-session training programs - for memory, reasoning and speed of processing - or to a no-treatment control group, with an additional four booster training sessions 11 and 35 months later.

A decade later, at an average age of 82, 60 percent of those in the training programs, compared with 50 percent of the controls, had maintained or improved their ability to perform activities of daily living. All also had improved their respective trained functions. Those in the reasoning and speed-of processing groups retained those benefits 10 years later, but the effects of memory training were ultimately lost.

While these results are hardly dramatic, given the aging population, even small benefits from training programs can greatly increase the number of older people who remain able to live on their own and enjoy

life. Dr. Wagster suggested that such programs could be conducted at senior centers, Y.M.C.A.s, churches, temples and other venues that house community events.

There is also research-based evidence that certain computer games can improve cognitive skills in older people. Dr. Adam Gazzaley, a neuroscientist at the University of California, San Francisco, and his colleagues demonstrated that a computer game called NeuroRacer enhanced the ability to multitask, a facility that typically declines with age. NeuroRacer requires players to steer a car on a winding, hilly road with the left thumb while watching for signs that randomly pop up and have to be shot down with a right-hand finger.

Participants aged 60 to 85 who trained on the game for four weeks improved their ability to focus well enough to outscore untrained 20-year-olds, and they maintained the benefit for at least six months. Effects of the training transferred to other cognitive skills known to decline with age: sustained attention, divided attention and working memory; the researchers reported in the journal *Nature*. In addition, physical evidence of the benefit was demonstrated with electroencephalograph measurements of brain activity that indicate cognitive control. Nonetheless, Dr. Gazzaley cautioned against assuming that video games are "a guaranteed panacea" for cognitive decline.

In a systematic review of studies involving cognitive training of older adults using computerized programs, including many who had no prior experience with video games or computers, researchers at Johns Hopkins University Bloomberg School of Public Health reported that cognitively healthy people 55 and older did not have to be "technologically savvy in order to successfully complete or benefit from training." The researchers found the results to be as good as or better - and less labor-intensive - than more traditional pencil-and-paper training programs.

Although it is commonly thought that older adults do not enjoy learning to use new technology, the researchers noted that the older adults who completed the computerized training programs "were positive" about the experience. They pointed out that with a growing number of older adults having computers and access to the Internet, "cognitive training programs need to take fuller advantage of these outlets to improve cognitive function and delay cognitive decline in later life." However, the team also called for more and larger "well-designed randomized controlled trials" to confirm their findings.

The Institute of Medicine has cautioned consumers to beware of phony or poorly tested products that claim to "prevent, slow or reverse the effects of cognitive aging." Consumers should ask: Was the product shown to improve "performance on real-world tasks"? Are the claims supported by "high-quality research" that has been "in-dependently verified"? And, most important, how do the supposed benefits compare with those from actions like physical activity and social and intellectual engagement?

In addition to engaging in daily physical exercise, consuming a heart-healthy diet (including dark chocolate!) and trying to get seven hours of sleep a night, my own memory enhancing strategies include addressing people by name every time I see them and dialing frequently called phone numbers from memory rather than using speed dial.

But I also take practical measures to avoid memory lapses: I keep a running shopping list; post to-do notes in the kitchen where I can't miss them; record all appointments, with audible alerts, on my smartphone and computer; and maintain a can't-miss tickle file of upcoming events in date order, with the dates written in large red numbers.



6 Reasons Beer Is Good for You

Beer lovers, rejoice! Not only does beer taste great, and make you feel "buzzed" on life, beer is also good for you. Well, in moderation. As pints are poured in bars and restaurants across the country, know that drinking beer has real health benefits*.



1. **Decrease Incidence of Heart Disease:** There are more than 20 well-done, large international studies that all demonstrate the heart benefits of moderate alcohol consumption. One study, conducted by the National Institute on Alcohol Abuse and Alcoholism (NIAAA) noted a 20 to 40 percent decrease in coronary artery disease in moderate alcohol drinkers. Now, that doesn't mean drinking more is better. Drinking beer responsibly is drinking healthy. Moderate consumption of beer (alcohol) results in an increase in HDL (good cholesterol) and a decrease in LDL (bad cholesterol), along with an improvement in both HDL and LDL particle size. So, don't worry about the medical terms; just know that a slightly "buzzed" heart is a happy heart!
2. **Hops of Vitamins:** A Dutch study showed a 30 percent increase in vitamin B6 in beer drinkers, which makes sense because hops are loaded with the vitamin. This is important because vitamin B6 helps to battle heart disease. Alcohol is also an antioxidant, which may contribute in part to the decrease in heart disease. So if you're looking for a boost in vitamin B6, or just want a healthy dose of antioxidants, grab a cold one (or two) and cheers to your health!
3. **Decrease in Kidney Stones:** The Journal of Epidemiology revealed a 40 percent decrease in kidney stones among beer drinkers. This is most likely secondary to the hydration from the beer since we don't note a similar finding with other alcohol consumption. So if you want to avoid the extreme pain associated with kidney stones, grab a couple of brews and drink to stone-free days ahead.
4. **Benefits for Women:** The American Journal of Clinical Nutrition says beer helps prevent a decrease in bone density. Beer is also high in flavonoids — from the hops — which acts as a natural hormone replacement. The National Osteoporosis Risk Assessment followed more than 200,000 females and found that drinking alcohol decreased the incidence of osteoporosis. All of this leads to a decrease in hip fractures in elderly females, which is important because hip fractures after the age of 65 are associated with a significant increase in mortality. So, women, if you're concerned about your bone health, don't just focus on calcium; add some beer to your diet for another way to protect your bone density.
5. **Beer Makes Your Head Clear:** That's right; drinking the right amount of beer is good for your mental health. The New England Journal of Medicine reported a preservation of mental acuity, especially in elderly women, who drink alcohol moderately. There are numerous studies that show that moderate alcohol consumption not only decreases the incidence of Alzheimer's but also improves memory, concentration, and reasoning.
6. **Stroke Reduction:** Multiple studies consistently show up to a 50 percent reduction in the risk of strokes in moderate alcohol drinkers. Most notable was a study in The Journal of the American Medical Association (JAMA). The American Stroke Association has stated that two alcoholic drinks per day can decrease your incidence of stroke.

So, the next time you crack open a cold one, know that you're doing more than just having a good time... you're drinking to your health! Cheers!

*The health benefits of drinking beer and alcohol in general are based on moderate consumption, which means two beers per day for an average-size man and one beer a day for average-size women. Many of the benefits described above are lost when alcohol is consumed excessively, and drinking alcohol excessively can have a serious negative effect on your health. — Dr. Paul Thompson, Inspiyr.com

The Growing Generational Divide

By Silas House/The New York Times



BEREA, Ky. — I was always with older folks when I was very young. They called me “Little Man” and told me I was “an old soul.” I worked in the garden with my grandparents, learned how to count money with Old Man Hoskins at the local store, and eavesdropped on the tales of my ancient neighbors. But it was the stories of my fierce aunt, Sis, that were my favorite.

Unfortunately, it seems there are fewer opportunities for different generations to interact now. The 2010 United States census shows that Appalachia, where I live, has some of the lowest levels of age segregation in the nation. Yet even here I notice a shift away from the intergenerational activity I enjoyed as a child in the 1980s.

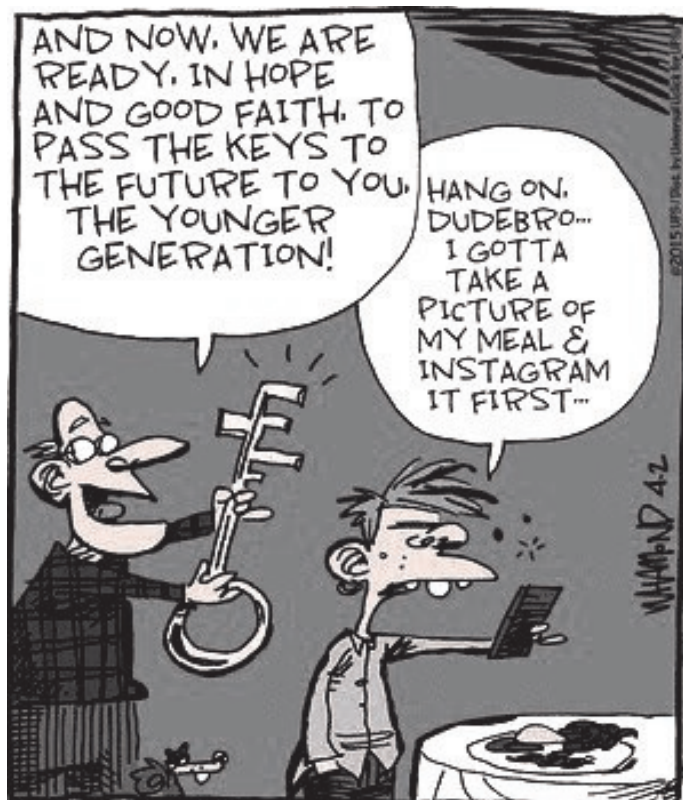
What do we lose as we drift further away from our elders? I spent a great deal of my time with Aunt Sis, who seems to have always been old. She knew how to plant and how to build a fire. She had once been known as the wildest and most beautiful woman in Leslie County, Ky. She was blunt and hard to please. Sis loved to wear red dresses and red lipstick. Her coal-black hair was always styled, even after long hours in the yarn factory that left her hands bloody with thin cuts. I grew up right next door to her, and everyone said I was “her pick.” She didn’t bother to deny it. “Little Man is my baby,” she always said, even when I was into my 40s. Sis challenged my notions of what it meant to be elderly. Sis loved the most current music. She cussed. She took me to concerts and sneaked me into R-rated movies. Sometimes she and I danced in her living room to the latest Bob Seger record. “He’s my favorite!” she’d yell while she snapped her fingers, every part of her moving. “Turn it up, Little Man!” More than anything else, my aunt told me stories. She knew all the key elements of storytelling: love, mystery, trouble. In her tales there was comedy, tragedy, a man who got his comeuppance, a defiant woman who would not be defeated, a community that ostracized the heroine. She recalled rationing and claimed to remember listening to F.D.R., my childhood hero, on the radio. She brought my long-lost great-grandparents to life.

This is the main thing we lose when we don’t talk to our elders: the histories. How many teenagers, for example, know the intimate details of the Kardashians’ lives but don’t know the love stories of their own parents? The joys and sorrows of the older generations serve as examples for us to learn from, to emulate or, perhaps even more useful, to avoid. As age segregation becomes more ingrained in our culture, what cycles will be repeated, what misconceptions will flourish?

Sis was not without fault, of course. She could be racist and xenophobic in a casual way that many of her generation shared. I had learned that slurs like this were not appropriate, and taught her as much.

Many of us move away from our hometowns and extended family. As I got older, I moved, too. We also take less part in the activities that once brought different generations together: things like church, community-focused entertainment and communal work. In my hometown, entire families used to attend an annual sorghum cook-off. We pulled foam off the bubbling syrup, sat around an outdoor fire and exchanged stories. First the teenagers stopped coming, then the middle-aged folks. For a while the older generation soldiered on, but that particular tradition stopped a few years ago now.

The generational divide is nothing new, of course, and it may only continue to grow. According to the most



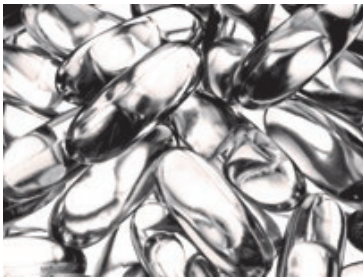
recent census, the elderly population will more than double between now and 2050. Before then we'll have to decide if it's better to ignore a huge chunk of our population, or if we will embrace everything we can give to one another. Members of the older generation can help; they are certainly not innocent in this. They, too, congregate with those their own age. My generation should be bridging the gap between the young and the elderly.

My daughters, both teenagers, spent a lot of time with Sis in her very old age. She may have been on oxygen and in a wheelchair, but the stories she shared taught them how to be as strong, defiant and determined as she had always been. Sis taught them that people of all ages have value, and revealed to them that multigenerational mixing can lead to true laughter, knowledge and mutual respect.

Sis's favorite singer, Bob Seger, turned 70 in May and recently released another album. Shortly before her death in February, I played a few of his new songs for Sis. She managed to swing her foot along to the beat. Struggling for breath, she smiled at the music and our joint memories. Now she is gone, and a universe of stories has gone with her. Fortunately, I had been taught to listen, to be present, and so those stories go on in me and in my daughters, handed down from one generation to another.

Fish Oil Claims Not Supported by Research

By Anahad O'Connor/The New York Times



Fish oil is now the third most widely used dietary supplement in the United States, after vitamins and minerals, according to a recent report from the National Institutes of Health. At least 10 percent of Americans take fish oil regularly, most believing that the omega-3 fatty acids in the supplements will protect their cardiovascular health. But there is one big problem: The vast majority of clinical trials involving fish oil have found no evidence that it lowers the risk of heart attack and stroke.

From 2005 to 2012, at least two dozen rigorous studies of fish oil were published in leading medical journals, most of which looked at whether fish oil could prevent cardiovascular events in high-risk populations. These were people who had a history of heart disease or strong risk factors for it, like high cholesterol, hypertension or Type 2 diabetes. All but two of these studies found that compared with a placebo, fish oil showed no benefit. And yet during this time, sales of fish oil more than doubled, not just in the United States but worldwide, said Andrew Grey, an associate professor of medicine at the University of Auckland in New Zealand and the author of a 2014 study on fish oil in *JAMA Internal Medicine*. "There's a major disconnect," Dr. Grey said. "The sales are going up despite the progressive accumulation of trials that show no effect."

In theory at least, there are good reasons that fish oil should improve cardiovascular health. Most fish oil supplements are rich in two omega-3 fatty acids — eicosapentaenoic acid (EPA) and docosahexaenoic acid (DHA) — that can have a blood-thinning effect, much like aspirin, that may reduce the likelihood of clots. Omega-3s can also reduce inflammation, which plays a role in atherosclerosis. And the Food and Drug Administration has approved at least three prescription types of fish oil — Vascepa, Lovaza and a generic form — for the treatment of very high triglycerides, a risk factor for heart disease. But these properties of omega-3 fatty acids have not translated into notable benefits in most large clinical trials.

Some of the earliest enthusiasm for fish oil goes back to research carried out in the 1970s by the Danish scientists Dr. Hans Olaf Bang and Dr. Jorn Dyerberg, who determined that Inuits living in northern Greenland had remarkably low rates of cardiovascular disease, which they attributed to an omega-3-rich diet consisting mainly of fish, seal and whale blubber. Dr. George Fodor, a cardiologist at the University of Ottawa, outlined flaws in much of this early research, and he concluded that the rate of heart disease among the Inuit was vastly underestimated. But the halo effect around fish oils persists.

The case for fish oil was bolstered by several studies from the 1990s, including an Italian study that found that heart attack survivors who were treated with a gram of fish oil daily had a drop in mortality, compared with patients taking vitamin E. These findings prompted groups like the American Heart Association to

endorse fish oil about a decade ago as a way for heart patients to get more omega-3s in their diets. “But since then, there has been a spate of studies showing no benefit,” said Dr. James Stein, the director of preventive cardiology at University of Wisconsin Hospital and Clinics. Among them was a clinical trial of 12,000 people, published in *The New England Journal of Medicine* in 2013, that found that a gram of fish oil daily did not reduce the rate of death from heart attacks and strokes in people with evidence of atherosclerosis.

“I think that the era of fish oil as medication could be considered over now,” said the study’s lead author, Dr. Gianni Tognoni of the Institute for Pharmacological Research in Milan. Dr. Stein said the early fish oil studies took place in an era when cardiovascular disease was treated very differently than it is today, with far less use of statins, beta blockers, blood thinners and other intensive therapies. So the effect of fish oil, even if it were minor, he said, would have been more noticeable. “The standard of care is so good today that adding something as small as a fish oil capsule doesn’t move the needle of difference,” he said. “It’s hard to improve it with an intervention that’s not very strong.” Dr. Stein also cautions that fish oil can be hazardous when combined with aspirin or other blood thinners. “Very frequently we find people taking aspirin or a ‘super aspirin’ and they’re taking fish oil, too, and they’re bruising very easily and having nosebleeds,” he said. “And then when we stop the fish oil, it gets better.”

Like many cardiologists, Dr. Stein encourages his patients to avoid fish oil supplements and focus instead on eating fatty fish at least twice a week, in line with federal guidelines on safe fish intake, because fish contains a variety of healthful nutrients other than just EPA and DHA. “We don’t recommend fish oil unless someone gets absolutely no fish in their diets,” Dr. Stein said.

But some experts say the case for fish oil remains open. Dr. JoAnn Manson, the chief of preventive medicine at Brigham and Women’s Hospital in Boston, said the large clinical trials of fish oil focused only on people who already had heart disease or were at very high risk. Fish oil has also been promoted for the prevention of a variety of other conditions, including cancer, Alzheimer’s and depression.

Dr. Manson is leading a five-year clinical trial, called the Vital study, of 26,000 people who are more representative of the general population. Set to be completed next year, it will determine whether fish oil and vitamin D, separately or combined, have any effect on the long-term prevention of heart disease, Type 2 diabetes, and other diseases in people who do not have many strong risk factors. Dr. Manson says that although she recommends eating fatty fish first, she usually does not stop people from taking fish oil, in part because it does not seem to have major side effects in generally healthy people. “But I do think people should realize that the jury is still out,” she said, “and that they may be spending a lot of money on these supplements without getting any benefit.”

Greyhound launches new tool for travelers



Greyhound, the largest provider of intercity bus transportation in North America, announced the launch of BusTracker— a new real-time GPS tracking system that allows customers to see where their bus is, and when it will arrive at their destination. Customers can access BusTracker by visiting Greyhound.com and searching by schedule number, departure city or arrival city for updates. Automatically updating every one to four minutes, BusTracker pulls data from three tracking systems installed on all of Greyhound's buses to provide the latest schedule status for customers. For those using a smartphone, BusTracker will be available at the end of

June on both Apple and Android devices.

The launch of BusTracker is the company's latest enhancement designed to improve and personalize customers' experience following a rollout of several transformational investments, including the completion of the company's fleet upgrade of more than 1,200 buses. All buses now feature modern amenities such as free onboard Wi-Fi, power outlets, leather seats, extra legroom and access to OnTouch®, an onboard catalog of destination packages that allows customers to purchase tickets to theatrical events, popular attractions and ground transportation offers. Other features such as guaranteed seating and \$1 fares on Greyhound Express routes have also reintroduced the brand as an affordable, modern travel option.

Ailing doctors see dying as a right

By Anna Gorman/San Francisco Chronicle



Dan Swangard, a 48-year-old physician from San Francisco, knows what death looks like. As a physician, he has seen patients die in hospitals, hooked to morphine drips and overcome with anxiety. He has watched dying drag on for weeks or months as terrified relatives stand by helplessly.

Swangard, was diagnosed in 2013 with a rare form of metastatic cancer. Recently, however, his thoughts about how seriously ill people die have become personal. He was diagnosed in 2013 with a rare form of metastatic cancer. To remove the cancer, surgeons took out parts of his pancreas and liver, as well as his entire spleen and gallbladder. The operation was successful but Swangard knows there's a strong chance the disease will return. And if he gets to a point where there's nothing more medicine can do, he wants to be able to control when and how his life ends. "It's very real for me," said Swangard, who lives in Bolinas, Calif. "This could be my own issue a year from now."

That's one of the reasons Swangard joined a California lawsuit last month seeking to let doctors prescribe lethal medications to certain patients who want to hasten death. If he were given only months to live, Swangard said, he can't say for certain whether he would take them. "But I want to be able to make that choice," he said.

The right-to-die movement has gained renewed momentum in California and around the nation following the highly publicized death of an East Bay woman with brain cancer. Brittany Maynard, 29, moved to Oregon to take advantage of its "Death with Dignity" law and died in November after taking a fatal dose of barbiturates prescribed by her doctor.

The California lawsuit asks the court to protect physicians from liability if they prescribe lethal medications to patients who are both terminally ill and mentally competent to decide their fate. The lawsuit argues that while it is against the law in California for anyone to assist in another's suicide, these cases are not suicides. Rather, the suit argues, they are choices by a dying person on how his or her life should end and decisions about one's own body protected under the state constitution. Separately, two California state senators have proposed a bill that would allow doctors to prescribe lethal medication to certain terminally ill adults.

Three states – Oregon, Washington and Vermont – already have laws allowing physician-assisted deaths. Courts in New Mexico and Montana also have ruled that aid in dying is legal, and a suit was also recently filed in New York. Legislation is pending in several other states. Kathryn Tucker, an attorney on several of the court cases, is also spearheading the California lawsuit. This time, she and her legal team decided to include among the plaintiffs two doctors with life-threatening illnesses, Swangard and a retired San Francisco obstetrician. Physicians "have a very deep and broad understanding about what the journey to death can be like," said Tucker, executive director of the Disability Rights Legal Center. "The curtain is pulled back. For lay people, death is much more mysterious."

Historically, doctors have been some of the most vocal critics of assisted suicide, also called aid-in-dying. The American Medical Association still says that "physician-assisted suicide is fundamentally incompatible with the physician's role as healer." Similarly, though it hasn't taken a position on currently proposed legislation, the California Medical Association has said that helping patients die conflicts with doctors' commitment to do no harm. "It is the physicians' job to take care of the patient and that is amplified when that patient is most sick," said spokeswoman Molly Weedn. But a recent survey of 21,000 doctors in the U.S. and Europe shows views may be shifting. According to Medscape, the organization that did the survey, 54 percent of American doctors support assisted suicide, up from 46 percent four years earlier. Swangard is among those who believe that taking care of patients means letting them choose how their lives should end. That's not the same as killing patients or facilitating suicide, he said.

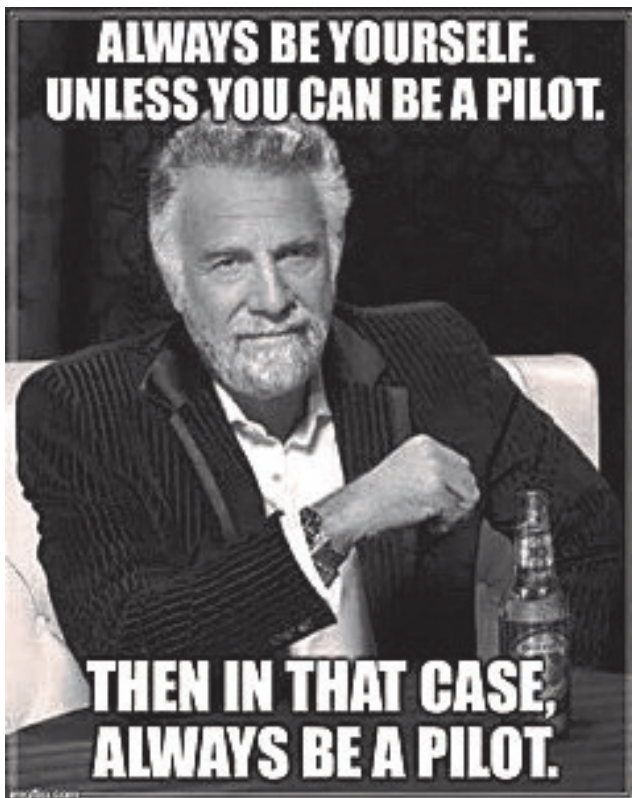
Swangard completed his medical residency in San Francisco in the middle of the AIDS crisis; young men were dying all around him. Throughout his career as an internal medicine doctor, a hospice volunteer and now an anesthesiologist, he has become frustrated with how the medical system handles death. Doctors spend so much time trying to extend life that few focus on what patients want in their last days, he said. "I don't think we know how to die," he said. "We fight tooth and nail to keep that from happening. The decision when he dies should be his to make with his family and his doctor," Swangard said, he wants to be surrounded by people he loves. He doesn't want to be in a drug-induced haze, nor consumed by worry about what's next. He wants to be able to say goodbye.

LETTERS

JIM BOYER—Lake Forest, IL

Greetings from beautiful Northern Illinois! This being my 83rd trip around the sun deserves an on time check-in.

Corrinne (my bride for 59 years) and I are doing pretty good. Some of the usual aches and pains and the usual hiccups associated with getting older. I did have an unusual revisit from a childhood illness - chicken pox. It is now called shingles and not a fun experience. The first symptom was a sharp head ache around the right eye - so it must be sinus! Well then my hair started to hurt - yes, my hair! The first visit to an internist did not result in anything positive so on to the ENT and he didn't think it was sinus. But he did suggest a CT scan. Nothing was found. Now my right eye is really starting to hurt so off to my ophthalmologist and, after an eye exam revealed an alarming high pressure reading of said eyeball, and a rash on my forehead and right temple, he exclaimed "you have shingles of the eye"! Or in the eye - whichever. He prescribed eye drops and to keep taking Aleve twice a day. The drops took care of the eye pressure and my old, aging immune system eventually took care of the virus. I had taken the shingles shot a few years ear-



lier and I believe that eased the symptoms a great deal.

We continue to support our grandchildren in their sporting endeavors - mainly soccer and softball. And, now our grandchildren are getting married and presenting us with great grandchildren - 3 so far and one on the way. Our cup runneth over!

We try to walk every day - we have to get up every hour or our apple watches start making strange noises and vibrations - and I still am trying to play golf and tennis. Well, it's keeping me out of bars, etc except when we stop for lunch and it's my turn to buy.

I have paid my annual dues via the RUPA website - did you get it? A suggestion: I wanted to add something additional for the coffee fund.

Thank you to all at the officers and you, Cleve and Leon. We really appreciate all that you do.

Corrinne and Jim Boyer 1957 - 1992
SFO, MDW, ORD, SFO AND ORD

MRS. MARY COLLINS—Ft Myers, FL
RUPANEWS, so sorry this check is late. Ted, as you know, has been struggling with Alzheimer's for several years and the dreaded disease finally won the battle on 19 May -- one day before his 84th birthday.

He fought valiantly - but - surrounded by his three sons and wife Mary (of 65 years), he peacefully ascended to the heavens and to his Lord, where he longed to be.

The April issue of the RUPA magazine remains on his desk, unread, but I'm enclosing a check for another year; it's what he would want me to do.

Thank you for the News and fun you brought into our home for many years. Keep up the good work. Sincerely, *Mary Collins*

BILL EADS—Mesquite, NV

Donna and me, with our boxer, Prancer, are still enjoying the good life in our little town of Mesquite. Lots of building going on here, but a long way from being crowded. Guess the word is getting out about our town being named the number one spot to retire in the USA!

My latest book, a novel titled *Lightning Flight!* was published last fall and has been moderately successful - depending on how much time I want to spend

promoting same! Anyone interested is invited to check out my website, www.billeadsbooks.com.

Playing tennis 3 or 4 days a week, about the same number of times I play golf each year... Haven't tried SA travel lately - we usually buy the 20% off discount tickets and get treated like everyone else... At least we don't have to pay for our bags.

Stop by for a cold beer if in the area - we're only 85 miles north of LAS and close to the beautiful spots in Utah like Zion, Bryce, etc. Cheers, *Bill*

ROGER H. EHM—Walnut Creek, CA

I just looked to the left of my desk and saw a certificate hanging on the wall. It shows the date, 17 March 1955, that I got my commission and wings in advanced training, USN. Where does the time go? This June I will have been retired from UAL for 24 years.

I just got an advisory from the wife of a DC3 copilot who I was working with when we flew for PANAGRA in South America. That was in 1958 and 1959. She said that Bob had just died. When we were laid off he wound up with AAL, and I with UAL.

Emily and I will celebrate our 61st wedding anniversary in December.

Aside from the lack of rainfall, we are still enamored with the Northern California weather. Things go pretty well aside from the aches and pains of antiquity.

Thanks for the fine publication. I read it from cover to cover each month. *Roger*

DON EIKEN—Sun Lakes, AZ.

Hi Cleve, I am fascinated by the neat stories fellow Ruparians write in this Journal. Each one is unique and very interesting. I wish many others would write their stories and share with us as well. If they are not written down someplace they will be forgotten and that would be a shame. Your family, friends, and others would like to hear about your experiences.

Anyone who has been flying airplanes for 30 to 40 years or more has a wealth of information that the great majority of people could only imagine! How about all the training, operational irregularities, weather related surprises, combat experiences etc.

In addition to flying stories, how about writing an

autobiography! I sure wish my parents had left me one. Both of my parents are deceased and I'm sorry I didn't quiz them more on what life was like for them. What was their family life like; how did they choose their careers and their mates. What severe challenges did they face etc..

I have thought about this for some time and decided that I'm not going to leave our children and grandchildren wondering about our journey. After much prompting from a good friend in Denver I wrote an autobiography. It contains five chapters. Chapter 1; Early Life, Chapter 2; Family Life; Chapter 3; U.S. Navy; Chapter 4; United Airlines; and chapter 5; Retirement. The biggest problem was getting started!

I gave a copy to members of our family during our Christmas celebration together and was pleasantly surprised in how well it was received! In addition, Jan & I recorded a 30 minute video of some of the highlights of our 58 years together. Now our grandchildren can show their kids how Grandpa and Grandma looked and sounded like. That could be frightening for them!

Anyhow, it has been a fun project for us and maybe some of you will be encouraged to do so as well. Cordially, *Don*

CHUCK GEORGE—Stanwood, WA

Hi All, Late as usual, but it's not my fault..... sorry I'm practicing up my excuses, for my golf partners. I pretty well have the lies down, so I don't need practice there.

Well my 78th has been a somewhat bad year for me. A few trips to the ER with Heart and Colin problems, (No it's not being full of S**t that is the problem.....at least not that one), but it looks like we may have discovered the root cause, so hopefully we'll get it corrected.

Anyway, add my thanks to the folks who keep the organization running. It's great to see how well most are doing, and express sadness at those who have Flown West. I am finding more and more contemporaries in their ranks. Hope that doesn't mean what it would seem.

On to the good news, my grandkids (7 of them ranging in age from 20 to 4) are terrific. (Mine are the best in the world, and that's just how it is.....no arguments allowed, or even given serious consideration). The 20 year old is in the Army stationed at

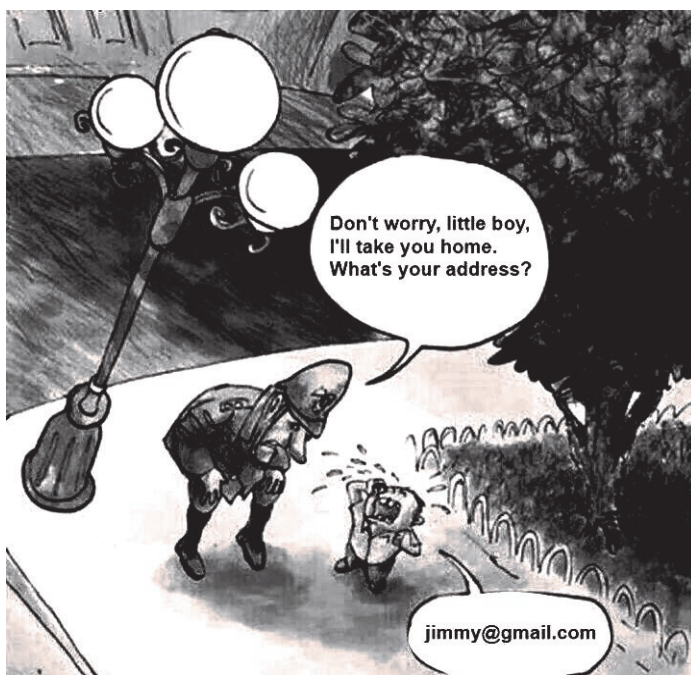
Fort Collins, CO, and the 4 year old is driving my son and daughter-in-law up the wall. The definition of grandkids is grandparent revenge. You get to spoil the crap out of them, and send them home to their parents on sugar highs. Any complaining your kids do can be met with a story to match, about their having been the same. If your kids start to get reluctant to let you spend time with them, you can get word to the grandkids to bug their parents until they are willing to send them your way. It takes some scheming, but it's fun when you do it with the grandkids.

My Son-in-law owns an RV-9 that I get to go flying in from time to time. He is an exec in a firm that manufactures glass cockpits for light planes, and his signing bonus was a system for his RV-9. They sell for up to \$30,000+ each, so it was a nice bonus. He plans to use it to fly to airshows and demonstrate its capabilities. Right at the moment, they pretty much sell to light plane manufactures, and experimental/homebuilts, but Dave wants to open the retrofit market.

Hello to any that remember me and any who might want to. *Chuck George*, SEA, SFO, HNL

MRS. ARLYN GUNDERSEN—Manhattan Beach, CA RUPA. I hope you know how valuable the magazine is to widows like me. It's been so important and helpful to me so many times.

Thank you, thank you, *Arlyn*



BOB G. HARRELL—Escondido, CA
Deer Leanon, Me boithday is June 8, so hear's a cupple of Bux until next yeer. Kwestshun, if I dye befour my next boithday, do I get a rebate on the unused poorshun? (*Yes, but you must file the correct request form after you die.*)
Yers awreddy, **Bob**(with one "o"!)

GEORGE HISE—Nape, CA

Father Don. Let me fill you in on what's been going on since our last luncheon. I had a doctor's appointment on the 11 of May and was supposed to have a stent put in and be back at golf in a week. No problem. Well, the reason for my situation was due to shortness of breath with no easy reason for it. My cardiologist seems confident, so I 'reported' to the operations department Monday at 0700 for a 0900 stent at Queen of the Valley Hospital in Napa. That is the last thing I remember for several days as the cardiologist looked deep in my heart and said 'no thanks.' He called for a thoracic surgeon who arrived and proceeded to rebuild my heart with the leftover spare parts from my legs. Keeps saying how lucky I am. I feel really lucky....Like I said, I don't remember a thing about ICU. They then took me to a private room where they attempted to starve me and kill me with lack of sleep. The food was not food, but some sort of hardened paste that could be used to scratch out a tunnel to escape. Completely inedible when they decided to send anything to me. They gave me enough 'medicine' to cause hallucinations whenever I looked at someone and saw Maori tattoos on their faces. The nurses all said 'what a surprise' and left me thinking someone had slipped me magic mushrooms or some other delightful concoction. Checking through family and friends, it turns out hallucinations are fairly common after a long operation and they would dissipate after a few days. Now all I needed was a good night's sleep. Not going to happen in a hospital. The maximum length of time from the exit of one 'caring' health professional until the next entry was 8 minutes. Eight minutes! One had no idea of the previous one and could not care less as long as he/she got the blood or readings they wanted.

This was going on with United Nations arguments at my door with some patients showing signs of mutiny. Luckily we had our "Nurse Ratchett" to calm things down and refuse to release me. Her explanation was that they had rules to follow. What rules?

Each day is different. Oh, now I get it. Well, I finally escaped on Saturday and I am making a slow steady recovery at home where my wife is doing yeoman service. The kids have both been home and will be again shortly as we sold our home the second day I was in the hospital, and have a rental we are moving to the end of the month.

You may use my narrative if you wish, and I plan on being at the July luncheon, I just can't drive for now. I'll just keep telling the body around me "How Lucky I am, How Lucky I am, How Lucky I am....."
George

C.H. "BO" HUMPHREY—Camarillo, CA
Thanks to all involved in the *RUPANEWS* for keeping us up to date about UAL and what our retired friends are doing.

Barbara and I are doing well, just a few more aches and pains. I turn 80 this year-birthdays seem to come around faster and faster.

Bo & Barbara

DAVE LINK—Bend, OR
Olla fellow aviators (a little Spanish lingo). If I knew the plural of Aviatrix, I would include our females.

Has anyone else noticed that the half way mark between 75 and 80 earns you more nagging aches, pains, and twinges? I especially resent the loss of strength and agility. I used to shoulder a 90 pound sack of ready Mix, and now I resent hoisting a 40 pound sack of fertilizer. That reminds me of a joke that is not for publication. E-mail me if you want to hear it.

Two Cruises since my last letter. The latest was a river cruise up the Douro. AMA Waterways from Lisbon. great trip. Not so great pass travel. Only one business class seat in six legs. Planning one or two cruises for this year.

Late last summer, big life change. No, No, not what you're thinking, No Marriage. I sold my Edmonds, WA Condo, and moved to Bend, OR. Why move to a State that has an Income Tax you might ask. Don't. Didn't think it through. Followed, at their suggestion, my Daughter/Son in law and kids (6 & 4). Ten minutes from them and babysit weekly. Loving it! Bought a level house. Very steep drive way. Just after New Year, 4 ^{1/2} inches of snow. Trying to use a big tracked snow blower, fell and

broke 3 ribs. The last time I did that (about 30 years ago) I remarked that I would happily go West without breaking ribs again. Back to normal now.

Bend is a resort Town. 26 Golf Courses. Look me up in RUPA Directory. I have one guest bedroom/bathroom, and welcome RUPA members. *Dave*

HARRY LLOYD—Islamorada, FL
It has been seventeen years since I set the brakes on the 767 at JFK for the last time. There are times when I miss the enjoyment of flying, teaming up with good friends who happen to be great pilots and visiting familiar and unfamiliar places on this planet. The sheer pleasure of doing that and getting paid to do it still amazes me.

This year should see the last of our traveling up to New Jersey in May for the spring and summer and back to Florida in October for the fall and winter. We are in the process of putting our home in Toms River, NJ up for sale and become true transplanted Floridians.

We are not looking forward to missing the New York Skyscrapers' luncheons twice a year. Who knows, we might be in the neighborhood to still attend once in a while.

In January I took on the role of President of the newly forming Florida Keys Chapter of the Military Officers Association of America. We have been holding monthly meetings and luncheons recruiting new members and are up to 33 now. We received our charter in October 2014 and are on our way toward a dedicated, strong and successful chapter.

My check for dues is in the mail along with one for the U.A. Retired Pilots Foundation Inc.

My thanks to all of you who contribute to the success of the *RUPANEWS* every month. It is a great way to keep abreast of what is going on with our compatriots and reading the various interesting articles you present in each issue.

Harry, EWR, JFK, LAX, ORD, JFK

BOB LYNCH—Roseville, CA
Postage + is on the way. I'm a little late again this year but better late than never.

20 years this year since setting the parking brake for the last time. Kathy & I are thankful to still be enjoying good health.

No big trips this past year. Just our usual treks to

Carmel, Kauai and family in AR & FL. After all the traveling we were doing with NASA, and Kathy's usual China trips, just traveling around the US is hard to beat.

Our kids are all healthy and busy doing their own things. Our son, Ron, is still flying the 737-NG for Delta based in LAX. Flying with Delta sounds more like the United we all used to know. And, even more so with Delta now expanding their West Coast flying including the LAX-SFO turns that used to be bread & butter flying for United. Delta is also scooping up the Seattle market where United can't seem to figure out a way to make money there. Keep those bonuses coming for our wonder boys in Houston (who are TDY to Chicago). I expect any day now to hear that United is closing the ORD domicile.

Kathy and I are still enjoying our move to Roseville. Nice tree-lined streets without the pot holes big enough for Rupert G's Deli as Letterman would say. We really miss that all day bumper-to-bumper traffic in the Bay Area. NOT! We're 5 minutes from the Roseville Fountains & Galleria shopping centers so we don't miss Stanford & Hillsdale malls at all. Plus, everything here seems to be cheaper than in the Bay Area. Gas in particular. And, you can buy your wife something nice with the money you save from not having your car's front end realigned every month. I better quit while I'm ahead. I don't want everyone moving over here.

Did more work again this year with the Professional



Standards program. Was asked to speak at the ALPA National Pilot Assistance Forum in April in DC. Kathy went along as well. They provided "real" airline tickets with all expenses paid. The PA Forum is very much like the annual Flight Safety Forum with plenary speakers during the morning and breakout sessions in the afternoon. Big awards dinner on the last day. Nice to see a lot of people from other airlines who we've known for years.

I was also asked by the UAL MEC to participate in a ProStan training seminar at SFO that included ProStan committee members from SFO, LAX, DEN and Guam. I presented "ProStan 101", a tutorial for new committee members and refresher for members of the committee plus a presentation on the history of the Professional Standards program. There will likely be a couple more of these in other locations in coming months to cover all the domiciles. Professional Standards is all about flight safety so, for me, that trumps the politics every time.

Other than family & friends, my time seems to be occupied with the usual honey do's, serving on our HOA's Architectural Control Committee and maintaining proficiency on the shooting range. I've loved target shooting for many years and am a member of the Capital Gun Club here in Roseville.

Kathy and I attend the California Musical Theatre here in Sacramento (We just call it Music Circus) where there are really great productions of various plays performed by experienced performers from all over the country including many who have been on Broadway and various TV shows. The audience surrounds the stage so you are very close to the performers. No bad seats anywhere but we're lucky enough to have seats in the 3rd row. Really a neat experience. We highly recommend it for those of you in the area.

We live in a very quiet gated community with great neighbors, something we really didn't have in San Carlos. Our neighbors there were nice but we lived on "United Nations boulevard." That is to say, we had all nationalities around us, each of whom celebrated different holidays & customs, and tended to keep to themselves. Here, everyone is out in the street walking their dogs, children playing and people talking to each other. Just a very friendly atmosphere that we enjoy.

We have a number of friends in the SAC area along with lots of family. Certainly enough to keep us

very busy. Kathy also spends a lot of time with her father here who just turned 88 and has medical issues. We drive back to the Bay Area often where our three kids and their families live. Busy, busy, busy. That's our life these days and that's not a bad thing. We feel very lucky to have such great family and friends.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!!

Good luck and good health to all of you during the next year. Best regards – *Bob & Kathy*

DAVE MACKIE—Pebble Beach, CA

Hi Cleve and all. Time for the annual letter again. Going on 19 years since my final UAL flight.

Had a few changes since last year, I will get to them in a minute. Last May Linda and I enjoyed a wonderful cruise on the Oceania cruise ship "Riviera," Istanbul to Barcelona, with a 2 day stay in Barcelona. Beautiful city! That was just the two of us.

Then we sailed with close friends last September out of Vancouver, BC, to Alaska on Silver Sea and back into San Francisco where our agent picked us up and drove us back to Monterey. We're planning another trip with the same agent in August to Zurich and Lucerne for 4 nights, then a Rhine cruise from Basel to Amsterdam. This is a first for us on the European river cruises. Have heard nothing but good tales from friends who have taken these adventures. Then we have one more cruise in October from Montreal to New York, once again on Oceania. I give them highest marks for the overall cruise, but especially for the cuisine, which was exquisite!

Now on to the changes since last year. At the end of March I was diagnosed by the head of the neurology department at UCSF with HMSN Disease (Hereditary Motor and Sensory Neuropathy). It is also known as CMT (Charcot-Marie-Tooth Disease), "Tooth" being the last name of one of the physicians to discover it. It is a genetic, neurological disorder, incurable and untreatable, but is not life-threatening, and thus I consider myself a very lucky guy. It mainly affects my walking and my balance. So I use a cane if I have to stand for any length of time. I am still driving however, at least at this point. The disease is progressive however, and affects each individual differently. But we are still planning on enjoying these upcoming cruises.....we

enjoy them while we can. I just don't do an awful lot of walking.

I am very appreciative of all who make this RUPA magazine possible.

Best regards to all, and Leon, the check's in the mail! *Dave*

LEN MARTIN—Fair Oaks Ranch, TX

Well my Brothers and Sisters of RUPA it has been a few years since I wrote what used to be an annual epistle but maybe I will double up this year.

We have just returned from a three week trip to Europe. We were traveling with paid seats because it was part of the tab on the river cruise and we had a non- airline couple with us. I cried when I saw the empty Business Class beds for our 11 hr. flight. We flew into Nuremberg which was one major city I did not visit when I was stationed in Germany in the mid-sixties. I should have I suppose because my Dad was seriously wounded there. He was in the 3rd Inf Div and part of Patton's Army. His 30th Inf Regt was a sister Regt to Audie Murphy's. Our first goal was to visit Pilsen, Czech Republic. Yes that is where the Beer was formulated in 1842. It was also the place that was liberated on May 6, 1945 by Patton's Army, specifically the 16th Armored Div, the 2nd and 97th Inf Divs and an attached Belgium Fusiliers unit. This liberation was just 2 days before Germany surrendered. This was the 70th anniversary. Patton gets the credit even though he might have been more interested in finding the Lipizzaner mares than liberating a particular city. They love Americans especially American military. We were treated like royalty and especially the 15 US and Belgium veterans who were with the liberating troops. One was 100 years old. For me this was one of the rare emotional moments when I was immensely proud to be an American and have served in the military.

There were 6 days of celebration with a band stand on the city square. A full range of music and entertainment was there several hours each day. The opening event was a reenactment of the entry of a unit of the 16th Armored Div. , including Sherman tanks, Greyhound (M-12) light armored vehicles, half-tracks, ¾ and 2 ½ ton trucks, and a bunch of Jeeps complete with wire snaggers welded to the front bumper. My historically critical eyes never caught anything that wasn't authentic. I examined all the weapons that I had been qualified on or fired

my early years in the Army: M-1 Rifle, M-1A1 Carbine, M-1911 45 Cal pistol, BAR, "Tommy Gun," Grease gun, 30 and 50 Cal Machine guns. After parking on one side of the cathedral on the city square, a couple of German snipers fired a few rounds (blank ammo). This was met with a deafening response of machine gun and rifle fire. Several thousand of the citizens wore their GI uniforms or 1945 vintage civilian attire, sometimes pushing baby carriages. The next few days there were wreath laying at memorials, a dedication of a new memorial to Gen. Patton, and a visit to the brewery. On the last day of the celebration they put on a military parade with over 350 vehicles, a few modern but mostly WW II vintage. In the evening there was a memorable contemporary music presentation with dance and opera vocals. It was held in the downtown Synagogue which is one of the two largest in Europe. I gained a new appreciation for the craftiness of the Czech people. There were many damaged or otherwise unwanted military vehicles left when occupation forces pulled out of Czechoslovakia. The local people repaired them and started using them for farm vehicles and local transportation. Sometime after the start of the Russian occupation the communist started confiscating the vehicles.



Word got around and the Czechs started tearing them down into little pieces and hiding or burying them until the wall came down in 1990.

Prior to visiting Pilsen we visited Dachau. This was my 4th visit. My first time was in the mid 60's when I was stationed in Stuttgart. It was just getting started as a public Holocaust memorial. Since then they have built a replica of one of the barracks and spruced up the admin building with history and photographic displays. One thing that has not changed and remains a vivid memory: the ovens.

We ended our trip with a river cruise down the Danube including stops at Regensburg, Passau, Melk Abby, Vienna, and Budapest. These cruises are addictive but we have run out of places to visit in Europe. We came back from Frankfurt on a 787. For the passengers I didn't see much different from other 2 aisle jets except the blue rooms seemed awfully cramped. Apparently this is a trend so they can add a few more seats.

Thanks to all who make this publication possible. Keep the green side up. *Len*

PETE MAURY—Florence, OR

Late this year, I apologize. 2014 after my last newsletter went South, one of my best friends and fellow aviators died from cancer. I had been taking care of him and his affairs for the last year or so then my other "patient" got worse and I could no longer take care of her. I figured at 83 my life was winding down and had no real interest anymore. THEN, on the 4th of July, a lady that I occasionally danced with at Elks on Friday nights decided that we really liked one another. I gave her rings on the 15th, picked up the license on Thursday the 17th, and we were married Sunday the 20th. Life has been great ever since.

I've lost 35 pounds, off of insulin and most of my other diabetes meds. Life is good.

I still am Airport Manager a couple days a month, Leading Knight at Elks, a few hours a week at local casino, church, a little gin, a little scotch, a little wine, a little Champaign, and a madly crazy in love and devoted husband.

Rick flew his RV-7 first flight last week, doing fine. Bob had a couple of vertebrae replaced in his neck, doing ok.

Enough rambling. Life is precious, and every day is truly a gift. *Pete*

ROGER NELSON—North Port, FL

Thanks to all for keeping the *RUPANEWS* together and interesting.

It has been a quiet year for us. We did our normal share of cruising this year. Had time to do four.

Just a short update on my cancer treatment at Moffitt Cancer Clinic in Tampa, FL. The clinical trial is going well with great results, and after starting this in Aug. 2013 an end is in sight. My doctor says it will end in Sept. 2015. The good news is that the lesions have been reduced considerably. I am feeling great and still actively playing golf and walking for exercise. Zero side effects from the treatment.

Enjoying life in Florida. Have been trying to keep in touch by phone with a lot of my buddies from the airline days. I think more of this should be done.

Take care until next year. *Roger & Ann*

BILL NORWOOD—Mesa, AZ

I was very fortunate to be invited to a wonderful RUPA Luncheon in McHenry, Illinois by Al Englehardt three weeks ago. I saw many friends whom I had not seen in years, which is the genesis of this note to Cleve.

February 14th will be my 20th year in retirement. These years have brought many cheers and some tears. Our son Bill Jr., ORD tower controller, passed away at age 42 from pancreatic cancer. Molly is a breast cancer survivor since 1999. We still feel very blessed, as our son George is a successful attorney in southern Illinois and our four grandchildren live in the Chicago area.

Since retirement we have been very active. We fifth-wheeled a couple of years and then became winter visitors in the Phoenix area. August, 2011, we left the big home and 35 acres in Carbondale and moved to Mesa, AZ full time — smart decision.

I have been busy volunteering and traveling. I have been involved in many summer aviation camps for youngsters, and several have gone into very successful careers. Molly and I have become cruise “junkies” with as many as six in one year. We still use the company standby travel to go around the world. In celebration of our 55th wedding anniversary, Molly and I will go on our first safari and tour of South Africa in October.

A couple of exciting awards were presented during this period. In 2008, I became a Lincoln Laureate, the highest civilian award given in the state of Illinois. On May 16, 2015, I received an Honorary Doctorate in Aviation Science from my Alma Mater, Southern Illinois University Carbondale. Molly also encouraged me to write a book, “Cleared For Takeoff, A Pilot’s Story of Challenges and Triumphs.”

A heartfelt thank you goes out to all the volunteers that time to visit with people, especially youngsters, at the Museum of Science and Industry United B-727. I also get an opportunity to be a volunteer occasionally.

When you are in the Phoenix area please give Molly and me a call.

Bill billnorwood727@aol.com 480-357-7766

JIM REID—Denver, CO

I got my pilots license in 1952 but it took about 15 years (on my own dime) of self-taught “recovery” scares before UAL hired me and gave me book learning in 1966.

I did not fit well in the 65hp Luscombe 8A. I was 6'5" and had just gotten out of the Navy so all I



owned was with me stuffed in a large military issue cylindrical duffle bag. I assumed my position in the Captain's seat, my quite heavy “duffle” first officer in the right seat and behind the pilot seats were a couple “jeep” cans of fuel with a tube (connected in series with a wobble pump) running through the ceiling into the main gas tank. Had I crashed I think the FAA would have had a field day with the investigation. This plane was truly “stick and rudder” and had no auto-pilot; only needle ball and airspeed plus a big magnetic compass sitting on the dash. Along with an engine oil and temperature gage, it boasted an rpm gage, an altimeter, and I think a rate of climb indicator. It had no navigation radio but had

one communication devise that worked most of the time for tower communication and weather checks along the way. I was educated on the light signals the tower used if you made a proper downwind approach. Once I got a white light signal -- To this day I don't know what it meant. (*A flashing white light means to return to the starting point on the airport. I used to be a controller. Don't know why you would get one of those in the air. Ed*) I made a command decision to go somewhere else. June 16, 1957 was the longest day. A 4 hr. 3 hr. and 2 hr. leg. I sat every way possible while trying to stay upright, plot the course, have situational awareness and wobble fuel to get extra "mileage". I had not yet experienced the luxury of work rules and coffee served with the push of a button. I recall as I approached Tucson (a couple days previously) the tower asked where I started and when I told him LA (Sunset Beach Airport – anyone remember it) he replied "you came all that distance in that plane!" At that point I thought maybe I should have looked at the "big" picture, especially since the cars were passing me below on route 66.

Although I did it in 32 hrs. (flying time) it took me four days. My old fashioned German mother was horrified when she initially learned I had obtained a license to fly. She also admonished me to fly low and slow to be safe. On this trip I obliged but not on purpose. I reflect on how much longer it would have taken East to West. I probably wouldn't do it again but it really was an experience of a lifetime. Tom Sawyer and Huck Finn went down the Mississippi on a raft -- I went across the USA in a chunk of aluminum with a lawnmower engine with no emergency procedure manual. *Jim*

STEVE K. SCOTT—Annapolis, MD

Over the past year Geri and I have used several trip passes with few problems getting to our destinations on the planned day of arrival, including the day after the fire at the Chicago Center...Just lucky I guess!

It had been eight decades since I drew my first breath, four decades in the cockpit, and two decades in retirement. If the actuaries are right I may even have another decade.....or more! Of course the PBGC, Social Security and Medicare may have different thoughts about that.

As memory serves, my thirty five plus years at UNITED AIR LINES had been somewhat problem

free with the possible exception of the one month in 1985 and a few mechanic strikes. All of which now seem to have been of no long lasting serious rancor.

I assume we all are aware of the problems at Ucon, management induced morale digression, computer 'glitches' et al. I expect this will be an enduring problem until there is a major shift in the corporate culture.

Of no significance: My crystal ball; Illinois and Chicago taxes notwithstanding, is predicting a future corporate HQ move to Houston. It is not a question of if, but when.....

My wife and I read the *RUPANEWS* from cover to cover enjoying the personal updates and the interesting informative fill-ins.

To the editors and contributors: our thanks for the effort and excellent results. *Steve*

IN MEMORIAM

DAVID JOHN DOWSLEY

David John Dowsley flew home on August 27, 2014 surrounded by his loving family.

David was born April 26, 1931 in Calgary, Alberta. His family moved to North Vancouver, B.C. in 1943 where he graduated from High School in 1949. He immediately enlisted in the Royal Canadian Air Force where he served as a radio officer. In 1952, he married his high school sweetheart, Margaret Elizabeth (Beth) McIntyre. David took flying lessons in Prince Rupert, B.C. where he began his lifelong love of flying, behind the stick of a Taylorcraft on floats. He returned to Vancouver to get his land ratings, and then flew the Northstar and the Viscount for Trans Canada Airlines (now Air Canada) for 5 years, during which time their four children were born. In 1963, the family moved to Los Angeles, CA where David studied aeronautical engineering. Before he completed his studies, he was hired by United Airlines, embarking on a 30 year career he so enjoyed. He flew the DC-6, B-720, DC-8 and retired off the DC-10. He was domiciled in ORD, SEA, DEN.

In 1994, following his retirement, they built a beautiful home on the Kettle River in Ferry County, WA. Retirement years were devoted to RV travel,



hiking, exploring and visiting friends and family all over North America. In 2007 they moved to Whidbey Island to be closer to family. David loved his family, flying, photography, music, history and creating in his workshop.

He is survived by his wife Beth, one son, three daughters, six grandchildren, and three great grandchildren.

JOHN R. "JACK" DUDA, Sr.

John R. "Jack" Duda, Sr. 75, of Brookfield, CT, died peacefully at Danbury Hospital on June 2, 2015.



Jack was born in Holyoke, MA on April 25, 1940. He was a graduate of Western New England University with a degree in engineering.

Jack was a Veteran of the Vietnam War, proudly serving as a pilot with the United States Air Force, flying F-86, F-100 and F-105 planes. He continued in his military service with the Air Guard, attaining the rank of Major. Jack was hired by United in 1965 and retired in 2000 after 36 years flying DC-6, DC-7, DC-8, B727 and B747. He also owned and operated several area businesses including J&J Trucking, and Jet Rental.

Jack was a loving husband, father, and grandfather. He encouraged those he loved to pursue their goals and always believed in them. His faith in their abilities often gave them the push they needed. He was the patriarch of the family and his grandchildren were the light of his life.

Jack is survived by his cherished wife of 15 years, Judy, six children, and four grandchildren.

In lieu of flowers, memorial contributions may be made to the charity on one's coice.

JAMES P. GOODSON

James P Goodson, age 86, died May 21, 2015 in his home with his family by his side. He grew up in Decatur, IL.



Jim was a veteran of the Korean War where he served four years as a Marine on the USS Missouri. He joined United Airlines in 1956 and retired in 1988. Jim's passion in life was family and aviation.

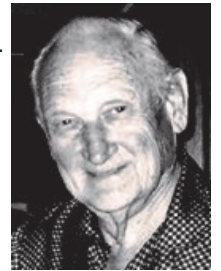
Jim is survived by a wife, Susan, three children and

six grandchildren.

The family ask that his friends and family honor his memory by donation to Wounded Warrior Project.

RICHARD MONROE HUSTED SR

Richard Monroe Husted Sr. 97, passed away May 11, 2015 in Knoxville, TN. He was born in Hicksville, Ohio on August 11, 1917. He lived in Greenwich, CT for over 50 years and at a summer home on Harsens Island, MI for over 37 years.



Richard was in the pioneering wave of commercial aviation and learned to fly as a teenager in a bi-plane; retiring in the jet age, flying a B-747. His career started in Toledo, Ohio, with Toledo Flying Service, progressed to Lake Erie Islands with Island Mail Service, and eventually landed with Pennsylvania Central Airlines in 1940. He met his future wife, Frances, an airline hostess, on PCA, and they were married over 70 years.

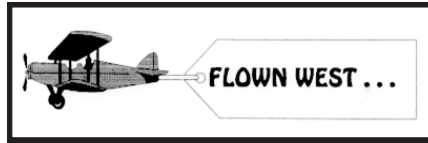
He was also a pilot in the Army Air Reserve and was called to active duty in March of 1942. He was assigned to Air Transport Command in the CBI theatre and flew over 200 missions over the "hump" in 1942-1943, earning two distinguished flying crosses and two air medals. Discharged in 1946, he resumed his commercial flying career.

After accumulating 40,000 hours with 3 different airlines. (PCA, Capital and United Airlines), he retired from his commercial flying career in 1977.

Richard was a unique individual who had many interests. He loved flying and had many private planes, including a seaplane. His family joined him often in his many adventures across America. Richard and his wife Fran traveled throughout the world in his retirement.

A true landscape artist, he had a love of Rocks, tractors, trailers, and did extensive landscaping at his home in CT. He also loved the water and had many boats that he entertained with friends and family. Dabbling in photography, he used his love of flying to take amazing aerial pictures. Home movies and hours in the dark room were a true passion.

He loved his family and grandchildren and will be dearly missed. He leaves behind three children and seven grandchildren.



*Philip G. Baron	May 20, 2015
William T. Collins	May 19, 2015
David John Dowsley	Aug. 27, 2014
John R. "Jack" Duda	Jun. 02, 2015
Sanford F. "Tunk" Dunning	Jan. 27, 2015
Derek L. "Dick" Ferrand	Jun. 04, 2015
Charles H. "Chuck" Fitch	May 04, 2015
James P. Goodson	May 21, 2015
George F. Kane	May 09, 2015
*Dean W. Pressgrove	May 07, 2015
Mike L. Seal	Jun. 01, 2015
William G. Silvester	May 17, 2015
Samuel A. Staples	Jan. 24, 2014
Donald L. Trunick	Mar. 12, 2015
*Albert A. Underwood, Jr.	Dec. 24, 2014

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. 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

July, 2015 Edition

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



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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 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 Crazyies (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)—*Amphora Restaurant, Vienna, VA* - 540-338-4574