
rupanews



Journal of the Retired United Pilots Association



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President's Letter

NEW MEMBERS: A hearty welcome goes out to 6 new members: Captain Dan Kurt, Pompano Beach, FL, Captain John Slais, Camarillo, CA, Captain Richard Kane, Algonquin, IL, Captain Rodney McCall, Endicott, WA, Captain Joseph E Rajacic, Reno, NV and Captain Trond H Einemo, San Diego, CA.

RUPA ELECTION RESULTS: I am pleased to announce the results of the recent election for the 2015-2017 term of the RUPA Executive Committee. The RUPA Board of Directors elected Cort de Peyster President, Bob Engelman Vice-President and Leon Scarborough Secretary/Treasurer. I thank each one for stepping forward to serve RUPA. It has been a pleasure to work with these three fine gentlemen during my tenure and I think RUPA will flourish under their leadership. Their new term begins September 1, 2015 and I wish them the best of luck as they lead us in our 52nd year.

DUES: Being retired and living on a fixed income is not easy. You all have noticed that RUPA has kept our annual dues stable at \$25 in the face of increased printing and mailing costs. Some of our members add “a little extra” to their annual payments which has allowed us to keep from raising the dues. Our new Credit Card payment option is preset at \$25, but, if you choose to, you can change the amount to add “a little extra.”

MY THANKS and FAREWELL: This month I will conclude four years serving as the RUPA VP and President. It has been a great honor to be chosen and to serve my fellow pilots. I will be humbled next January when my name is added to the list of RUPA Past Presidents located on the back of our Directory. Those names were the pilots I learned about as a New Hire and I flew with many of the more recent ones as I learned the ropes at United. In my first letter in the September, 2013 *RUPANEWS*, I said I hoped to recruit leaders from throughout the country. Our new President resides in Reno and our VP is a Florida resident. I feel gratified they were willing to step forward for the good of RUPA. I would like to thank our Board of Directors for their service, leadership and support. In addition, our Editor, Cleve Spring, needs to take many bows for all he does to single handedly produce the *RUPANEWS*. It is the glue that binds us together and allows us to stay up to date on so many issues and friends. Leon Scarbrough, our Secretary/Treasurer, is a workhorse who has given so many years of service to us. He manages the database, recruits new members, coordinates our website, manages our finances as well as handling outside inquires. Leon has been a great supporter with a wealth of information and I have valued his wise council. Cort de Peyster has been a strong “wingman” who was eager to learn and a quick study. Cort has great ideas and I anticipate wonderful things for RUPA under his leadership. Thanks also to Phyllis Cleveland, our Eblast Coordinator. She has done an outstanding job dropping what she was doing to quickly create and send out a Blast to our members of time critical information. Phyl is always ready and willing to get you the information you need. Bob Engelman, our incoming VP and Membership Chairman, did yeoman’s work sending out our Membership Packets to our New Members. He knows the way to the Post Office in his sleep and I thank him for all he has done to welcome our new members and I greatly appreciate his willingness to serve. Our Audit Committee made up of Rich Bouska, Larry Wright and Ron Jersey is also thanked for their work. Rich also serves as our Cruise Coordinator and has arranged wonderful destinations. I wish to thank our Local Area Coordinators who work so hard forming and maintaining our groups throughout the country. It is these groups that are the backbone of RUPA and without them we wouldn’t be the vibrant organization that we are. For those of you who do not have a group in your area, I encourage you to contact Leon. He can produce a list of members in your region so that you can start your own group. Last, but not least, my thanks go out to all of you who take a moment on your birth month to write a note for the *RUPANEWS*. Keep up the good work because we enjoy reading about our members. At our age we may think it isn’t that important. But, it is important and please take the time to write a note so we can all stay connected.

Thank you for allowing me to serve. I am honored. My military career was in the Navy, so, I will end with my best wishes for fair winds and a following sea.

Jon Rowbottom

RUPA President

About the Cover

Santa Barbara Airport (SBA) 1966, Runway 15-33.

The Columbia River Geezer's RUPA Luncheon

Six plus a newbie scattered around our table for a RUPA luncheon. Lunch was held at the California Pizza Kitchen located in Clackamas Town Center.



Seated left to right are retired Captains Doug Howden, Tony Passannante, Benno Vyfvinkel, Roger Parsons, Ron Blash, Tom Krueger, and Bill Englund.

A pleasant surprise graced the table today in that recently retired Roger Parsons, former SFO 747-400 Captain, arrived on time to have lunch with us. Many of us at the table knew Roger during our personal tenure's at United and it was great to see him. I asked Roger if he missed flying and he exclaimed that he had only retired 5 weeks ago, so "No Joy" on that question. In our conversations, Roger discussed with those of us at his end of the table how Flight Operations has really changed at United. Some for the better and ????. However, that part of our lives is all behind us and we move on. Roger also shared with us his story of his last trip in that he was able to share it with his entire family as they all were able to accompany him on his second to last and his last European trip. Apparently, his family members flew with him over to Europe on his second to last trip and stayed there while he flew back to the states and then returned several days later to pick them up on his actual last trip and then return them to SFO, safe and sound.

Not much more to report here except it was a beautiful OR day and we all requested separate checks. We thought about hitting up the new-be to spring/pay for the entire luncheon, however all of us being such gentlemen just stepped up and paid for our own individual lunches. Salads and H²⁰ with a sprinkle of an ice tea here and there.

Hope to see all of you on the second Wednesday of August of 2015. *Ron Blash and Tony too*

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

Denver Good Ole Boys and Gals RUPA Luncheon

For the fifth meeting this year again it was held at the Tin Cup Bar and Grill Restaurant – food was good and it was the first time for some members including some recent retirees. The responses continue to be positive about the atmosphere. This meeting was the second 2015 quarterly meeting for specifically inviting wives, significant others and other guests.

Attending were; Darrel Ankeny, Ray Bowman, Joe Collard, Bob Deitrich, David Horwitz, Douglas Johnson Jim Krasno, Cliff Lawson, Daryl Rice, Rob Schmidt, Dick Shipman, Al Snook, David Sprague, Ross Wilhite, Ralph “Buzz” and Jan Allen, Rick and Gayle Bebee, Charles and Janice Bresia, Bob and Ann Blessin,

Stanley Boehm and Marilyn Gifford, Jack and Angie Davis, Rick and Kaye Madsen, Kim and Marcia Osteros, Ted and Rose Wilkinson; again like May thirty two attendees.

Doug Johnson gave a good presentation about an interesting work event in his career in respect of his part in the training of the “FEIA” career flight engineers in pilot training. During my seven or so year sojourn as a Denver 727 second officer I remember a number of occasions when one of these pilots was the first officer for the sequence and they did quite well. Recent retiree David Sprague gave an interesting presentation of his military and dual or more airline careers.

At the end I finished with a recount of the picnic meeting we normally do in August at the Chief Ouray campground in Cherry Creek Colorado State Park beginning early afternoon with bring your own drinks soda and beer social time then culminating with a fine Greek cuisine lunch catered in by John Marino of Celestial Catering thru midafternoon. A number of us bring our RV rigs to stay overnight and conclude with a pot luck breakfast the next morning. The facilities include bathrooms, an open air kitchen and serving area, tables and benches good for about seventy plus or minus attendees under a good size roof and about ten plus or minus RV hook-ups. John Marino will be the caterer and the campground is reserved pending the finish of paperwork and payment.

I will soon be soliciting RSVP’s for this event to work out the money numbers – so, if you already plan to attend let me know soon. Respectfully, *Stanley* – your coordinator and co-scribe.

Tucson Toros RUPA Luncheon

Planning on spending time later this year in southern Arizona? If so, would you and your wife/husband like to attend a get-together with other retirees down here for a lunch like the ones other RUPA groups have around the country? If this sounds like fun, send me (Randy Ryan) an e-note with the dates you will be in the area and I’ll try to put something together, probably in January or early February so as to not compete with Christmas and New Year’s. Send it to randyryan40@msn.com and with some interest shown I’ll get started.

Don’t have e-mail? Call me at the number on the back cover and we can talk about it.

Thanks and enjoy the rest of your summer. *Randy Ryan*

NON SEQUITUR | Wiley



Dana Point RUPA (June) Luncheon

Great group showed on the Deck at the Wind and Sea at Dana Point. Weather Great... and our group drifted in and were quickly served! We had the top deck for our own use for a while. With beverage of choice we got to what we do best now ...Talk about airplanes!

Present were: Al Pregler, Bill Rollins, Bill Stewart, Bob McGowan, Bruce Dunkle, Butch Tremble, Jack Frisch, Jerry Meyer, Joe Udovch, John Grant, Park Ames, Ted Simmons, and new to our group Bob Mierau. Bob Mierau resides at Zephyr Cove Lake Tahoe NV. He also has a condo within walking distance to our RUPA Lunch at Dana Point. Welcome Bob... hope to see you any time you are in town for another Lunch.

Bob was quite informed on our law suite with PBGC. He is conversant with the Lawyer, Kevin McBride and the Law suite 415e. The following E-mail was sent to Bob from Kevin.

"PBGC Hasn't sent me yet a list of additional Pilots, and I'm not sure when or if that will happen. If you could spread the word among the other pilots you know who retired before 2000 I would appreciate that a lot. Just have them call me and I will take a quick look at their Paperwork to make sure they are eligible for the benefit increase. If they are eligible, I will charge them the same amount (\$1,050) and get their name on the list."

Kevin McBride (310) 714 1933

(Of note I am on the list and starting to get some increase in monthly increase...however the Lump sum with interest is still yet to show up Ted)

Once again Park Ames came up with a Joke of the Day! Cheers to all, *Ted*

Dana Point RUPA (July) Luncheon

Great day at the the harbor. It was actually cool - under clear skies. The deck was ours when Joe and I arrived at 11:30. Parking was great. Service was immediate! They had refurbished the deck and tables with new chairs throughout. The group was all talkative with great tales...it was hard to focus on one conversation.



Present on the DECK were: Left side front back, Bruce Dunkle, Bob Fuhrmann, Bob McGown, Ted Simmons, Joe Udovch, Ed Ahart, Marty Vertiz.

Right side front to back, John Grant, Bill Rollins, Bill Stewart, Jerry Meyer, Jim Grosswiler, Al Pregler, and Park Ames. Next time we will try to get the 'Picture' From the other end. Apologies - the Waiter took the picture! He did his best with this group. Glad to see our 'new' guy Marty Vertson in picture but way in back. Welcome to our group Marty - hope to see you at another meeting!

Jim and just got back from Colorado with a side trip to Montana. Seems his son-in-law has a business getting old cattle fence posts in Montana and turning the posts into beautiful wooden ducks. Jim had a

couple pictures of the before and after. Wonderfully carved and polished full scale ducks. I think he said his son-in-law and wife had a contract with REI. They get a very good price for the 'ducks'! Bill Stewart reported on how well his roof-top solar system is working for him - both cost wise and for efficiency. He got the individual inverter for each panel. He projected to get a (cash) rebate at the end of year for excess energy sold back to the power company.

Jerry gave a report on his ongoing restoration of a 17 foot 1940 barrel-back Criss Craft... from the keel up. He is decking it in now which means his like new 95 HP Hercules engine is installed and ready to fire up and go ...almost! No projected time of finishing however. Over the years I have been dropping by to see the progress. He has quite a 'wood pile'. Says he "just down to sanding and painting." Way to go Jerry!

I just finished reading a great book by David McCullough called 'The Wright Brothers'. A very good read! "Nothing stopped them when they worked together." As usual, David was quite entertaining and showed how the whole family helped them to solve many problems that seemed insurmountable. This book was published this year.

I AM HAPPY TO REPORT THE PBGC CAME THROUGH with a good back payment lump sum and a new monthly payment. Check is in my bank (IRA) now!

Kevin McBride was the lawyer, of McBride Law service. Contact him if you would like to be included at (310) 714-1933. Cheers, *Ted*

The Big Island Stargazers RUPA Luncheon

It was another great day in Kailua-Kona for our June luncheon, and we extended a warm aloha to our new members Robert and Linda Bounds. Robert had a few fish stories to tell including the first time they went out on their new fishing boat and Linda caught an 880-lb. marlin! They will divide their time between Kailua-Kona and their ranch in southeast Colorado and we look forward to seeing them at many of our future meetings.

A few war stories were told, and "How much did you receive from the ERRP?" was the talk around the table. Reimbursements ranged from \$4 to \$27 –equivalent to at least a free cup of coffee and we will take what we can get at this point in our lives!

Regrets came from Al & Linde Rimkus who were vacationing in Italy and Rich & Maureen Hurst who were back on the mainland. David Carlson was busy at an American Legion meeting and Sam Wilson was detained in Hilo.



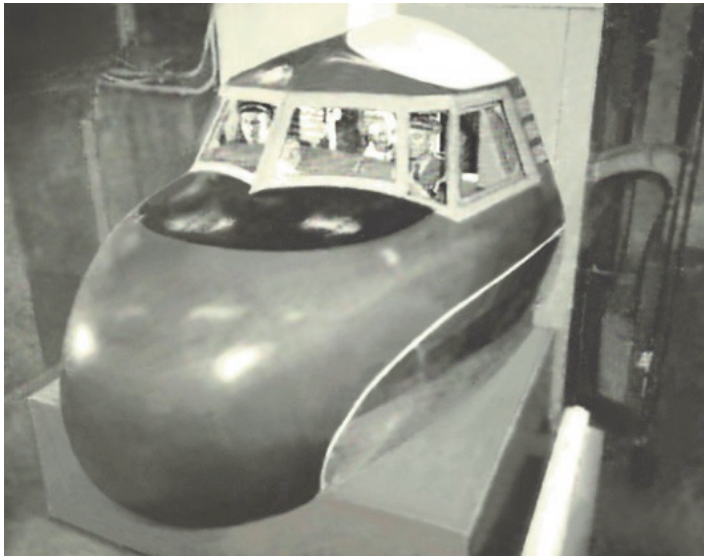
Photo Caption Left to Right: Joan & Gerry Baldwin, Grace & Dick Slinn, Linda Morley-Wells & Walt Wells, Lauren & Bill Cochran, Linda & Robert Bounds, Bobby & Linda Michael, Don Diedrick.

The Fish Hopper is the best restaurant in town and we always welcome guests, so stop by on your next visit to The Big Island. *Linda Morley-Wells*, Scribe



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In 1954 United Air Lines installed two Convair 340 and two DC-6 Simulators at the Flight Training Centers in Denver (Stapleton) and Chicago (Midway). The Convair 340 Simulator (shown above) was the first of four electronic "Dehmel Trainers" built by the Curtiss-Wright plant in Carlstadt, NJ for United Air Lines.

The Convair "nose-sections" were purchased from Consolidated Vultee. The Simulator Cockpit was equipped with the same switches, pedestal, instrument panels and other flight controls used on United's "Mainliner" Convairs. In the Simulator, the crew heard the roar of engine speed increase or decrease, propeller-tip noise and in-flight aerodynamics. When landing, the "screech" of tires was audible.

The four Simulators were the first to be purchased by any Domestic Airline and the largest number of simulators purchased by any Airline. They were the invention of Richard C. Dehmel, Chief Engineer of Curtiss-Wright's Electronic Division. The four Simulators cost more than \$3,000,000 in 1954 dollars. They enabled United's Flight Training to proceed without the necessity of withdrawing Convairs and DC-6s from scheduled flights.

United continued using Link Trainers in addition to the four new Dehmel Trainers, with four "Links" in Denver and two in Chicago.

Marvin Berryman DENTK A/V Retired - Excerpted text and photos from the December 1954 issue of "United Air Lines News."

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

PC AND PIXEL | Tak Bui



THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Carmel Valley finally cooled after several weeks of unusually warm, OK - "hot" by our standards, weather. Enjoying our July 8th luncheon at Edgar's at Quail Lodge was: Will and Fran Blomgren, Bob and Linda Mackie, Carlos and Judy Quintana, Lee and Nancy Casey, our hosts Pete and Donna Walmsley, and yours truly. We were a small group but conversation was lively! Many of our regulars were traveling or cruising! We had lots of discussion about Salinas Valley or Carmel Valley wine tours and coastal restaurant options. I'm going to follow-up with some of the ideas discussed on a wine tasting meeting and a possible Big Sur coast restaurant lunch or dinner.

CONU's computers were down this morning interrupting service – again!

September 9th is our 6th annual RUPA Golf Tournament. Quail's golf course has been completely redesigned and is first rate! Out-of-towners are welcomed! Please contact Pete for information and "T" times at 831 624-7786 or at kiwigolf@sbcglobal.net.

Next luncheon is August 12th at Edgar's beginning at 11:30 a.m. RUPA members visiting the area are always welcomed! Please RSVP to me via email by Tuesday morning before the Wednesday luncheon. Hope you all are having a great summer! *Phyllis Cleveland*

The Sixth Annual Monterey Peninsula RUPA Golf Tournament

Our Sixth Annual Monterey Peninsula RUPA Golf Tournament is scheduled for Wednesday September 9th!

Pete and Donna Walmsley are again hosting our annual golf tournament played at the beautiful re-designed Quail Lodge Golf Course in Carmel Valley. Out-of-town RUPA members and their friends are welcome!



Mark your calendars now!



Contact Pete Walmsley for details at: kiwigolf@sbcglobal.net or phone at (831) 624-7786.

San Diego North County RUPA Luncheon

Yesterday, July 14th, we met at the St. Mark Country Club as usual, and there were just five of us. Brad and Rhoda Green, Paul whitby, Colin Winfield, and myself.

The Bowmans, the Mayers, and the Paulings didn't make it. Bill Pauling called me and said he and Evelyn had a bug of some kind and couldn't make it. Still, we five had a good time, and good chow. Who could ask for anything more? Well, a pretty blonde lady for me wouldn't be bad. She would have to be not too old or too young, quick of with, and willing to put up with the nicest people she hadn't met yet. Confucius say- A stranger is a friend you haven't met yet. Darn smart, these Chinese.

Today I received an email from Leon concerning a new RUPA member, Captain Trond H. Einemo, who lives in Tierasanta, not far from our meeting place. I will formally invite him to the August 11 luncheon.

While chatting at the luncheon yesterday, Cleve, we learned from the Greens that you were also on the Panama Canal cruise. They were delighted to meet and know you. You see, Cleve, you are well loved.

During lunch, we swapped tales of horror and comedy, all true. (I think). However, when things said make one laugh, that's good enough for me and most others, I would think. The horror stories are always good, and working for an airline there is bound to be some of those true tales.

Signing off with a thank you for your work, Cleve, We luv ya! Fraternally yours, *Bob Harrell*

Ohio Cleveland Crazyes RUPA Luncheon

June is always special for the Cleveland Crazyes. We are all invited to the lovely home of Carol and Rich McMakin for the "Summer Do." Even considering the threatening weather, this year was no exception!

On Saturday June 27th 38 retired pilots, flight attendants, husbands and wives gathered at the McMakin home for great food, good friends and fun stories. Rich treated us to his special bratwursts cooked on his deck grill. The wonderful assortment of dishes supplied by everyone present always makes for a great meal. Our thanks go out to Carol and Rich for making this gathering possible this summer and each summer for many years past.



Those attending in the picture are from left to right: Phil & Linda Jach, Dick Orr, Jan Kimmel, Bob & Dawn Lang, Kathy Ferguson McGinnis, Rip & Shirley Curtiss, Sue Arthurs, JoAnne Orr, Dick & Mary Lou Sanders, Lisa & Rick Dubinsky, Rich McMakin, their Dog Peggy, Al & Dannie Cavallaro, John Hochmann, Carol McMakin, John Cusick, Rob & Jane Marshall, Art & June Jackson, Pat Morris, Bob Olsen, R.C. 'Skip' Irwin, Harvey Morris, Don & Bev Karaiskos, Neil & Vicki Bretthauer, George Bleyle, Jim & Monica Burrell, and Jerry & Karen Lawrence. Cheers, *Phil Jach*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Sure enuf, the Ole Farts down in SE FL got up a sufficient amount of strength and en-ger-ny to make it over to Shrimper's for our 2nd Tuesday of the Month RUPA Luncheon. It's been unusually DRY down here on the Treasure Coast, very Hot and Humid as well, BUT at least the HATED 'H' word has not reared its ugly and unwanted head - as yet.....and let's keep it that way. AMEN!! 🐼

The 8 of us spent a GR8 couple of hours together with a phantastick view of the beautiful harbor, gorgeous boats, terrific and varied conversation, awesome Friendships and Camaraderie, interesting story and adventure telling, super food and wonderful service provided by Patrick. Other than all of that, things were pretty 'sh--ty'!

The 8 that attended were: Ted Osinski, Jack Boisseau, Jim Dowd, Dave Hoyt, Dick Starita, Bill (Naughty) Northup, Dave Damon and myself, Bob Langevin.

In a general way (and nature) several different Medical/Health issues were discussed, Dick Starita's (mis) adventures (and COSTS) of his trip to Europe - mostly on United, the various and recommended ways of getting a Rent A Car for your travels (Hotwire or USAA) and a few other 'odds and ends' as they say. Sure enough, another fun couple of hours with some UAL's.

Our August meeting will be on the 11th.....so if you happen to be in the Stuart, FL area around that time, come on over and join us for a good time. Until then, wishing you all a Happy and SAFE Summer, good travels and Vacations along with good WX and a Happy Labor Day Holiday.

Cheers and Best Wishes, *Bob Langevin*

Thousand Oaks RUPA Luncheon

It was a beautiful day in the Conejo Valley as we homed into the holding fix at the Sunset Terrace. We gathered outside under the umbrellas till 1130 when the restaurant opened the doors.

Doug Bielanski opened the meeting with articles about new developments and news in aviation. Among them were pilotless airplanes, low drag bug resistant aircraft coatings, and many more. The M351 ROC Stratolaunch aircraft is going to be powered by six B747-400 to be taken from two United aircraft purchased for parts. The 385 ft wingspan aircraft is being assembled in Mohave, the concept designer is Burt Rutan.



At our end of the table Mike Herriott talked about traveling. Apparently a 20% discount positive space ticket will get you nowhere if the flight is oversold. If you make a listing more than 60 days out it will expire. One thing you can do is make the listing within the 60 days and change it later. Mayamar is still a little under developed for much tourism in some areas. Apparently many of the UA/CON groups still have separate contracts and facilities.

Claude Giddings kept a steady stream of notes with jokes and observations that kept everyone entertained. Dave Park talked about drone flight control design logic. He had a picture of his dad who was an accomplished pilot. Kent O'Brien installed some drought tolerant landscaping, something we are all interested in with the continuing lack of rain. He mentioned his 105 year old mother is doing well. The El Nino that seems to be developing in the Pacific is good for fishing and hopefully will give us some rain this winter. Brown is the new green for lawns here now.

Sorry I didn't get to the other end of the table but everyone seemed to be having a good time.



Pictured from left to right is Doug Bielanski, myself, Dave Park, Kent O'Brien, Jim Hall, Don Tanner, Ivan Cox, Claude Giddings, Mike Herriott Jerry Adams and Gary Babcock.

Our next meeting will be Sept 10th. Regards, *Denny Fendelander*

ADULT TRUTHS

Even under ideal conditions people have trouble locating their car keys in a pocket, finding their cell phone, and Pinning the Tail on the Donkey - but I'd bet everyone can find and push the snooze button from 3 feet away, in about 1.7 seconds, eyes closed, first time, every time.

The Greater Chicago Area RUPA Group Luncheon

It's July. It's vacation time. In Illinois, it's road construction time (when ISN'T it?) so all the barricades, lane closures, and odd traffic patterns surrounding Nick's Pizza & Pub in Crystal Lake were just more-of-the-same norm for The Greater Chicago RUPA Group's regular luncheon. Claude and Rob organized our event, where twenty-three RUPA members and guests turned out to enjoy the afternoon. Out-of-town guests Burt and Suzi Olson attended, up north from The Sunshine State.

Before the crowd arrived, we asked our server, Nicole, if she'd be working the room alone and she replied, "Yep. But hey, I'm a teacher. I'm used to taking care of a whole bunch of little kids." We opined that was pretty much what she was in for. She did a super job and carried on Nick's tradition of great service with a smile.



Present and accounted for with aviation stories and other tales were: John Anderson, LeRoy and Eva Bair, Jim & Corinne Boyer, Jim Downing, Allan Englehardt, Walt and Jan Fink, Jim Gesler, Bob Helfferich, Dick Kane, Wes King, Rob McCutcheon, Rick Miller, Bill Mullen, Claude Nickell, Burt & Suzi Olson, Dave Schultz, Dick Schultz, Gene Stepanovic, and Sid Tiemann.

Everyone's cordially invited to the next scheduled Greater Chicago Group luncheon and meeting at Nick's on Tuesday, November 10th, 2015. Cheers aye, *Walt*

The San Francisco Bay-Siders Luncheon

There were 23 in attendance for our July 14th Luncheon. It's very hard to keep up with the conversations as the seating is so spread out at Harry's Hofbrau. Most of the conversations I heard were about summer travel and how well using SA passes was working. It seems as though using passes for international travel is much better than domestic. Many people had gotten first class or business on international.

Rose and I were invited by Walt & Mary Ramseur to accompany them on a tour of the brand new FAA control tower at SFO on July 9th. It is over 200 ft high, not in operation yet, but the view is spectacular. It's built to withstand an 8+ magnitude earthquake, and the control cab

can move horizontally six feet in a heavy wind or earthquake. While up there, we viewed an Airbus 380 on the taxiway with a 747 behind it ready for departure. The 747 looked small in comparison.

In attendance were: Marty Berg, Rich & Georgia Bouska, Bob & Roz Clinton, Rich & Cyndi Erhardt, Barry Hamley, Dick & Jeri Johnson, George Mendonca, Bob & Dee Norris, Craig Norris, , Cleve & Rose Spring, Jerry Terstiege, 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*



Seattle Gooney Birds RUPA Luncheon

The Seattle Gooney Birds, 17 in all, made their regular 3rd Thursday luncheon at the SEA-TAC Marriott. It's turning into more of a brunch with the early birds arriving just after 10:30 and pretty well everyone there by 11:00.

Verl Roth, age 95, was our senior member present today. He said this is Clyde Strauss' birthday, age 101! We agreed he's a great example for us to follow. Most recalled he was our administrative manager for many years. Herb Marks finished up with his usual jokes about 12:30.



L to R: Bud Granley, Pat Williams
Bill Stoneman, Fred Sindlinger



Dave Carver, Jack Brown
Alan Black



Herb Marks, Al Haynes



Terry Mason, Verle Roth
Chuck Westphahl, Tom Smith



Howard Holder, Dick Anderson
Bill Shumway, Gerry Pryde

We'd like to see more recent retiree's along with the senior ones. Bring on the kids and the ladies!
Best regards from *Chuck Westphahl & Bud Granley*

San Francisco North Bay RUPA Luncheon

I missed the last two luncheons in order to take care of some personal business. I made it to the July luncheon. Now if I can only think of something to write.

As always, Bob starts the meeting with regrets from those who could not make it to the luncheon. An article listing uses for baking soda was passed around. Our Health and Welfare reporter found out that there no longer is a limit to your intake of fat. I believe that does not apply to poly and monounsaturated fats. John Reed asked us to sign petitions regarding the Sonoma airport. I was seated across from Bill Smith who entertained us with a nonstop comedy show. He has a very quick wit and can make anything funny. Thanks Bill. I am out of anything else to say!

Attending: Galen Wagner, Sam & Mickie Orchard, Dick Lammerding, Deke & Merle Holman, John & Sharon Candelo, George Hise, Gary Webb, J. R. Hastings, Dee & Larry Whyman, Gardner "Bones" Bride, Dick Hanna, Barney Hagen, Jim Mansfield, Bill Smith, John & Carol Reed, Bob & Doris Donegan, and your reporter *Bill Greene*

AVIATION 101

Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Greetings and salutations from the Southern Oregon group!!! Once again, our group took over the Pony Espresso in Jacksonville, borrowing chairs from the surrounding tables to provide for all of us. No chance of heading to the outside deck with the temp numbers we've been seeing here. Just plain hot. Maybe the folks in Arizona can relate, but not the normal for here.

We meet once again next week (as I write this) and at that time will celebrate Steve Fusco's 91st birthday. It's probably been 35-40 years ago that Steve (10 years to the day older than I) with me along as his F/O motored a DC-8 around the Friendly Skies. Good times all, and made better by these monthly gatherings.



Our group from the left, Harvey Saylor (he of the new car coming shortly), Jim and Cheryl Jaeger, Pam and Art Lumley, George Elliott and his daughter Catherine seated, Marty Niccolls, Scot Lee, Steve and Leeann Fusco, Dan Kurtz (he claims that the Angus bull is actually heavier than 2,400#) and with me, Bob Niccolls standing behind Dan.

We send greetings to all and an invite to join us, any third Thursday at the Pony Espresso, noonish here in Jacksonville, Oregon. Cheers, **Bob**

Los Angeles South Bay Luncheon

Well, June 11 was probably a big graduation day even for us oldsters as our grandchildren were now marching to the strains of "Pomp and Circumstances" and we were left with a rather small but intimate



crowd.

So we were an intimate group of one active pilot: Kathy Hesse and 6 RUPA members: Tom Reidt, Loyd Kenworthy, Perry Cockreham, Arvid and Sue von Nordenflycht.

Most of our discussion related to the summer pass travel challenges and related benefit items including the ERRP checks. Don't spend it all at once.

Our vantage point at the Proud Bird let us observe an approach and landing by Norwegian Airlines. We were surprised that Norwegian which is busy trying to get landing rights to the US was already landing here! Well, maybe it was a charter flight.

We want to give everyone early warning to add to your calendar our annual Holiday/Christmas luncheon. This year it is planned for December 10th 2015 at the Proud Bird Restaurant.

Our next Proud Bird Luncheon of the LAX group is scheduled for August 13th. *Arvid*

San Francisco East Bay RUPARIANS Luncheon

Today we had 8 attendees at our intimate luncheon at Primavera Ristaurante in San Ramon.



Left to Right: Georgia & Rich Bouska, Tammy and Neil Dahlstrom, Lee and Shirley Francis, Willie Sharp and Steve Filson.

Steve has launched a new career, flying twin-engine airplane through a dry lease outfit in Concord. And he gets paid to do it!

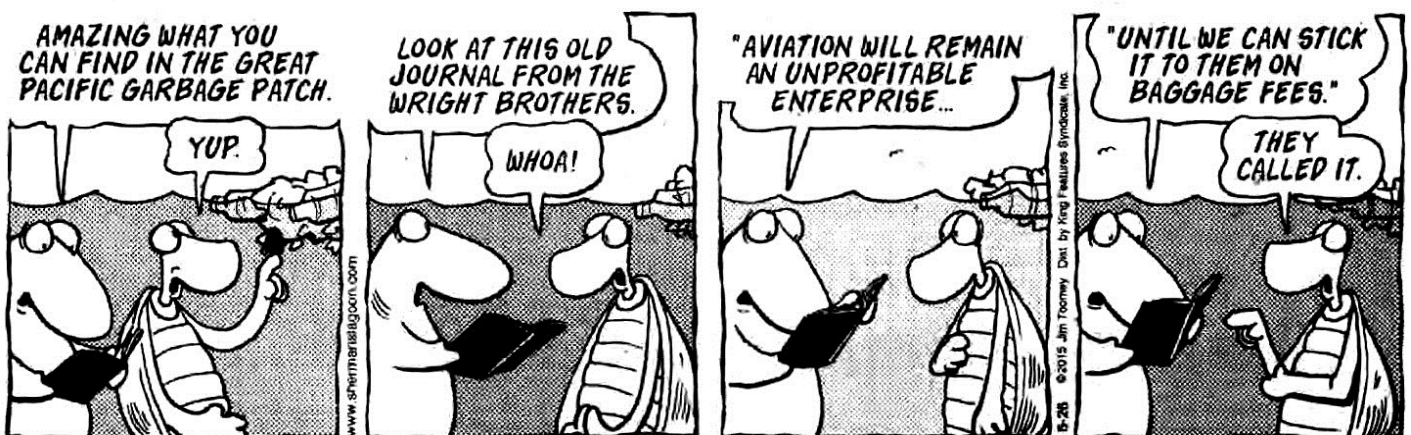
Lee and Shirley have been busy getting their brand new house livable over in Brentwood. Rich and Georgia are boning up for the Northeast Cruise next year. It is a wonderful cruise; Tammy and I took it in reverse a few years back from Montreal to New York.

Willie showed us his red-hot 56 Ford pickup out in the parking lot. What a beauty!!!

I played "show and tell" with some 1923 wing-walker photos (at the Fresno airport) given to me by my daughter-in-law whose grandfather had them buried in a trunk in his attic. Some of the photos were vintage 1917. Shades of the "war to end all wars." Lots of history hidden in a lot of attics.

See y'all second Wednesday, August 12th at 1:00. Reserve scribe, *Neil*

SHERMAN'S LAGOON | Jim Toomey



The Captain Jason Dahl Scholarship Fund Presents a Night at the Museum



The Captain Jason Dahl Scholarship Fund Presents a Night at the Museum Awards Dinner/Retirement Gala this September 11, 2015. The keynote speaker will be Amelia Rose Earhart.

The Captain Jason Dahl Scholarship Fund will host a gala event from 6 to 10 pm Friday September 11, 2015 at the Wings over the Rockies Air and Space Museum, Denver, Colorado. The gathering will bring together aviators past, present and future as The Dahl Fund honors the heroes of 9/11/2001 while awarding the 2015 Jason Dahl scholarship recipients. The venue promises to be a great place for retirees, new hires, line pilots, aviation enthusiasts, and students alike to meet and greet. Participants can catch up with old friends

while making new ones.

The museum, which opened in 1994, is housed in the 150,000 sq. ft. historic Hangar #1 built in 1939. The museum's extensive aircraft collection include over four dozen aircraft and space vehicles. A sample of exhibits include the B-1A Lancer, B-52 Stratofortress, F101B Voodoo, F102A Delta Dagger, F104C Starfighter, F4E Phantom II, F86H Saber Jet, and many other vintage military and general aviation aircraft.



The evening festivities are highlighted by keynote speaker Amelia Rose Earhart.

Earhart, aviator adventurer and former

News 9 Reporter, circumnavigated the globe in 2014 in partnership with the Wings over the Rockies Museum. She departed on June 26 last year from Oakland, California in a single engine Pilatus PC-12 with her co-pilot, Shane Jordon. On July 11, seventeen stops, 24,300 nautical-miles, 14 countries, and just over 108 flying hours later, they landed back in Oakland without incident. Her route was across the US, then south into the Caribbean,

thru northeast Brazil, across the South Atlantic Ocean, then the African continent, the Indian Ocean, the Pacific Islands, and the Pacific Ocean before returning to California. Amelia's message and talk promises to be highly entertaining and informative. Also invited to appear is United Airlines Director of Flight Training Captain Mike McCasky. Captain McCasky will provide an update on United Airlines and plans for the newly announced Denver consolidated training base. All during the evening live feed video reports from Shanksville, PA, the site of the United Flight 93 memorial, are planned to be provided.

The night at the museum includes:

Open cockpit time from 5-7 pm - Early arrivals have a photo op while seated in an F-111 or A-7!

Silent Auction from 6-10 pm

Cash bar beginning at 6 pm

Dinner from 7 to 8 pm

Speaker hour from 8 to 9 pm

Band and dancing from 9 till?

The evening's Master of Ceremonies will be United 767 Captain Denny Flanagan.

Tickets are \$93 per person or \$175 for a couple. These prices salute the heroes of United Flight 93 and United Flight 175. Choice of meal and admission to the museum are included in the price. All proceeds directly support the Dahl aviation scholarship program. Scholarship recipients have free admission. Working pilots are encouraged to sponsor a new hire pilot and bring him or her to the gala as their guest.

To purchase a ticket please visit www.dahlfund.org and follow the ticket information link.

The Captain Jason Dahl Scholarship Fund is an endowed scholarship fund dedicated to the memory of Captain Jason Matthew Dahl, who perished with the other heroes and heroines of United Flight 93 September 11, 2001. Captain Dahl loved to fly, had a natural ability, which he discovered at a young age. An

aviation scholarship helped Jason achieve his dream and become a 767 Standards Captain at United.

Dahl scholarship awards are determined by a 15 person board. The first award was granted to a Denver Metro student in February 2003. Since then the Dahl Fund has expanded offering scholarships nation-wide. In 2015 \$25,000 in scholarships were awarded. To date over \$150,000 in aviation scholarships have been awarded to 86 individuals from 26 different four year aviation degree school programs.

For more information on the fund or to make a donation visit www.dahlfund.org. Individual donations can also be made to The Captain Jason Dahl Scholarship Fund:

9956 West Remington Place Unit A-10 Suite 93 Littleton, Colorado 80127.

Tom Bush - Board member - The Captain Jason Dahl Scholarship Fund

United's Consolidated Flight Ops training center to be in Denver

United Airlines has decided to locate their consolidated Flight Ops training center in Denver after evaluating several options that included building a new center in Houston, Chicago or Denver and renovating the existing centers in Houston or Denver. This option reduces their upfront capital expense and minimizes disruption to its operations.

"Renovating the existing Denver facility emerged as the most cost-effective option and allows the center to be up and running as much as two years sooner than planned. With the amount of training needed to be accomplished over the next few years, this will minimize the disruption to United's training schedule



United will retain the existing footprint of the Denver facility, which sits on 23 acres near the old Stapleton Airport and consists of six buildings totaling more than 400,000 square feet. The current renovation plans include a new roof, heating/ventilation/air-conditioning system, lighting, floor plans and office spaces, carpet and bathroom fixtures. Work necessary for environmental remediation will also be done. They hope to complete the renovation of the center no later than the end of 2017, with initial staff and equipment moves beginning as early as the end of 2015. United will continue to conduct training for pilots at both the Houston and Denver facilities during the renovation as well as some Inflight Services, Dispatch and Tech Ops employees.

The Employee Travel Center needs your help



The Employee Travel Center is receiving a high volume of calls and emails related to registering pass riders as employees, retirees and their families/friends prepare for summer travel.

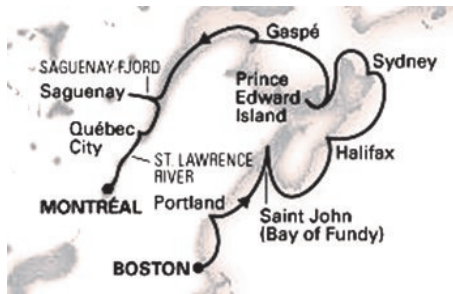
The Employee Travel Center recently added an advisory to the front page of the Travel tab, a new Q&A which covers the most frequently asked questions and a new Reference Guide which outlines the simple step-by-step process on how to add a pass rider (applicable to eligible employees).

They are asking the retiree to review the advisory on the front page of the Travel tab and check the Q&A first to see if their question is answered before calling or emailing The Employee Travel Center, so that their representatives can best assist everyone.

Golf Quotes

Give me golf clubs, fresh air and a beautiful partner, and you can keep the clubs and the fresh air. ~ Jack Benny

2016 RUPA CRUISE



The RUPA cruise for next year is the "TEN DAY CANADA & NEW ENGLAND DISCOVERY" with Holland America, departing Boston Massachusetts August 24, 2016 and arriving in Montreal, Canada September 3rd. This notice is more than a year in advance, so you can make plans and prepare. Holland will only operate this particular cruise this one time in the fall of the year. The itinerary is as follows: 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.

Holland American prides it's self on its Spacious, Mid-Sized ships. It is rated among the world's highest-rated cruise lines by Conde Nast and was given best Canada/New England itineraries by Port Hole Cruise Magazine Readers Choice Award.

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 in your cabin. 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. To view the various cabins and categories, click Onboard our Ships, then click on Rotterdam deck plan. 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

Log-in credentials for the United Pass Line

The United Pass Line (UPL) allows employees and retirees to create bookings, check Passenger Boarding Totals (PBT) and check ePass balances through a **voice response phone system**. When an employee or retiree calls the UPL they will now be asked for their six-digit uID number and password of the last four-digits of their social security number, which has changed from a five-digit subsidiary Continental ID number (if applicable) and the birth date as the password.

Please note: All employee applications now accept a six- digit uID number. We understand while some applications still accept a five-digit subsidiary Continental ID number, it is strongly recommended to begin using your uID. In the near future (date still to be determined) the sunset of subsidiary Continental ID numbers will occur.

Application	ID number to use to log in with	Password
Flying Together	Six-digit uID number	No change
employeeRES	Six-digit uID number	No change
mobileRES	Six-digit uID number	No change
United Pass Line	Six-digit uID number	Last four of your social security number
My Info	Six-digit uID number	No change

To find your uID if you don't know it:

Go to the Flying Together homepage.

Move your mouse over your name at the top of the screen: Welcome "Your Name."

View your uID on the pop-up. See screen shot below.

The screenshot shows the United Flying Together homepage. At the top right is the United logo. Below it is a navigation menu with links: Home, Departments, Company, News, Employee Services, The Lounge, Travel, and Logout. On the left, there is a 'My department' dropdown menu currently set to 'Airport Operations'. In the center, a welcome message reads 'Welcome Sally Smith' with a mouse cursor hovering over it, and a small box below shows the uID 'u316221'. To the right of the welcome message, there is a weather widget showing '53.0 °F' and search buttons for 'People search' and 'Site search'.

ZED travel now available on SK



Employees, retirees and their eligible pass riders may now purchase Zonal Employee Discount (ZED) tickets to travel on Scandinavian Airlines (SK), a Star Alliance partner and Northern Europe's leading airline with nearly 800 daily flights to 120 destinations in Scandinavia, Europe, the U.S. and Asia.

Eligible employees, retirees and their pass riders may travel system-wide on SK in economy at the medium fare level. Parents of active employees will travel in economy at the high fare level.

For more information and reservation procedures, go to Travel > Travel Programs > Other airline/Interline travel and select Scandinavian Airlines from the "Select an agreement" drop down.

Farm Waste and Animal Fats Will Help Power a United Jet

By Jad Mouawad and Diane Cardwell/June/ The NY Times

Sometime this summer, a United Airlines flight will take off from Los Angeles International Airport bound for San Francisco using fuel generated from farm waste and oils derived from animal fats. For passengers, little will be different — the engines will still roar, the seats in economy will still be cramped — but for the airlines and the biofuels industry, the flight will represent a long-awaited milestone: the first time a domestic airline



operates regular passenger flights using an alternative jet fuel. For years, biofuels have been seen as an important part of the solution to reducing greenhouse gas emissions. And airlines, with their concentration around airports and use of the same kind of fuel, have been seen as a promising customer in a biofuels industry that has struggled to gain traction.

United announced a \$30 million investment in one of the largest producers of aviation biofuels, Fulcrum BioEnergy, the biggest investment so far by a domestic airline in the small but growing field of alternative fuels. (Cathay Pacific, based in Hong Kong, last year announced a smaller investment in Fulcrum.) The quantities that United is planning to buy from Fulcrum constitute a small drop in its voluminous fuel consumption. Last year, United's fleet consumed 3.9 billion gallons of fuel, at a cost of \$11.6 billion. But airlines are increasingly under pressure to reduce carbon emissions. "There is a significant role for biofuels within the aviation sector, specifically for reducing carbon emissions," said Debbie Hammel, a senior resource specialist at the Natural Resources Defense Council, who focuses on biofuel. Airlines, in turn, say they have every reason to adapt, not only to reduce pollution but also to lower what is usually their biggest cost: jet fuel.

Fulcrum, a California-based company, has developed and certified a technology that turns municipal waste — household trash — into sustainable aviation fuel, a kind that can be blended directly with traditional jet fuels. It is currently building a biofuel refinery in Nevada to open in 2017, and has plans for five more plants around the country. Fulcrum said its technology can cut an airline's carbon emissions by 80 percent compared with traditional jet fuel. "There is definitely a huge interest from airlines in this market," said Angela Foster-Rice, United's managing director for environmental affairs and sustainability. United's deal with Fulcrum is one of many that airlines have made in recent years.

Alaska Airlines aims to use biofuels at least at one of its airports by 2020. Southwest Airlines announced last year that it would purchase about three million gallons a year of jet fuel made from wood residues from Red Rock Biofuels. The first blend of this new fuel product, however, won't be available until 2016. Last year, British Airways joined with Solena Fuels to build a biofuel refinery near London's Heathrow Airport, which will be completed by 2017.

United's deal is the airline's second major push toward alternative fuels. In 2013, the airline agreed to buy 15 million gallons of biofuels over three years from a California-based producer called AltAir Fuels, which makes biofuels out of nonedible natural oils and agricultural waste. United expects that the first five million gallons from AltAir will be delivered this summer at its Los Angeles International Airport hub to help power the flights to San Francisco. For the first two weeks, four to five flights a day will carry a fuel mixture that is 30 percent biofuel and 70 percent traditional jet fuel; after that, the fuel will be blended into the overall supply, United said. "The AltAir project serves as a catalyst intended to pave the way for the industry," Ms. Foster-Rice said. By burning biofuel products like farm waste that have already absorbed carbon during their lifetime, jet engines avoid introducing into the atmosphere new carbon from a fossil fuel that has been locked away, underground, for millions of years.

And the airlines seem to have little choice. For example, airlines, unlike automakers, cannot turn to other options like electrification, said Ms. Hammel of the Natural Resources Defense Council, which is why it is

important, she added, that the fuels be sustainably produced. But despite the airlines' interest, there are still substantial hurdles to the large-scale development of biofuels — most notably reasonable cost and reliable supplies. "It remains quite difficult to get biofuels for aviation that is cost-effective, and to make sure the fuels will be available," Ms. Foster-Rice said. The airline conducted its first test flight in 2009, with biofuels from algae.

Then there is the issue of where the biofuels companies get their raw material. E. James Macias, Fulcrum's chief executive, said that the company had secured 20-year agreements from municipal waste management companies, including Waste Management, to provide stable supplies for the company's projects. He said Fulcrum could produce its biofuel for "a lot less than" \$1 a gallon. (United bought its jet fuel for \$2.11 a gallon, on average, in the first quarter, and said its deal with Fulcrum was competitive with the price of traditional jet fuel.) "We are producing very large volumes at a very good price," Mr. Macias said. Financial terms of the agreement were not disclosed, and neither company disclosed the size of United's equity stake in Fulcrum.

Behind the deals is pressure on airlines to reduce carbon pollution. Although they account for about 2 percent of global carbon emissions, airlines are one of the fastest-growing sources of carbon pollution around the world.

United Airlines and Azul Brazilian Airlines Form Partnership



United Airlines and Azul Brazilian Airlines announced a new strategic partnership in which United will acquire an approximate 5 percent stake in Azul, Brazil's third-largest airline, paving the way for the carriers to cooperate on a range of customer benefits including codesharing of flights (subject to government approval), expanded connection opportunities on routes between the United States and Brazil, in addition to other points in North and South America, and joint loyalty-program participation. Through a wholly owned subsidiary, United will invest \$100 million for its economic stake in Azul, which includes one seat on Azul's board of

directors.

Azul serves more destinations in Brazil than any other Brazilian carrier, including more than 50 daily flights from São Paulo's Guarulhos International Airport. This new partnership will offer customers more flight choices and convenient connections for travel between the United States and destinations in Brazil. In addition, the partnership will enable United and Azul to provide an improved transfer process at Guarulhos for timely connections for customers and their baggage. The airlines announced plans for United to place its code on flights in Azul's extensive network from Guarulhos to key destinations throughout Brazil, as well as on Azul's flights to Florida; Azul plans to place its code on United routes throughout North America and the Caribbean, pending government approval.

"Brazil is an important market in United's global route network and this partnership with Azul further strengthens our ties to the region," said Jim Compton, United's vice chairman and chief revenue officer. "Together we will offer our mutual customers more choice and convenience when traveling to and from destinations across Brazil.

Azul, the largest airline in Brazil by number of cities served, offers more than 900 daily flights to over 100 destinations. With a fleet of 145 aircraft and more than 10,000 crewmembers, the company operates approximately one third of the daily departures of the Brazilian aviation market. The quality of its services has been attested by many national and international awards. In 2015 Azul was named by Skytrax World Airline Awards, for the fifth time in a row, as the "Best low-cost airline in South America." The company also received the FlightStats Award as the "Airline with best on-time performance in South America," and was recognized as the most on-time airline in Brazil, in 2014, according to Infraero criteria. That same year, the company was named the "Best low-cost carrier in the world" by CAPA – Centre for Aviation.

I'M NOT SHORT!
God only lets things grow
until they are perfect.
Some of us didn't take
as long as others!

United Continental Is Still Shaky Five Years After Merger

By Susan Carey and Jack Nicas/WSJ



The computer malfunction that prompted a temporary grounding of United Continental Holdings Inc.'s global fleet is the latest in a series of disruptions that suggest the carrier still is struggling to smooth its operations five years after its merger.

United, the world's No. 2 airline by traffic, suspended its flights world-wide for about two hours on the morning of July 8th because a faulty router prevented the company from checking in passengers. The company said that afternoon it canceled 61 flights and delayed another 1,162 because of the computer problem, with disruptions cascading throughout the day.

The airline, meanwhile, is wrestling with unhappy unions, poor punctuality and a recent increase in maintenance-related delays and cancellations. Hundreds of United's 9,000 mechanics picketed outside of the company's annual meeting in June, warning of turbulence ahead if they don't get a combined labor contract. Many of United's flight attendants are preparing for protests at all of their crew bases to signal their impatience over their own slow contract talks.

While the Chicago-based company has turned the corner financially—net profit nearly doubled last year to a record \$1.1 billion—it has experienced a series of mishaps and operational crises that analysts say is preventing it from living up to the promise seen when the merger was announced in 2010. “I expected more,” said airline consultant George Hamlin. “This should have gone smoothly... Instead, we're having discussions about an airline that doesn't operate 100% of the time the way it's supposed to.” United “recognizes the impact this has had on our customers,” a company spokeswoman said. “But we'll continue to focus on moving United forward and improving service to our customers.”

While all airlines experience occasional maintenance or technical problems, United's biggest rivals overall have had smoother flying. Delta Air Lines Inc., the result of a 2008 merger, went through a relatively quick and painless integration process and is leading the industry in profit and performance. American Airlines Group Inc., which closed on a merger in late 2013, still is in the midst of the integration but already has labor agreements with most of its unions.

The July 8th problem followed another brief grounding of United's fleet in early June, and marked at least the fifth such incident for the airline since 2012—when it melded the systems of United and Continental, leading to months of problems for fliers.

Vess Bakalov, co-founder of SevOne Inc., which helps manage companies' digital infrastructures, said United's computer systems should have backup features that prevent one glitch from causing widespread problems. “Because there was a single point of failure and it took multiple hours to take care of, that should be a sign of how they need to take a more proactive stance of managing their sprawling IT infrastructure,” Mr. Bakalov said.

The disruptions have angered many customers. Passengers complained vocally, for example, after one of United's Boeing 767-300 planes enroute to London from Chicago in mid-June was diverted to Goose Bay, Newfoundland, for mechanical reasons. The 176 passengers were put up at a military barracks overnight due to a lack of hotels. “It's roulette every time I try to fly United,” said Jim Shelly, an oil-and-gas property owner in Houston and an elite United flier. He said recent disappointments on overseas flights include cancellations, delays, poor cabin service, old planes and broken entertainment systems. He's particularly concerned about a spate of mechanical problems he has experienced, mostly on Boeing 767-300 widebody planes, and said he now consults the United app regularly to watch for notices of mechanical problems on planes he's not even taking.

In June, nearly half of United's flights arrived late, up from 37% in April, and several percentage points worse than its main rivals, according to masFlight, an aviation data provider. The rate of delays and cancellations due to maintenance for United's 767 fleet alone doubled in June from May.

United told employees that June “was a very challenging month” due to unusually bad weather, as well as maintenance issues that took more planes out of service and lengthened delays. It also appears United had built a summer schedule that was too aggressive. “To ease the strain on the operation in the short term,” the company told employees, it has reduced flying through July “to bolster reliability” and make more spare airplanes available.

Analysts say United’s labor problems contribute to poor morale that can affect service quality. The 21,000 flight attendants have been trying to reach a joint agreement since 2012. “It’s been three years, and it’s been long enough,” the Association of Flight Attendants said in a recent message to members. “Unlike the company’s rosy communications of recent weeks, the parties are far apart on key issues.” Without a joint contract, United attendants can only fly on United planes and vice versa, reducing flexibility and raising costs. Part of the reason the talks have been slow, according to people familiar with the matter, is because the two attendant groups don’t see eye-to-eye themselves. Sam Risoli, United’s senior vice president of inflight, told the attendants in a memo that the company will continue to work toward a contract that is “fair” to everyone and matches a deal reached by American and its attendants. “There’s a lot of work left, and although progress has been disappointingly slow, we aren’t throwing in the towel,” he said.

The International Brotherhood of Teamsters, the union representing United’s mechanics, declined to comment, citing continuing negotiations with the company. In a message to that group in June, United conceded that the talks “have taken longer than either party prefers.”

“Merger synergies of \$1 billion...have proven to be elusive due to merger integration issues, labor-cost pressures and operational problems,” Michael Derchin of CRT Research said in a note this week. But Mr. Derchin also upgraded United to “buy” from “hold” because it is nearing the end of the multiyear merger.

United fleet shake-up includes Dreamliner swap



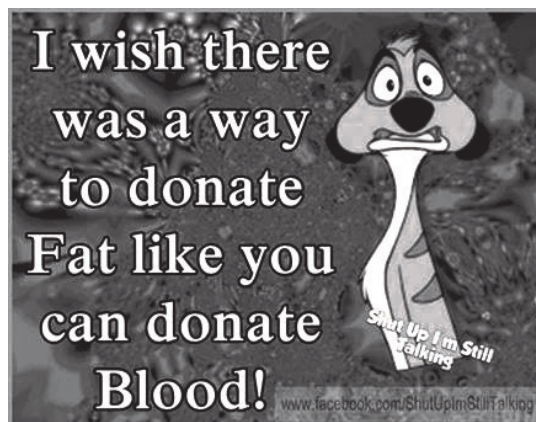
United Airlines announced significant modifications to its fleet on June 25th. Among the biggest shake-ups is a deal for United to swap ten Boeing 787-9 jets currently on its order books for ten Boeing 777-300ERs. United says the larger 777 jets will provide a wider array of options to meet customer demand. The long-rumored deal hands a victory to Boeing. The jetmaker has been aggressively peddling the current variant of its widebody 777 line as it prepares to change over to a brand-new "777X" model later this decade. Boeing has faced concerns it would shore up enough sales to close a gap in production between the current "classic" 777-300 and the upcoming 777X line. It is widely believed Boeing offered a significant price discount to help sway United, though financial details were not disclosed in announcement. United says it will begin receiving the first 777-300s in 2016.

Elsewhere, United says it now will keep 21 Boeing 767-300 wide-body aircraft in its fleet that had originally been slated for retirement. The company plans to extend their life with fuel-saving winglets and unspecified interior modifications. The reversal on the 767s will also mean a number of the company's long-haul, single-aisle Boeing 757s will be taken off European routes and will instead be used for flights to Latin America.

Most curiously, United will transition ten Boeing 777-200 aircraft out of its international fleet and reconfigure them to fly domestic routes. Regularly scheduled wide-body jet service within the U.S. has become somewhat rare in the 2000s. United did not say on what routes it intended to utilize the airplanes.

The carrier also stated it was looking to lease between 10 and 20 narrow-body aircraft, such as the Airbus A320 or Boeing 737.

While much of the company's fleet changes involve new and repurposed aircraft, United announced plans to remove scores of smaller, 50-seat commuter jets. The airline disclosed that 130 of those jets will exit the fleet by the end of 2015. Additional 50-seaters will be removed in 2016 and beyond as their leases end.



United Airlines rewards hacker



It didn't take Jordan Wiens very long to find a vulnerability in United Airlines' network, but the payoff was one million free air miles for about six hours of work. A vulnerability researcher from Florida, Wiens was the first recipient of United's highest-level reward in its bug bounty program, reserved for remote code execution (RCE) vulnerabilities in its web properties.

United announced the bounty program in May 2015, which it said is the first such program in the airline industry. Usually, bug bounty programs offer rewards in cash, such as those run by Microsoft, Google and Facebook. United's rewards are all in the form of free air miles - ranging from 50,000 free miles for low-level bugs (cross-site request forgery, bugs in third party software affecting United), to 250,000 miles for mid-level bugs (authentication bypass, personally identifiable information leakage, brute force attacks), and 1,000,000 miles for RCE bugs. Several kinds of bugs - including those in systems on board the aircraft such as avionics and in-flight Wi-Fi - are not eligible for the program, although the security of aircraft systems has been called into question recently.

Wiens announced his reward on Twitter, and he seemed surprised that United paid out the top reward for his bug submissions. Wow! @united really paid out! Got a million miles for my bug bounty submissions! Very cool. He included a screenshot showing that the reward was paid out on 10 July, in two portions: one reward for 999,999 miles, and another for one mile. Wiens told a local TV station that he planned to use the miles for coach-class trips for his family, including at least one trip to Hawaii with his wife. Because of the way the airline parcels out rewards miles, that Hawaii trip with his wife would cost him up to 360,000 air miles for two first-class round trip tickets.

The rules of the program prohibit disclosing bugs publicly or to any third parties, but Wiens tweeted that the bug he discovered "wasn't technically challenging." Wiens said the RCE vulnerability he disclosed "probably wasn't in critical parts of the network."

Even so, RCE vulnerabilities are severe bugs that could allow an unauthenticated attacker to remotely inject code into a program and get it to run. That means someone on the outside could run a program on your server or desktop computer without having to log in.

A critic of the United bug bounty program might point out that rewards miles might not be as attractive as straight-up cash, making security researchers less likely to participate. But one tweeter claimed that Wiens's reward is worth roughly \$25,000, similar to top payouts of other bounty programs. We all benefit from these programs: the company offering the program gets the benefit of crowdsourced quality control, the researchers get recognition and compensation for their work, and the rest of us are more secure because of it. It's great that companies like United are starting to latch on to the idea.

Flight attendant union fights for cabin air quality



WASHINGTON, DC - The Association of Flight Attendants-CWA (AFA) president at Alaska Airlines, Jeffrey Peterson, released a statement today following news of a cabin air quality lawsuit filed by Alaska Flight Attendants:

"We support our fellow Flight Attendants in their efforts to seek justice after breathing in contaminated air on board the aircraft. Their experience is similar to many others throughout the airline industry who have experienced contaminated air events. In fact, AFA has been fighting for cleaner cabin air for decades while the industry has refused to acknowledge the problem. More recently AFA has been supporting research at the University of Washington to create a blood test that will be able to determine if crew members were poisoned so that proper treatment could begin as soon as possible. Our efforts will continue as we push for sensors and filters to be installed in all aircraft as well as changes to future aircraft design to avoid engine bleed air that can become contaminated. AFA's global efforts to define this problem so it can be fixed will continue until contaminated bleed air has no way into the cabin ever again.

United Airlines' CEO Jeff Smisek: Disloyal to Loyal Workers



The following letter from Ralph Nader was recently sent to Jeff Smisek, CEO of United Airlines. It describes a spreading practice where highly profitable airlines (with the notable exception of Southwest) put their loyal employees' jobs up for auction to the lowest bidding outside vendors. This results in less experienced workers handling these jobs. Airline passengers see many of these workers on the tarmac.

Dear Mr. Smisek, Two stories have come to public attention about your airline, which invites some serious introspection by you and your fellow executives who make millions of dollars a year. The first appeared in the January 23, 2015 edition of the Wall Street Journal titled, "Suddenly Flush Airlines Debate How to Use Cash." The article posed the choices: for increased services for consumers and reduced fares; for investors to cut debt and buy back stock. There was no indication of a cash dividend increase. Then this paragraph: "United returned \$320 million to shareholders last year through share repurchases, and it said it could accelerate its buybacks with extra cash flow." Stock buybacks -- really a poor use of productive capital -- are favored by executive suites as a way to elevate executive compensation compared to cash dividends.

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

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

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

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

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

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



US Justice Department investigation on potential airline conspiracy



WASHINGTON, DC – A civil antitrust investigation by the US Justice Department is concentrating on the possibility that airlines may have conspired to limit available seats as a means to keeping airfares high. In a document obtained from AP, it suggests that the airlines may have been illegally signaling one another with regard to how quickly they would add new flights, routes, and extra seats.

Justice Department spokeswoman Emily Pierce confirmed that an investigation is underway but would not reveal which airlines are part of the investigation. The Justice Department sent out letters to several major US airlines demanding copies of all communications with other airlines. Additionally, the airlines must reveal all communications with Wall Street analysts and major shareholders about plans for passenger-carrying capacity.

From 2009 to 2014, US airfares have risen 13 percent. When fees are factored into that equation to include bag fees, change fees, for example, that accounts for \$6.6 billion just in the past year. In total, US airlines have earned a whopping \$19.7 billion over the past 2 years – these are record-breaking profits.

Add to that the recent drop in fuel prices, and profits will be even greater, as there is no indication from any airline that it will adjust its airfares to coincide with jet fuel cost savings.

Spaceport America welcomes visitors from around the world



SPACEPORTAMERICA®

SPACEPORT AMERICA, NM - Spaceport America – the world's first purpose-built, commercial spaceport announced the new Spaceport America Experience tour is open for visitors. "We are delighted to welcome the new Spaceport America Visitor Center and visitors from across New Mexico and the globe to the City of Truth or Consequences," said Sandra Whitehead, Mayor. "Both the educational and economic benefits to our community will be significant and we value the opportunity to be a part of this inspiring, futuristic offering."

Located in a historic adobe building with original features from the 1930's, the visitor center offers a wonderful contrast of the old frontier meeting the new. Packed with exciting educational and interactive space exhibits, visitors can reserve or purchase tour tickets and official Spaceport America merchandise prior to journeying out to the Spaceport America site.

Spaceport America is the first FAA (Federal Aviation Administration) licensed commercial spaceport that was built specifically to be a commercial spaceport. This fact empowered Spaceport America to develop the vision of what future spaceports may look like. "We wanted Spaceport America to be a place where the public can have a hands-on, authentic and fun experience inside a real commercial space launch facility—an experience you can't get anywhere else," emphasized Christine Anderson, CEO. "To that end, we have created the Spaceport America Experience so that our guests will learn more about space travel, about Spaceport America, and about New Mexico's role in enabling commercial space."

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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USA - UAE Open Sky Resolution adopted: Read the transcript



The United States Conference of Mayors' 82nd Annual Meeting took place June 20-23, 2014 in Dallas. The meeting was presided over by Conference President Sacramento Mayor Kevin Johnson and was hosted by Dallas Mayor Mike Rawlings.

The following resolution was approved by the conference on the ongoing war between the big three U.S. airlines United, American and Delta Airlines against Qatar based Qatar Airways, and UAE based Emirates and Etihad Airways.

This is a transcript of the resolution adopted:

WHEREAS, for decades Open Skies agreements have brought great benefits to U.S. travelers, U.S. airlines and the U.S. economy by creating a framework for competitive, fair market air travel between countries; and WHEREAS, cities across the country rely on a robust and vibrant airline industry to create and maintain jobs, and U.S. airlines support 11 million American jobs as well as \$1.5 trillion in nationwide economic activity; and

WHEREAS, American companies and U.S. carriers do best when they can compete in an open and fair market that promotes a level playing field for all; and

WHEREAS, U.S. carriers have alleged that nations have violated Open Skies policy by funneling over \$40 billion in government subsidies and other unfair benefits to their state-owned airlines, distorting the international aviation market and undermining fair competition; and

WHEREAS, if subsidies do exist, they pose a direct threat to the U.S. airline industry and thousands of American jobs including an average of 821 jobs per each roundtrip flight lost to these carriers; and

WHEREAS, if proven this would constitute unfair competition from the Gulf carriers could have a negative economic impact on American carriers that could lead to the elimination of flights and routes to mid-sized and smaller American cities,

NOW, THEREFORE, BE IT RESOLVED, that the United States. Conference of Mayors urges the U.S. government to initiate consultations with Qatar and the UAE as provided for within Open Skies agreements to address this issue.

U.S. Mayors Thwart attack by United, Delta and American Airlines on open skies



U.S. Travel Association Executive Vice President for Public Affairs Jonathan Grella issued the following statement on the resolution approved Monday by the U.S. Conference of Mayors, which takes a cautious approach to the Open Skies issue:

"Whatever they say publicly, the Big Three U.S. airlines cannot take Monday's action by the U.S. Conference of Mayors as anything other than a stiff-arm to their war on competition.

"The mayors declined to endorse the freeze in service from the Middle East carriers that the Big Three have requested from the U.S. government and instead opted for a watered-down measure that had more wiggle room than you can find in all of Business Class. The freeze is the centerpiece of the Big Three's agenda, and the fact that the mayors weren't buying it represents a repudiation of the U.S. legacy carriers' attack on Open Skies.

"The freeze sought by the Big Three would be retroactive to January 2015. New flights to the U.S. that have already been announced would be erased. Cities would be denied expanded access to key segments of the international travel market. It is time for the Big Three to follow the example of the U.S. Conference of Mayors and finally drop their push to freeze and roll back job-creating air service routes."



Antitrust class action lawsuit filed against four largest US airlines



SEATTLE, WA - Keller Rohrback LLP has filed an antitrust class action lawsuit against the four largest commercial airlines in the United States — American Airlines, Delta Air Lines, Southwest Airlines, and United Airlines — claiming that the airlines and their co-conspirators conspired to raise the prices of air passenger transportation services for flights within the United States.

According to the complaint, filed in the U.S. District Court for the Northern District of California, as a result of several airline mergers beginning in 2008, American Airlines, Delta Air Lines, Southwest Airlines and United Airlines now control approximately 80% of the domestic air passenger seats. During that period, they have taken steps to limit capacity growth in order to keep air fares artificially high.

The complaint claims that with jet fuel prices dropping by 40 percent since last year, ticket prices should have followed. That they didn't was the result of the airlines' anticompetitive activities in violation of federal antitrust laws, including the Sherman and Clayton Acts.

The lawsuit seeks damages for individuals who have purchased airline tickets at artificially high prices due to the airlines alleged agreement to restrict capacity.

Keller Rohrback's Mark Griffin relays, "The airline industry was deregulated to allow travelers to benefit from free and fair competition in the marketplace. We believe that consumers are not enjoying these benefits today because of the conduct alleged in our complaint."

Your Giant Carry-On Bag Is Safe for Now

By Josh Barro/The New York Times



Don't worry, nobody is coming for your enormous rollaboard suitcase just yet. The International Air Transport Association made headlines by announcing a new guideline for carry-on baggage. They said carry-ons had gotten too big, so they are promoting a new luggage size of 21.5 inches by 13.5 inches by 7.5 inches — significantly smaller than the 22-by-14-by-9 limit used by most American carriers today, and therefore smaller than a lot of the suitcases travelers regularly use as carry-on baggage. But after objections from travelers —the I.A.T.A. saw a need to issue a clarifying

statement.

The new proposed guideline is not a maximum but an "optimum." Airlines are still free to set their own, higher limits. You do not need to replace your bag. The association's idea is simply that smaller bags, approved through an I.A.T.A. program and bearing a "Cabin OK" logo, should get priority to stay on board on those full flights where some bags must be gate-checked. Passengers traveling with bags that don't have the Cabin OK logo need not worry. If it was accepted for travel before, it will be acceptable for travel now, but with the same uncertainty that if the flight is full it may eventually have to travel in the hold.

The I.A.T.A. proposal aims at a real problem. Carry-on bags have gotten bigger at the same time that planes have gotten more full: On average, commercial flights on American carriers rose from 73 percent full in 2002 to 83 percent full in 2014. Those trends, and the imposition of fees for checked baggage, have combined to mean overhead bin space is increasingly scarce, and airlines must more frequently gate-check carry-on bags, which delays boarding and annoys passengers.

The association says nine non-U.S. carriers, including the German airline Lufthansa, have "confirmed interest" in offering some sort of preference to the Cabin OK bags. Lufthansa is "currently evaluating" the proposal, according to a spokeswoman, Christina Semmel. But no airline seems to be adopting the new size as an absolute limit, and United States carriers show underwhelming enthusiasm for adopting Cabin OK preferences. United said it is studying the proposal. But representatives for Delta, American, Southwest and Alaska said they had no plans to change their carry-on size limits.

Virgin America named Top Domestic Airline for eighth year in a row



SAN FRANCISCO, CA - Virgin America, the California-based airline known for reinventing the domestic airline experience, has just been named the "Top Domestic Airline" in the prestigious annual Travel + Leisure's World's Best Awards readers' survey for the eighth consecutive year. The airline also announced a new partnership with satellite WiFi innovator, ViaSat, to bring streaming video and a faster satellite-based WiFi platform to Virgin America's 10 new Airbus A320 aircraft beginning later this year.

"Earning the 'Top Domestic Airline' distinction in the Travel + Leisure for the eighth consecutive year is a tremendous honor – and reflects our continued commitment to delivering a 'guest-centric' travel experience on every flight through better design, technology and topnotch service," said David Cush, Virgin America President and CEO. "This award expresses the opinions of the most experienced travelers – one of the largest surveys of its kind – and proves that we continue to offer the most consistent, upscale flight and travel experience in the U.S. market. Although the award is confirmation that we continue to hit the mark with real travelers – even at just eight years old – we're not standing still. We're continuing to make strategic investments in our product to stay ahead of the pack and to answer the needs of travelers."

Qantas introduces exercise video to help prevent DVT

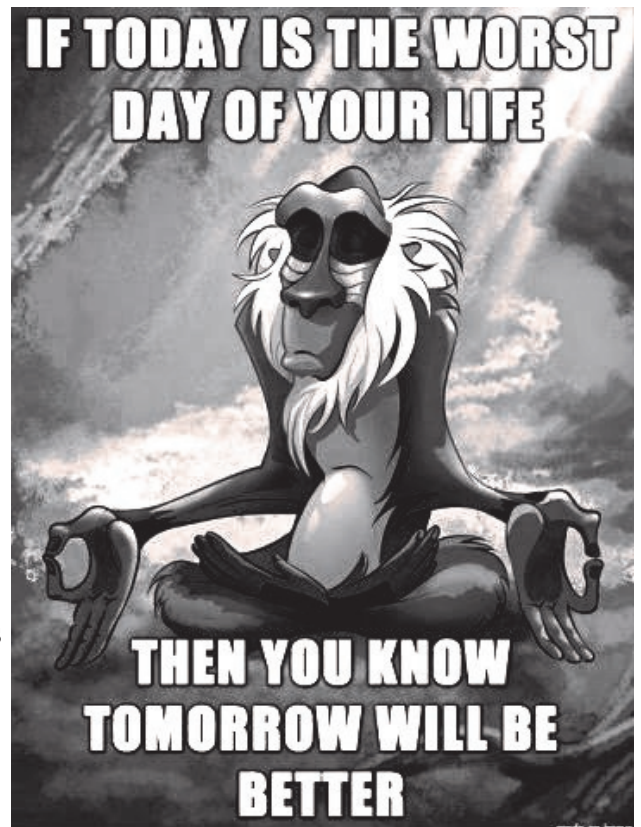


MELBOURNE, Australia - Qantas has become the first airline in the world to launch an exercise video on all its international flights to help prevent *Deep Vein Thrombosis* (DVT). The four-minute exercise video was developed by academics at the University of Melbourne in a partnership with Physitrack Limited, the Brighton-based mobile healthcare provider, and Sports Medicine Australia's official exercise technology partner. Sports Medicine Australia has endorsed the exercise video. The video was developed by Professor Kim Bennell at the University of Melbourne Department of Physiotherapy. "These inflight exercises are designed to provide a safe way to stretch and enjoy movement in certain muscle groups that can become stiff as a result of long periods of sitting. They may be effective at increasing the body's blood circulation and massaging the muscles," Professor Bennell said.

"It came as a bit of a surprise international airlines hadn't already introduced these exercise videos given what we know about DVT and long-haul travel. Hopefully, access to these videos will become standard on all international flights," she said.

Physitrack co-founder Nathan Skwortsow said Qantas were quick to embrace the concept. "Shot in high definition from different angles, each clip shows the correct exercise technique to motivate Qantas' five million annual international travellers to keep moving during their flight." In addition to being one of the safest airlines in the world, it is also great to see Qantas embracing exercise technology, even at 38,000ft", he said.

Sports Medicine Australia CEO Nello Marino said sitting still for long periods of time in cramped conditions, such as on an airplane, can lead to swollen ankles and occasionally DVT. "Whilst the risk of DVT is extremely low, it is always important to take preventive measures as the threat is always there," he said. "Through simple, regular stretching, mobility exercises, and walking around the cabin mid-flight your risk of DVT is dramatically reduced."



Psychometric tests may become mandatory for Indian pilots



NEW DELHI, India - The Directorate General of Civil Aviation may make it mandatory for airlines to conduct psychometric tests on pilots during recruitment and at regular intervals after hiring them. The recommendations were made by a committee headed by joint director general Lalit Gupta, which was formed by the DGCA. The panel was asked to suggest ways to curb incidents similar to the Germanwings copilot, who earlier this year slammed an Airbus 320 into an Alpine ridge at about 650 km an hour, killing all 150 on board, after allegedly suffering a bout of depression. "The recommendations are to carry out psychometric tests on all pilots being recruited in the airline and also carry out such tests at frequent intervals. The report will be submitted soon and orders will be issued accordingly," said a senior DGCA official, who did not wish to be identified. Psychometric tests are used to measure a person's mental capability and behavioral style. Some analysts aren't impressed with the suggestions and believe they will achieve nothing.

"DGCA should understand that depression is more serious than any psychological problem and one may clear the psychometric test but can be depressed or stressed. Depression or stress can be due to various personal and professional reasons," said Shakti Lumba, former head of training at IndiGo. Lumba explains that depression or stress occurs due to a sudden change in life events. "The airline should be allowed to have a mechanism to deal with stress. The airline should be sensitive enough in dealing with stressed employees by simply allowing them to go on leave, if the employee is stressed. The employer should also provide other kind of help, if required," he suggested.

Airlines in India have already responded to worries following the Germanwings crash. Air India rejected about 40 pilots due to concerns raised by psychologists during interviews in May. This was the first time an Indian carrier had rejected so many pilots on the basis of feedback provided by psychologists. IndiGo had also said that the airline provides assistance and arranges for facilities and access to the best of doctors and counselors to employees.

Boeing focuses on record delivery pace



Boeing today outlined its strategy as the company targets a second consecutive year of record commercial airplane deliveries. During a briefing at the Paris Air Show, Boeing Commercial Airplanes President and CEO Ray Conner also provided a progress report on the three programs still in development - the 737 MAX, 777X and 787-10.

"We've increased airplane production by more than 60 percent over the past five years by building our products on a lean and responsive production system," said Conner. "Our focus is on executing our production rates and getting airplanes into the hands of our customers. We remain on track to deliver between 750 and 755 airplanes, a new industry record."

Conner also outlined progress on the company's Airplane Development programs. For the first time, Boeing announced that the 737 MAX will roll out of the factory by the end of this year and fly for the first time early next year. "Performance of the 737 MAX is meeting all of our expectations, with the airplane being 20 percent more fuel efficient than the first Next-Generation 737," said Conner. Conner said the 777X is on schedule to reach firm configuration this year, begin final assembly in 2018 and be delivered in 2020. The 787 will transition to a production rate of 12 airplanes per month in 2016 and 14 per month by the end of the decade. First delivery of the 787-10 is scheduled for 2018.

Boeing opens state-of-the-art research center in Alabama

HUNTSVILLE, AL - Boeing officially opened its new 80,000 square foot research and technology center in Alabama. The facility will serve as the company's hub for collaborative technology development with academic institutions and research partners in analytics and simulation in the Southeast United States.

"The next 100 years of innovation starts here," said Steve Swaine, leader of the Boeing Research & Technology-Alabama (BR&T-Alabama) research center. "We've brought together a team made up of the

best and brightest in data analytics, advanced engineering and many other disciplines to help Boeing create, develop, produce and support the best aerospace products in the world."

In addition to continuously modernizing and improving Boeing products and operations through analytics and simulation technology development, the 220 engineers, technicians and staff at BR&T-Alabama will develop a variety of other technologies for existing and future Boeing products and services. The team works on technologies that include simulation and analytics, systems analysis, applied mathematics, chemicals, composite materials, metals and ceramics, propulsion, avionics systems and sensors, communication and sensing, cybersecurity, materials and processes, and product standards.

To drive advances in all areas, the BR&T-Alabama team has lab space equipped with autoclaves that heat-treat composite materials, an accelerated rate calorimeter to test heat reactions, state-of-the-art machines to test the properties of metals, and computers to simulate and test vehicle management systems. The team has built multiple computing networks that enable researchers around the globe to integrate simulations and further technology development in a fast and collaborative environment.

NASA-developed air traffic management tool flies into use



WASHINGTON, DC - A new software tool developed by NASA, and being deployed by the Federal Aviation Administration (FAA), is positioned to help air traffic controllers manage the nation's skies. The software, called Terminal Sequencing and Spacing (previously called TSS, now TSAS), will help air traffic controllers manage airspace within a doughnut-shaped region of sky that begins five miles from a major airport and extends outward about 35 miles. This new technology will allow pilots to better use flight deck automation to fly fuel-efficient, optimized profile descents, which streamlines glide paths toward the runway reducing fuel use and noise toward an airport, and safely permits more flights to merge together at a point where they can be cleared for final approach and landing. The new traffic management technology makes it easier for pilots to use modern arrival procedures and eases air traffic controller workload through automation of some procedures and communications with flight crews. In turn, these advances will help the aviation industry and travelers by reducing emissions, air traffic congestion and fuel consumption.

Work on the software tool began in 2009, and the first prototype began system integration and testing in 2011. Since then, it has been put through more than two dozen high-fidelity tests involving controllers and pilots, and using the world-class simulation facilities at NASA's Ames Research Center in Moffett Field, California. NASA transferred the TSAS technologies to the FAA in 2014 for further testing and evaluation. The FAA and NASA completed an operational integration assessment of the tool in May at its William J. Hughes Technical Center at Atlantic City International Airport in New Jersey. During the assessment, air traffic controllers put the system through its paces using high fidelity, real-time simulations designed to identify issues related to operational use, such as training, procedures for handling anomalies, and integration with other air traffic control systems.

The FAA received a final investment decision for the program, meaning the agency intends to deploy the capability in the National Airspace System (NAS) beginning with nine major airports located in Phoenix, Houston, Atlanta, Seattle, San Francisco, Las Vegas, Charlotte, Denver and Los Angeles between 2018 and 2022.

"The current level of flight deck automation available to the pilot community is underutilized due to a lack of controller automation tools," said National Air Traffic Controllers Association representative Eric Owens. "TSAS is one more step in the direction of optimizing the NAS."



"They're solar panels."

NASA selects six wild ideas in aviation for further study



WASHINGTON, DC - NASA has selected six proposals to study transformative ideas that might expand what's possible in aviation, shifting the boundary between fantastic and futuristic.

During a day-long meeting in April, 17 teams pitched their ideas to NASA managers. The ideas ranged from environmentally-friendly electric propulsion that uses an aircraft's structure as a battery, to computer programs that safely allow new airplane designs to go more quickly from concept to use. NASA managers likened the scene to a television reality show in which aspiring entrepreneurs try to sell their ideas to a panel of savvy investors.

"We may find none of these ideas will work," said Doug Rohn, NASA's Transformative Aeronautics Concepts Program director in the agency's Aeronautics Research Mission Directorate (ARMD). "On the other hand, we could learn they look promising and worth additional longer-term investment."

Funded under NASA's Convergent Aeronautics Solutions Project, the studies will run from two to 2.5 years. The project teams are made up of NASA employees from a variety of technical disciplines working across the agency's aeronautics centers in Virginia, California and Ohio. Each study involves work across multiple centers and disciplines, and directly addresses at least one of NASA's strategic research goals for aeronautics.

"The idea of the project is this is an investment process, where we're using almost venture capital-like principles. But instead of money, our return on investment is in knowledge and potential solutions to future challenges in aviation," Rohn said. At the close of the project study period, successful ideas may be picked up and funded for additional exploration through other ARMD programs.

New Senate bill introduced to improve safety at sea



International Cruise Victims is pleased that members of the Senate Commerce Committee, have introduced new legislation known as S.1673, also referred to as the Cruise Passenger Protection Act of 2015 (CPPA). Over the past several months ICV has been working closely with the sponsors of this legislation, which sets new standards for protection and improved safety measures for cruise lines to follow.

Major provisions require vessels to integrate technology which can be used for capturing images of passengers and detecting passengers who go overboard. The bill would also require improved medical standards; sea marshals; a clear, up-front summary of the restrictive terms and conditions in cruise contracts; a consumer complaints toll-free hotline telephone number; the reporting of crimes against minors; the strengthening of video surveillance requirements; and the establishment of a victim's advocate.

The issue of crime at sea and the need for increased protection are apparent, as discussed in an article in the July issue of Security Magazine. While the cruise lines continue to indicate that they are committed to making improvements, there is no question that the industry will do everything possible to defeat the common sense measures set by this legislation, says Ken Carver, chairman of International Cruise Victims.

The much needed CPPA legislation is poised to set a new standard not only for the United States but for the world.

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>

Memorial to mark Flight 93 crash site

By Joe Mandak/Associated Press

SHANKSVILLE, PA. - A \$26 million visitors center complex at the Flight 93 National Memorial will be dedicated and open to the public September 10, a day before the 14th anniversary of the terror attacks.

The new center near Shanksville, about 75 miles southeast of Pittsburgh, consists of two buildings, a 4,700-square-foot learning center that will play host to activities, guest speakers and events and a separate visitors center with exhibit space and more serene, sober reminders of the crash site.

"The interior of that space will be very reverent," Keith Newlin, deputy superintendent of the memorial, said during a media-only tour Thursday.

United Airlines Flight 93, which was traveling from Newark, New Jersey, to San Francisco, went down September 11, 2001, in a reclaimed strip mine after passengers fought back against its hijackers. All 33 passengers and seven crew members were killed along with the hijackers.

The plane was the only one of four hijacked that day that didn't hit its intended target, and the passenger revolt spawned the memorial's slogan, "A common field one day... a field of honor forever."

The visitors center will include five two-sided walls with 10 exhibits that will tell the story of the day. The theme of one will be "an ordinary day, which everybody probably remembers," Newlin said. Other exhibits will include interactive displays, video and photographs - some donated by the families of the 40 victims aboard the plane, Newlin said - as well as remnants of a makeshift memorial where visitors placed flowers, mementos and other tributes that first marked the crash site.

Newlin said the design of the visitors complex will accentuate the crash site's transformation. The concrete exterior walls are molded to mimic the grain of the hemlock wood barns that dot the surrounding farmland, and many other features of the building are black. "That represents the coal heritage, the coal seam in this area," Newlin said.

A black granite walk-way tracing the plane's path will lead to an overlook featuring a backlit glass panel through which visitors can view the crash site.



Proposed TSA revenue diversion called unfair burden for passengers



Airlines for America

WASHINGTON, DC - Airlines for America (A4A), the industry trade association for the leading US airlines, today objected to a House plan that calls for diverting funds that airline passengers pay for Transportation Security Administration (TSA) fees to pay for the highway trust fund. As part of the Offsets in the Highway and Transportation Funding Act, the House plan calls for using portions of revenue assumed to be collected from TSA fees in years 2024 and 2025 to offset government costs for a highway fix this year.

"It is disingenuous at best to take funds that airline passengers are paying, presumably for their safety and security, and use them to pay for highways," said Nicholas E. Calio, A4A president and CEO. "This plan proposes to use tomorrow's dollars to pay for today's problem and do so on the backs of airline passengers who are being asked to fund everything from the national debt to the highways. This plan is a road to nowhere for passengers and eventually will lead to fee increases if the fees airlines and their customers already are paying today are diverted to other uses." Calio noted that airline customers are already paying more than their fair share in taxes, as a \$300 domestic one-stop roundtrip ticket can include more than \$61 in taxes.

The Goodyear Blimp versus Santa Ana. (The wind, not the general)

By Capt. Don Karaiskos, RUPA Member

During the summer of 1966 five airlines were struck by the IAM. I was in new hire training at the time as a Second Officer on the comparatively new B-727. I had completed new hire training and took a bid directly into the B-727. As the strike was in progress, the company and IAM agreed to allow those already in training to complete it. I completed training in July of 1966 while the strike was still in progress. I had been assigned to LAX as my domicile. My wife Beverly drove out from our home in Kalamazoo, Michigan to pick me up from DEN and we drove on to California. I reported to the flight office at LAX, was shown around by an



administrative Flight Manager and when we got to the mail room, he showed me my box with my name on it. There already was correspondence in it, one of which was a letter informing me that I was now on “furlough.” Not the auspicious beginning of my airline career that I had expected. During the ensuing days and weeks, Beverly and I went apartment hunting and found one in Torrance that suited us. As the strike wore on, we quickly went through what meager savings we had and we both began to look for some sort of temporary employment. Beverly found employment in the office at Continental Airlines (not on strike) and I found part-time work in a men’s clothing store (\$3 an hour) and as a flight instructor (\$6 an hour) at Torrance airport. It was a struggle financially but we weathered the storm. Eventually, the strike ended and I was now making the big bucks (\$400 per month) as a Second Officer on the 727. It was during the autumn of 1966 when a serendipitous event occurred that somewhat ameliorated, the unpleasant start of my airline career.

Beverly and I had both grown up in Akron, Ohio. Akron at that time was the center of the rubber industry. It was also the home of the Goodyear aircraft corporation which during the ‘20’s and 30’s built and housed rigid and non-rigid airships at the Goodyear Zeppelin Division’s huge hangar. Perhaps you have heard of two of them, the Akron and the Macon. Both were built for the U.S Navy and both were subsequently lost at sea. As a youngster of about five years of age I recall the entire family rushing outside of the house to view the Macon over-flying the city with its huge propellers and engines emanating a tremendous throbbing roar. It was also during this time that Goodyear got into the business of building non-rigid airships (blimps) both at the Airdock and at another hangar at nearby Wingfoot Lake (Author’s note: (For specifics , you may Google “Goodyear Airdock”). I grew up about 3 miles from Akron Municipal Airport where the Airdock was located. I spent many week-ends with my high school friends watching the blimps and the testing of Goodyear built Corsairs during WWII. All the time, I had dreamed of getting a ride in the Goodyear blimp. Getting a ride in the blimp is close to impossible as Goodyear only allows rides to be given by invitation only, most of which were usually VIP’s and CEO’s of companies that did business with Goodyear. Let’s fast forward to 1966. It so happened that the Goodyear blimp “Columbia” (N2A) was based near LAX. It also happened that one of the blimp pilots based there had been a flight student of mine back in Akron. His name was Gary Hinkle. I soloed him and sent him up for his Private license and later, we shared ownership of an airplane. . In 1964 we went our separate ways. I took a job in the flight department at Purdue University and eventually joined the flight department at Western Michigan in 1965 before joining United in 1966. In the meantime Gary earned a Commercial certificate and got on with Goodyear to train as a blimp pilot. He completed his training and began to fly the line as a blimp captain. There were three bases, Akron, Pompano Beach Florida and Los Angeles. Gary was assigned to pilot the “Columbia”, arriving in LA shortly before I did. It wasn’t long after our arrival that we joined up, and began socializing on a regular basis. Gary knew I was “chomping at the bit” for a ride in the blimp. One day, Gary called and said, “How would you like to ride the night sign with me tomorrow night over the Hollywood Bowl. I replied with a statement somewhat akin to ”Is the Pope Catholic?” The next night Gary picked me up and we went to the

blimp port near Carson and the San Diego Freeway. We arrived and there was that big silver windsock (the blimp) pointing into the wind and attached to the mooring mast. There was a truck there with all the support equipment needed and of course the ground crew whose purpose was to maintain the craft, aid in getting the craft in the air and retrieving it at the end of the flight. Three of us climbed into the gondola, Gary, a night-sign operator and me. Although the blimp was certified to flown with only one pilot I sat in what would have been a co-pilot's seat. The ground crew "balanced" the craft (adding or taking off ballast) so that we were essentially "weightless." Power consisted of two Lycoming 175 horsepower engines. The envelope, the large portion of the craft, contains two ballonnet bags (one fore, one aft) filled with air. Air is either vented or pressurized into ballonets by scoops located in the prop-wash or by forward motion. Helium, the lifting medium, fills the remainder of the space inside the envelope. Since air is heavier than helium it is used to control altitude and trim by the operation of the ballonets. Elevators are controlled by a bicycle-type wheel on the pilot's right and rudders controlled by his feet.

Our mission for the evening was to fly over the Hollywood Bowl where an outdoor event was taking place. The sign, consisting of lights controlled by the operator, advertised the premier of the movie "Grand Prix" (starring James Garner) that was to premier in December of that year. Since Goodyear tires were displayed prominently in the movie – the night sign was a "quid-pro-quo" for this advertising.

Take-off was actually more of a "bounce-off" than a take-off. The crew grabbed handles on the side of the gondola and manipulated the mooring ropes and bounced it up and down on its single tire. After a couple of "bounces" Gary advanced throttle and we were airborne immediately. After take-off Gary was busy rotating the bicycle wheel, pumping the rudders and alternately, adjusting the ballonnet bags and adjusting the power with his other hand. It was dusk and we climbed to cruise altitude which I recall was about fifteen hundred feet. As the evening wore on and gradually got darker, the myriad of lights in the basin were revealed in awesome splendor. I have made plenty of night time approaches into LAX in airliners but none compared to the exquisite sight of gazing down on that sea of light while almost motionless as a passenger in blimp would see it. It was absolutely breath-taking. Since we had to fly through the LAX (Mines Field) control zone we contacted the tower to advise them of our intended route to the Hollywood Bowl. As we approached the Hollywood area it became apparent that our ground speed was falling off. The top speed of the blimp in still air is a little less than 60 mph. Soon, our forward progress declined to almost nil. We never got closer than a few miles to the Bowl and it was obvious that the wind increased to the point where Gary made the decision to turn around and go back to the base. We estimated that the wind was about 35 knots on our nose. We were then advised by A.T.C. that apparently a Santa Ana wind was rushing down from the high Mojave towards the ocean. These winds can sometimes approach hurricane force and are fairly prevalent in the late fall and winter over the basin. However, none were predicted in the weather forecast that night. Gary turned the ship around to head back to the base. Since turns are slow and cumbersome much of our turn was side-ways over the ground until the 180 degree turn was completed. Now we were whistling back to the base at about 100 mph. One-hundred mph doesn't sound like much but it is when you are in a "gas bag" it becomes a little more meaningful. Gary radioed the base to tell them that we were on our way. The perimeter of the field was lighted as was the windsock. Getting this thing down would be no mean accomplishment. Gary could have used one more arm and another hand. The wind had decreased at the lower altitude and he was able to make an abbreviated base-leg on to final. He was pumping the rudders, spinning the bicycle wheel, adjusting the ballonets and manipulating the throttles. He nosed down toward the port at full engine power in order to get close enough for the ground crew to grab the mooring ropes. Just as the blimp was almost within the grasp of the ground crew, the nose bobbed-up out of their reach. We had to make a go-around in order to get back



in position for another approach. We tried another approach and by this time I was sitting, distinctly, upright in my seat. I thought to myself if we aren't able to get this thing down our next stop might be Catalina Island. This time, the approach was successful. Gary looked like an octopus playing badminton – his arms and legs manipulating the controls as he completed his approach. The blimp safely down, the ground crew secured the craft to its mooring mast. Later that evening as Gary and I shared a couple of beers at my place and discussed the events of the evening we experienced several earthquake tremors in succession. The vagaries of nature had indeed made it a very exciting and memorable evening.

Post Script: Comparing the blimps of that era to those of today would be analogous to comparing the B-737-200 of 1968 with the B-737-900 of today. The latest blimp in service at Goodyear, while still abiding by the same basic principles of navigating a lighter-than-air-craft of yore, now has the latest in technology available. Instrument panels have glass configurations, engines are capable of vectored thrust, flight controls are now integrated with side-stick controllers (no more bicycle wheels) and ballonet valves are automatic in their operation.

The Father of Blind Flying

By Mark Wolverton



William Charles Ocker knew there were times when a pilot couldn't trust his senses.

A typical flight instructor in 1917 would point to the instruments in a cockpit and tell his students to "pay no attention to them." In aviation's early days, pilots flew by the "seat of their pants." They trusted their eyes and gut feelings, even though doing so sometimes killed them, especially when vertigo set in at night or during bad weather. Such loss of equilibrium was considered part of the business, a rite of passage that fliers just had to handle. A pilot who relied on any instruments other than the compass, and perhaps the altimeter, was a lightweight - or even worse, a coward.

William Charles Ocker, "the father of blind flying," didn't buy into such macho posturing. As an Army pilot in World War I, he had known too many competent fliers who became disoriented and died needlessly; he himself had narrowly escaped death in 1918 while testing one of Elmer Sperry's early turn indicators. Lost in clouds with no visibility, Ocker discovered that the indicator showed his plane in a turn while his senses told him he was straight and level. The confusion sent him into a spiral dive: emerging from the clouds, he had just enough time to regain control. Others might have blamed the instrument. Ocker understood that, despite his training and experience, his pilot instincts had failed him.

The bowlegged, bifocal-wearing Ocker hardly fit the stereotype of a daring pilot or one who might challenge conventional wisdom but he had a passion for flying and a fierce sense of mission. Born in Philadelphia, he enlisted in the Army at 18 and fought in the Spanish-American War and the Philippines as an artilleryman. In 1909 Corporal Ocker met the Wright brothers while guarding their Wright Flyer during military tests at Fort Myer, Virginia. Fascinated by airplanes, he transferred to the Signal Corps' Aviation Section in 1912. Starting out as an aircraft mechanic, he earned his wings in 1914 and an officer's commission three years later.

Throughout his career, Ocker remained haunted by his close call and the reasons why it happened. A routine physical exam in 1926 at Crissy Field in San Francisco finally provided him with some answers. The flight surgeon, Capt. David Myers, sat Ocker in a Jones-Barany chair, a swiveling, spinning seat designed to measure a person's sense of balance and equilibrium, and challenged him to take the exam with his eyes closed. Ocker discovered that when robbed of visual cues he couldn't tell whether the chair was spinning or stationary, or even what direction he turned. Myers had recreated the same disorientation that Ocker had experienced eight years earlier.

Ocker devised a way to beat Myers' test by rigging a turn indicator and penlight inside a covered shoe box

with a viewing hole cut in one end. Seated in the chair, he held the box up to his face and watched only the instrument. Even though he was "flying blind," he could now tell Myers precisely which way he moved and how fast. Ocker had proved that conflict can exist between a pilot's subjective perceptions and the readings of his instruments and that he should trust the instruments, not his instincts, when that occurred.

With great zeal, Ocker spread news of his discovery to other pilots. He perfected his "Ocker box" by adding standard aircraft instrumentation such as a compass and artificial horizon so that pilots could use the box in conjunction with the Jones-Barany chair as a training device. Even the most experienced, instrument-skeptical aviators could not help but be convinced after a spin in Ocker's rudimentary flight simulator.

Despite the evidence, the Air Corps stubbornly insisted that "blind" instrument flying was unnecessary, dangerous, and would not become part of its pilot training program. Many pilots learned it anyway under Ocker's tutelage. Some of his superiors remained suspicious of this odd officer who liked to spin in chairs, more than once forcing him to undergo psychological examinations. Ocker persisted, taking his ideas with him to his new assignment at the Air Corps' main training center at Brooks Field in Texas. Along with the Ocker box, he invented the notion of the covered cockpit in which a pilot has to rely strictly on instruments in flight training. The Army Air Corps might have disapproved but Pan American Airways soon adopted his methods in its flight school. He challenged the instrument-flight skeptics further by making the first cross-country flight in a completely covered cockpit, a nearly 900-mile jaunt from Brooks Field to Scott Field, Illinois, on June 24, 1930. (The year previous, young Army officer Jimmy Doolittle had become the first pilot to take off, fly, and land completely on instruments, but that had only been a brief circle around an airport.)

Ocker's research caught the attention of Lt. Carl J. Crane, another pilot who'd had a close call when he lost his bearings on a flight in 1925 and just missed the top of Detroit's Statler Hotel with a Congressman's son in the back seat. Ocker and Crane conducted numerous experiments on instrument flying and pilot's disorientation, most famously by tossing blindfolded pigeons out of an airplane in flight. They found that these birds exhibited the same disorientation as did pilots when confronted with severe cloud cover or darkness. (Most of the birds recovered their bearings or managed to shed their blindfolds.)

In 1932, Ocker and Crane distilled their research into the world's first instrument flight manual, *Blind Flight in Theory and Practice*. While the U.S. military was slow to acknowledge the book's value, the Soviet air force quickly adopted a pirated edition as a standard text.

Ocker's restless energy led him to pursue other aviation innovations. In 1938, along with Lt. George Smith, he patented a propeller with hinged blades for quieter flight. In 1941 Ocker and Crane created a "preflight reflex trainer," essentially a ground flight simulator "pilot buggy" with a cockpit that could move in three axes, powered with a one-cylinder engine and complete with a .22-caliber blank-firing machine gun for target practice. Ocker also invented a "flight integrator," a gyroscope-driven instrument that displayed a plane's movements with a miniature plane on a screen depicting a sky complete with clouds. More concerned with the welfare of his fellow flyers than with profit, he assigned his patents to the government.

Controversy continued to stalk Ocker. In 1934 he was court-martialed for supposedly making insubordinate comments about a superior officer. When he proved that the officer had falsely doctored Ocker's medical records to keep him grounded after an accident, he was quickly acquitted.

Ocker also made some influential friends along the way including Orville Wright who called him a "missionary" with "more influence in bringing about the use of instruments than any other person." He counted Eddie Rickenbacker, Billy Mitchell, and Jimmy Doolittle among his supporters. Charles Lindbergh, Amelia Earhart, and pioneering Australian aviator Charles Kingsford-Smith learned about instrument flying from him personally. When he retired as a full colonel, he was the oldest serving pilot in the U.S. military.

Ocker died at Walter Reed Hospital in Washington, D.C., on September 15, 1942. The following year, military authorities finally made his instrument training procedures standard for all pilots. Few remember Ocker today; no airports, aviation companies, or museums bear his name. Yet he would be happy enough to know that he rides with every pilot who relies on instruments to find the way home.

Front-desk robot at “Weird Hotel”

SASEBO, Japan -From the receptionist that does the check-in and check-out to the porter that's an automated trolley taking luggage up to the room, this hotel in southwest-ern Japan, aptly called Weird Hotel, is "manned" almost totally by robots to save labor costs.

Hideo Sawada, who runs the hotel as part of an amusement park, insists using robots is not a gimmick, but a serious effort to utilize technology and achieve efficiency. The receptionist robot that speaks in English is a vicious-looking dinosaur, and the one that speaks Japanese is a female humanoid with blinking lashes. "If you want to check in, push one," the dinosaur says. The visitor still has to punch a button on the desk, and type in information on a touch panel screen.



Henn na Hotel, as it is called in Japanese, was shown to reporters, complete with robot demonstrations, ahead of its opening to the public.

Another feature of the hotel is the use of facial recognition technology, instead of the standard electronic keys, by registering the digital image of the guest's face during check-in. The reason? Robots aren't good at finding keys, if people happen to lose them.

Staying at Henn na Hotel starts at about \$80, a bargain for Japan, where a stay in one of the nicer hotels can easily cost twice or three times that much.

Japan is a world leader in robotics technology, and the government is trumpeting robotics as a pillar of its growth strategy. Robots have long been used here in manufacturing.

One area Henn na Hotel still relies on human beings is security. The place is dotted with security cameras, and real people are watching everything through a monitor to make sure guests stay safe and no one makes off with one of the expensive robots.

Dozens of exhibitors announced for 2015 Drone World Expo

DRONE WORLD EXPO

SAN JOSE, CA - Precision Integrated and DreamHammer, leading companies in the drone industry, have just been announced as Gold Sponsors for the 2015 Drone World Expo. They will join more than 100 companies offering a broad range of applications and solutions in the expo hall and will showcase their products to end-users in the heart of Silicon Valley. The expo and conference will take place at the San Jose Convention Center in San Jose, CA from Tuesday, November 17 through Wednesday, November 18, 2015.

“We are thrilled to announce the support of so many industry leading companies who will provide a comprehensive showcase of applications and solutions for our attendees,” said Joel Davis, CEO, JD Events, producers of the event. “We look forward to welcoming even more exhibitors to the show floor in the coming months who represent the entire ecosystem of UAS technology development and deployment.”

The Drone World Expo show floor will be open from 10 am – 6 pm on Tuesday, November 17 and from 10 am – 5 pm on Wednesday, November 18. The expo hall will feature a Flying Demo Area and a Tech Talk Theater with vendor presentations. In addition to the expansive exhibit hall, there will also be networking receptions on the show floor at the end of each day of the expo.



From a retired Airline Pilot....

We have a cockpit mock-up in a walk-in closet in our house. When I mention to my wife that I miss flying, she puts me in the mock-up around bed time for 8 hours.

She has a chair in the closet, puts on the vacuum cleaner on the chair to simulate cockpit air noise, has a dim night-lite to simulate cockpit lighting, serves luke-warm chicken with cold vegetables on a tray.

When I get sleepy and attempt to doze off, she knocks twice loudly on the door to simulate the Flight Attendant entering the cockpit.

Then after 6 hours she turns on a flood light directly in front of me to simulate the sun coming up when heading Westbound at 5:00 am.

I then get a cup of coffee that has been in the coffee maker all night.

Finally she lets me out and I have to get in the back seat of her car while she runs morning errands to simulate the bus ride to the hotel.

When we get home I tell her I am ready for bed, the bedroom door is locked for an hour to simulate the hotel rooms not being ready.

When I promise to never "complain" again about being retired, I am allowed to enjoy my "layover" and go to bed.

Oh....and one more thing, she talks to her friends loudly outside the bedroom door on the phone to simulate the hotel maids chattering in the hall in some foreign language.

After two hours of sleep she calls the phone next to the bed from her cell and says "This is crew desk and we have to reschedule you. Do you have something to write with?"

No, I guess I really don't miss it after all.

Tests Can Answer Fears About Dementia

By Jane Brody/The New York Times



Soon after her 65th birthday, a close friend became increasingly worried about her memory, wondering if she could have the beginnings of dementia. Although she seemed to have no more difficulty than the rest of us her age in remembering events, names and places, her physician suggested that, given her level of concern, she should have things checked out. So she consulted a specialist at Mount Sinai Hospital in New York and had a full-blown neuropsychological assessment — two days of tests of her cognitive abilities. The dozen measures included I.Q. and memory scales, auditory learning and animal naming tests, an oral word association test, a connect-the-dots trail-making test, and a test of her ability to copy complex figures.

The result: reassurance and relief. Everything was in the normal range for her age, and she registered as superior on the ability to perform tasks and solve problems.

Fears about memory issues, commonplace among those of us who often misplace our cellphones and mix up the names of our children, are likely to skyrocket as baby boomers move into their 70s, 80s and beyond. Many may be unwilling to wait to have their memories tested until symptoms develop that could herald encroaching dementia or Alzheimer's disease, like finding one's glasses in the refrigerator, getting lost on a familiar route or being unable to follow directions or normal conversation. But nor do people have to endure the extensive assessment my friend had. Simple tests done in eight to 12 minutes in a doctor's office can

determine whether memory issues are normal for one's age or are problematic and warrant a more thorough evaluation. The tests can be administered annually, if necessary, to detect worrisome changes.

However, according to researchers at the University of Michigan, more than half of older adults with signs of memory loss never see a doctor about it. Although there is still no certain way to prevent or forestall age-related cognitive disease, knowing that someone has serious memory problems can alert family members and friends to a need for changes in the person's living arrangements that can be health- or even lifesaving. "Early evaluation and identification of people with dementia may help them receive care earlier," said Dr. Vikas Kotagal, the senior author of the Michigan study. "It can help families make plans for care, help with day-to-day tasks, including medication administration, and watch for future problems that can occur."

Long the most popular screening test for memory disorders used by primary care doctors is the Mini-Mental State Exam, or MMSE, an eight-minute test in use since 1975. But neurologists say it is less discerning than the slightly longer Montreal Cognitive Assessment, or MoCA, introduced in 1996. Both tests measure orientation to time, date and place; attention and concentration; ability to calculate; memory; language; and conceptual thinking. But while the MMSE is considered adequate for routine testing of cognitive function by the family doctor, its score can be skewed by a person's level of education, cultural background, a learning or speech disorder, and language fluency. And according to Dr. Roy Hamilton, a neurologist at the University of Pennsylvania, this test is not sensitive enough to detect signs of mild cognitive impairment. Furthermore, the MMSE doesn't test for problems with executive function, defined as the ability to organize, plan and perform tasks efficiently to reach a particular goal.

"Executive function is typically the first area to suffer if you develop cognitive impairment," Dr. Sam Gandy, the director of the Mount Sinai Center for Cognitive Health and of the N.F.L.'s neurological care program, reported in the School of Medicine's newsletter, Focus on Healthy Aging. "Translated into everyday life, it's executive function that enables us to carry out activities of daily living, such as dressing and preparing meals."

The Montreal Cognitive Assessment, which takes 10 to 12 minutes, is more difficult and can pick up problems the MMSE might miss, Dr. Hamilton has noted. It is also more sensitive, better able to discriminate between normal cognitive function and mild impairment or dementia. Still, many memory clinics and neurologists use both tests, along with others like those taken by my friend.

The Montreal test has 11 sections and a possible total score of 30 (25 or better is considered normal). It includes an executive function test called alternating trail-making, in which lines must be drawn from numbers to letters in correct order, 1 to A, 2 to B, and so forth.

Measuring a person's ability to follow verbal commands includes counting backward from 100 by sevens. To assess abstract thinking, the test asks a person to find common features between two words in each of three pairs. Verbal fluency, a vocabulary test, requires producing 11 or more words that start with a certain letter of the alphabet.

Copying a drawing of a cube and drawing a clock accurately assess so-called visuoconstructional skills, and memory is checked by having the person try to recall five words that were read aloud earlier in the test.

Taking such a test can be quite stressful, although allowances are made for nervousness. But practicing by taking the test in advance of an evaluation can skew the results and hurt the person taking it in the long run.

The MoCA test has proved valid for assessing people who are not demented but could be at risk for developing progressive cognitive decline.

Keep in mind, however, that neither the MMSE nor MoCA are definitive. Rather, they can indicate the need for a more extensive exam like the one my friend had.

Also, it helps to know when not to worry about memory problems. Dr. Kirk R. Daffner, the director of the Center for Brain-Mind Medicine at Brigham and Women's Hospital in Boston, lists six "normal" memory problems that should not cause concern: a tendency to forget facts or events over time, absent-mindedness, a temporary block in retrieving a memory, recalling something accurately only in part, having a memory distorted by the power of suggestion (the recalled memory may never have happened), and having a memory influenced by bias, experiences or mood.

GOD ENJOYS A GOOD LAUGH!

There were 3 good arguments that Jesus was Black:

1. He called everyone brother.
2. He liked Gospel.
3. He didn't get a fair trial.

But then there were 3 equally good arguments that Jesus was Jewish:

1. He went into His Father's business.
2. He lived at home until he was 33.
3. He was sure his Mother was a virgin and his Mother was sure He was God.

But then there were 3 equally good arguments that Jesus was Italian:

1. He talked with His hands.
2. He had wine with His meals.
3. He used olive oil.

But then there were 3 equally good arguments that Jesus was a Californian:

1. He never cut His hair.
2. He walked around barefoot all the time.
3. He started a new religion.

But then there were 3 equally good arguments that Jesus was an American Indian:

1. He was at peace with nature.
2. He ate a lot of fish.
3. He talked about the Great Spirit.

But then there were 3 equally good arguments that Jesus was Irish:

1. He never got married.
2. He was always telling stories.
3. He loved green pastures.

But the most compelling evidence of all - three proofs that Jesus was a WOMAN:

1. He fed a crowd at a moment's notice when there was virtually no food.
2. He kept trying to get a message across to a bunch of men who just didn't get it.
3. And even when He was dead, He had to get up because there was still work to do!

AMEN!!

PARDON MY PLANET | Vic Lee



Chores are so last century. Manners, Too

By Matt Haber/San Francisco Chronicle



One of my favorite cassettes when I was a kid (yes, cassette, look it up) was a compilation by the Bay Area punk outfit Dead Kennedys titled "Give Me Convenience or Give Me Death." I think of that title often when I'm walking around San Francisco these days, almost as often as I think of DK's "Plastic Surgery Disasters" when I'm in Los Angeles.

We're in a very "Give Me Convenience or Give Me Death" moment right now, and it's only getting more convenient by the day. We're less than a decade into the smart-phone's incursion in our lives, and yet we're relying on it more and more to do the most basic things. As even your mom knows, there's an app for anything you need done. All you have to do is share your credit card info, your location and barely swipe a finger the

length of your phone's touchscreen to get any goods or services on demand. Need a ride? Can't park your own car? Have a pile of dirty laundry? Need a new look? Gotta mail a package? Want your luggage packed and shipped? Looking for someone to cuddle? All of this, and myriad other tiny tasks and pleasures we used to tackle with little or no fuss can be outsourced. Behind each app, it seems, is a person who can do what you need done seamlessly and without so much as asking you for a glass of water. Suddenly, anyone (even the lowliest freelance journalist) can feel like Lord Grantham on "Downton Abbey." Your very own valet, chef and footman are just a swipe away, no bell-ringing required.

I probably could've used an app to find someone to write this very column. And you, dear reader, could have found someone to summarize it for you and compose your tweet or letter to the editor. (You might also want to find someone to copy edit them while you're at it.) Frankly, I don't know why we're wasting our time here: We could be ordering clothes chosen by a virtual stylist to be sent to our house or having the same package repacked and shipped away by some helpful stranger.

Honestly, though: Are either of us really that busy? If you're an ER doctor on her 35th hour of rotation or a new parent, then, sure, you probably are, but then why are you reading this anyway? Try that column summarizer app; it saves you countless seconds.

Many of the venture capital-backed time-saving and outsourcing technologies currently being developed by the greatest minds in the Bay Area (who are taking an ever-greater share of the greatest neighborhoods) seem designed to free us up to ... focus more on technology. Something is rotten in the state of California when twentysomethings are hiring out their laundry and grocery shopping so that they can focus more on their dating profiles. (Also, did you know you can outsource the writing and vetting of dating profiles? True fact.)

If people were using these apps to free themselves to take language classes, volunteer, catch up on sleep or spend time with their families that would be one thing, but the tiny sliver of time taken up by packing one's own bag is just re-absorbed into more time spent on e-mail and social media. We're saving time to waste time.

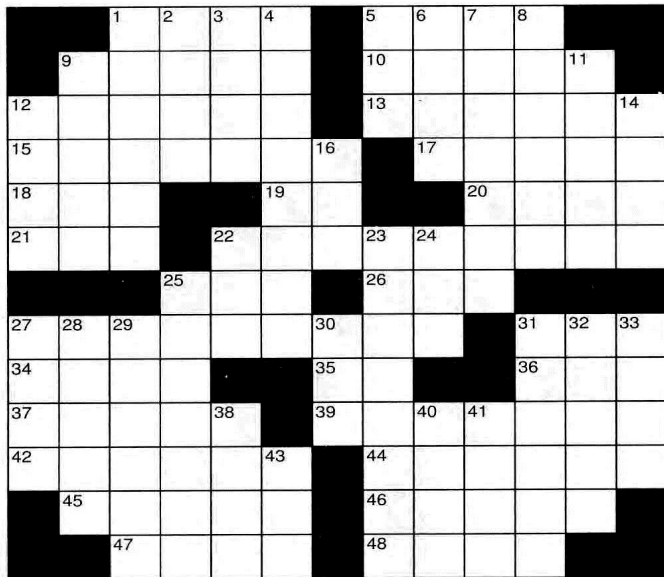
Another problem created by these outsourcing apps is a spike in our Gross National Entitlement. We're asking (or, more often "demanding") people to do everything for us while offering no more thanks than a five-star review and a positive iTunes review. At least Lord Grantham occasionally thanked his staff with a nice handwritten note or the hand of one of his daughters.

Whether we know it or not, these apps are turning us into sullen teenagers who won't clean our rooms, do our chores or look people in the eye. You can see the entitlement these apps and services are creating in the generation of San Franciscans who don't bother to give up their seats on BART, refuse to bus their tables at the burrito place, leave their towels on the floor at the gym, and barely look up from their phones when ordering a coffee. When an at-home massage is a swipe away, why wouldn't a barista seem like a mere carbon-based app that delivers coffee to your face? People, and their need for a living wage and basic dignity, become just another pain point between you and your frictionless transaction.

I don't know you, but I do know that you're better than this. Your mother taught you to say "thank you," and you once knew how to clean your toilet bowl - or at the very least wipe the seat with a piece of toilet paper once in a while. There are tasks I don't enjoy, like putting away groceries, cleaning the drain catch in the

shower, or smiling, but I do them because they're mine to do. In other words, they're my responsibility.

In the end, that may be the thing these apps are letting us all avoid: being responsible. You know who doesn't have any responsibilities and lives only for convenience? Children. And Lord Grantham. You wouldn't want to be either of them, would you?



ACROSS

- 1. "Lift and drag forces acting on a wing are roughly proportional to the wing ___." -AC 65-15A
- 5. Training cost reducers
- 9. "LORAN – A radio navigation system utilizing master and ___ stations transmitting timed pulses." -AC 43.13-1B
- 10. British thermal and others
- 12. Relative mixture, with carburetor heat – COLD
- 13. Site of first Schneider Race (French Riviera, 1913)
- 15. Helicopter manufactured in Menominee, Michigan



Chicago Aviation Photography

- 17. "A ___ gives a pilot valuable information on weather conditions actually being experienced inflight by other

- pilots." -FAA-P-8740-30B
- 18. "Don't make the controller have to ___ for a read back!" -AIM 4-3-11
- 19. Iron symbol
- 20. Depart or state suffix
- 21. Hail size comparison
- 22. Density, pressure, and others
- 25. Maximum structural cruising spd.
- 26. First Army flight in Texas, Fort ___ Houston, 1910
- 27. "Angle between true north and magnetic north" -FAA-H-8083-25
- 31. Liable for installments
- 34. Civil twilight times

- 35. "101..." author's initials
- 36. Preflight wiper
- 37. Like Zeppelin's uncompromising airships
- 39. Turning towards needles,

- willy-nilly
- 42. " ___ Black Sheep"
- 44. They're on radar and follow Delta

- 45. "The gyro assembly ___ in the opposite direction from which the aircraft is turning." -AC 65-15A
- 46. "The NWS uses [pilot reports]...to verify or ___aviation forecasts and advisories." -AIM 7-1-20
- 47. "Be especially vigilant for other traffic while operating ___ VFR waypoints." -AIM 1-1-19
- 48. Low frequency hues

- 16. "A student pilot may not operate an aircraft in solo flight unless that student has ___ the requirements of this section." -FAR 61.87
- 22. "Santa ___ – A hot, dry, foehn wind...west of the Sierra." -AC 00-6A
- 23. Line of equal wind shift
- 24. Beige
- 25. "The ___ thunderstorm cloud is only a portion of a turbulent system." -AIM 7-1-28
- 27. Term of action
- 28. Pitts producer
- 29. Recover lost altitude
- 30. Not VMC
- 31. Lockheed P-3s

DOWN

- 1. Patty Wagstaff's state, as a student pilot
- 2. Vent while hangar flying?
- 3. "No flying machine will ___ fly from New York to Paris." -Orville Wright, circa 1908
- 4. Soviet air carrier, or of late, Russian
- 5. Total
- 6. Broken, briefly
- 7. Part of MCA
- 8. Fixated
- 9. "A ___ of the unknown has always lured mankind." -William Shatner
- 11. Panorama
- 12. Deplane like Frogs



Erik Sleutelberg

- 32. Opposite of waxed
- 33. They're scrambled on bills
- 38. "Manufacturers of modern airplanes furnish weight and balance ___ with each airplane produced." -FAA-H-8083-25
- 40. Wile E.'s kitplane company
- 41. "Sharpest tool" locale
- 43. "There are two types of radar approaches: Precision (PAR) and Surveillance (___)." -AIM 5-4-10



- 14. Decides

Solution on Page 45

USEFUL PHONE NUMBERS AND WEBSITES FROM THE FEDERAL BENEFITS E-BOOK FOR VETERANS AND DEPENDENTS

The VA's web site is <http://www.va.gov/>

PHONE NUMBERS

Bereavement Counseling.....	1-202-461-6530
Civilian Health and Medical Program(CHAMPVA).....	1-800-733-8387
Caregiver Support.....	1-855-260-3274
Education.....	1-888-442-4551
Federal Recovery Coordination Program.....	1-877-732-4456
Foreign Medical Program.....	1-888-820-1756
Headstones and Markers.....	1-800-697-6947
Health Care.....	1-877-222-8387
Homeless Veterans.....	1-877-424-3838
Home Loans.....	1-888-827-3702
Life Insurance.....	1-800-669-8477
Veterans Crisis Line.....	1-800-273-8255
Pension Management Center.....	1-877-294-6380
Presidential Memorial Certificate Program.....	1-202-565-4964
Special Health Issues.....	1-800-749-8387
Telecommunication Device for the Deaf (TDD).....	1-800-829-4833
VA Benefits.....	1-800-827-1000
VA Combat Call Center.....	1-877-927-8387
Women Veterans.....	1-202-461-1070

WEBSITES

Burial and Memorial Benefits.....	http://www.cem.va.gov/
Caregiver Support.....	www.Caregiver.va.gov
CHAMPVA.....	www.va.gov/hac/forbeneficiaries/forbeneficiaries.asp
eBenefits.....	www.ebenefits.va.gov
Exposures.....	www.publichealth.va.gov/exposures
Education Benefits.....	www.gibill.va.gov
Health Care Eligibility.....	www.va.gov/healthbenefits
Home Loan Guaranty.....	www.homeloans.va.gov
Life Insurance.....	www.insurance.va.gov
Memorial Certificate Program.....	www.cem.va.gov/pmc.asp
Mental Health.....	www.mentalhealth.va.gov
MyHealthVet.....	www.myhealth.va.gov
National Resource Directory.....	www.nationalresourcedirectory.gov
Prosthetics.....	www.prosthetics.va.gov
Record.....	www.archives.gov/st-louis/military-personnel
Returning Service Members.....	www.oefoif.va.gov
Women Veterans.....	www.womenshealth.va.gov
VA Vet Centers.....	www.vetcenter.va.gov
VA Home Page.....	www.va.gov
VA Benefit Payment Rates.....	www.vba.va.gov/bln/21/rates
VA Forms.....	www.va.gov/vaform
Vocational Rehabilitation and Employment.....	www.vetsuccess.gov

Please notify the Editor of any erroneous numbers or information: (ruped@gmail.com)

FDA Strengthens Heart Safety Warnings on Painkillers



The Food and Drug Administration is strengthening its warnings about painkillers like ibuprofen, saying they do raise the risk of heart attack or stroke. People should think carefully about taking these drugs, both over-the-counter versions and prescription pills, the FDA says. It's asking manufacturers to change the labels. "They used to say they might cause risk of heart attack or stroke. Now we are saying they do cause increased risk of heart attack and stroke," said FDA spokesman Eric Pahon.

The warning covers drugs called nonsteroidal anti-inflammatory drugs or NSAIDs for short. They include ibuprofen, sold under brand names like Advil or Motrin; naproxen (Aleve), as well as prescription arthritis drugs known as COX-2 inhibitors, such as Celebrex. Tylenol, known generically as acetaminophen, is not an NSAID. Cough and cold remedies can also contain nonsteroidal anti-inflammatory drugs (NSAIDs) as an ingredient. "Because many prescription and over-the-counter (OTC) medicines contain NSAIDs, consumers should avoid taking multiple remedies with the same active ingredient," the FDA said.

"FDA is strengthening an existing warning in prescription drug labels and over-the-counter (OTC) Drug Facts labels to indicate that nonsteroidal anti-inflammatory drugs (NSAIDs) can increase the chance of a heart attack or stroke, either of which can lead to death," the agency said in a statement.

"Those serious side effects can occur as early as the first few weeks of using an NSAID, and the risk might rise the longer people take NSAIDs. (Although aspirin is also an NSAID, this revised warning doesn't apply to aspirin.)"

Last year, FDA said it was reviewing the safety of these drugs. Some of the studies they looked at showed a clear pattern: people who took NSAIDs were more likely to have heart attacks or strokes. "There is no period of use shown to be without risk," said Dr. Judy Racoosin, deputy director of FDA's Division of Anesthesia, Analgesia and Addiction Products.

"In the coming months, the FDA will request that manufacturers update the existing cardiovascular risk information in Drug Facts labels for over-the-counter (OTC) non-aspirin NSAIDs. Consumers and health care professionals should remain alert for the development of heart- and stroke-related symptoms throughout the time a consumer takes any NSAID," FDA said. This doesn't mean people should just stop taking NSAIDs, FDA said. "Take the lowest effective dose for the shortest amount of time possible," said FDA's Dr. Karen Mahoney.

The American Heart Association advises people to try acetaminophen (Tylenol) first. "If you have heart disease or high blood pressure, consult a health care provider before using an NSAID," FDA added. "Balance the benefits of NSAIDs with the possible risks and weigh your options. If you take low-dose aspirin for protection against heart attack and stroke, you should know that some NSAIDs, including ibuprofen and naproxen, can interfere with that protective effect."

And the agency gives advice on what symptoms to look for. "Stop taking NSAIDs and seek medical help if you experience symptoms that might signal heart problems or stroke, such as chest pain, trouble breathing, sudden weakness in one part or side of the body, or sudden slurred speech." In 2013 Americans bought more than 275 million boxes of over-the-counter NSAIDs, racking up \$1.7 billion in sales, according to retail tracker IRI.



LETTERS

JIM BERTELSON—Ivanhoe, Illinois
Hello, RUPA. Time for my biennial update. That message last year was meant to be an article in response to an article.

Generally, life is good. Fortunately, the stock market has been very good to us since we sold the old house in 2010 after a three year effort, thus: cruises: out of Amsterdam up the Rhine and Main to Frankfurt; the Med out of Barcelona; Alaska coast. Each trip very enjoyable and relatively easy with a vacation pass. May was supposed to be the Baltic out of Amsterdam, but Linda fell off of her bicycle, breaking her hip. Recovering well. Our grandson asked, "What's a 65 year-old doing riding a bike?"

Trying to stay fit, physically and mentally. Cardio, strength, biking, sailing, some tennis, very little golf. Still keeping the mind active with classic literature. Many trips to the library for terrific programs. And still volunteering with CERT (fire de-



partment) and Neighborhood Watch. Plan to retire from those last two at age 70.

We really enjoyed our Blackhawks' Stanley Cup run, even attending a finals game. Of course, anytime the grandkids call, Linda says, "Yes, certainly we will be there." Three in Conn. and one in N.J.

A few long-time friends stopped by this year, and nobody had changed at all.

My high school 50 year reunion this September. Should be interesting and fun.

When you are in Chicago area, stop by for a cold one. *Jim* jamesa.bertelson@gmail.com

CHUCK COREY—Evergreen, CO
Cleve, Medically speaking, it's been a rough year for Emily. She was diagnosed with Temporal arteritis when we arrived at the ER and had lost the vision in her left eye. The neurologist was able to save her right eye by the right diagnosis and treatment. Her spirits are good and she is not letting this loss of vision keep her from going and doing what she wants to do. I'm still in remission with my Mantle cell lymphoma, so I guess we're batting at least 500.

Retired twenty-six years ago off the rope-start in LAX which puts me at eighty-six. Numbers keep growing.

Haven't played golf in some time so that number isn't increasing.

Thanks for all you gentlemen do, to keep the *RUPANEWS* viable and readable.

Checks in the mail.

Regards to all, *Chuck* LAX, DEN, SFO and ORD

TROND EINEMO—Guam
Hi Leon, After the merger with Continental several of us senior guys on the -400 waited for the joint seniority list so we could bid to fly on the former Air Mike (Micronesia) routes. At this time about 25% of the base are former LUAL pilots among the Captains, and maybe a little less on the FO side.

It has turned out to be great, with lots of variety ranging from island hopping to day turns to week long "Asian Hopper" to Hong Kong and Saigon (Ho Chi Minh). I flew the inaugural to SGN on the 747 and again on the 10th anniversary - except this time on the 737 :-). Although GUM is a small base with 10-12 airplanes it covers an area 25% larger than

the Continental USA. We fly as far east as Hawaii, as far south as Cairns, Australia, as far north as Korea, Japan and Shanghai, and as far west as Vietnam.

The F/A are all former Air Micronesia and they are the best. The same is generally true for the ground staff and all the little stations in Micronesia and Marshall Islands. On many we are the only airline service they have.

Cort de Peyster has me on his mailing list, and he is always encouraging active pilots to join, so I decided it was time to get with it even though I have a ways to go.

Sunny skies, *Trond*, Captain 737 GUM

MELVEN FRANZEN—Maitland, FL
Appropriate article, Sick With Grief hit home as I lost my wife of 57 years on April 1.

We all look at the Flown West obits with sadness and reflect on our friends who preceded us on our journey. But what a great journey as Pilots we have enjoyed. My military experience as a Fighter pilot for 27 years, and 26 with United have been a dream come true.

So Pilots, enjoy the journey as it unfolds, as 80 seems to have come quickly. *Mel* '69-'95

STEVE FUSCO—Medford, OR
Just passed milestone ninety-one. No trips to exotic places and no major medical experiences his year. I do enjoy flying my RV6A and my friends at the airport. LeeAnn and I do make local trips to visit friends and relatives.

Once again, many thanks to everyone who keeps this organization going. *Steve*

MIKE & CLARE GALLAGHER—Sparta, NJ
Well, it's been 12 years and we still love retirement. We are busier now than when I was flying. Our three daughters and their families live within an hour of us so the



If you can't afford a doctor, go to an airport - you'll get a free x-ray and a breast exam, and; if you mention Al Qaeda, you'll get a free colonoscopy.

baby sitting never stops. Casey had her third baby in March, a boy they named Finn Gallagher Cohen. That makes the 10th grandchild.

We still manage to get away on vacation, in January and did our annual trip to Hawaii. Last month we took two of our grandchildren to San Antonio to see the Alamo. This summer we have trips planned to go to Lake George and the Outer Banks with all the kids. Then in Sept. we are going to Mexico and Phoenix. We find the pass travel to be quite easy. Most of the time we get economy-plus seats.

June was our 50th wedding anniversary and our daughters and their husbands threw us a party that was like another wedding.

Till next year, *Mike and Clare*
DCA JFK ORD AND EWR

JIM GWINN—San Martin, CA
Well, here I am, late again. Not much to report: not traveling for pleasure, only a round trip to Phoenix for daughter Kathy Minckler's (Ret UAL F/A) celebration of her husband Bill's life in radio. He passed away early this year. Family and many of his friends from the years in radio were high in their praise of him for his friendship and assistance through the years. My local travels are just to lunches, the gym for a little workout or to the golf course to be humbled. My wife, Tommy, no longer drives so I am the taxi driver for her outings. I'm privileged to experience good health as does my wife but she has to contend with dementia. My memory for names is bad but I can still recall where or when.

I have had four distinct occupations during my life, each one lasting longer than the previous one. First, the seventeen years on the Gwinn Ranch in San Martin, CA, among many cousins from three families, wore lots of hand-me-downs never missed a meal and learned to do all the jobs in the orchards, wheat fields and the dairy barn. Fast pitch softball was the game of choice. Bicycles to school, four miles round trip. Of the eight boys on the ranch, seven entered the armed services during WWII or Korea.

The second lasted twenty-one years. Graduating from school in 1943 at seventeen, the Navy would take you into the Flight Training Program if you had graduated from High School and passed the qualification tests. Sworn in and activated on Thanksgiving

ing Day 1943 and based at NAS Livermore. That's when the slow-downs started- to college until a class date came up. In 1945 back in the program at St. Marys Preflight on VJ-Day. Soon options were offered: Get out or stay. Many quit and went home but I had always wanted to fly and stayed- no more ranch work! Wings and commission on June 2, 1947, married July 4th Multi-engine & Transport Flying, Naval Postgrad School, Meteorology and supervised Reserve Transport squadrons (many UAL pilots) at Oakland, Dallas and Glenview Naval Air Stations. In 1964 with retirement nearing, was told(Thanks, George Krosse) "UAL is hiring Flight Instructors"; I interviewed, was hired and retired as Commander June 1, 1964, starting a new hire class the same day.

The Third lasted Twenty-two years. FAA sixty rule, you know. Most of my time with United was in the Training Center. I worked the DC-6, DC-7, DC-8, DC-10, B727, B737, and B747 Rated. I took a B727 F/O bid at Denver and then a B727 Captain at Chicago, the last year and a half. Sitting on the Training Committee and chairing it then being The Training Council MEC Rep. kept me busy. Thirty-nine years in the cockpit of which twenty-six doing flight instructing. I wouldn't give any of it up. I



still remember the sweaty hands on the last landing on my last flight. No second chances-"please Lord make it good."

Now I am in the Fourth, Twenty-nine years and counting. Life is great and the golf game was good. Twice qualified for the USGA Senior Amateur and won the ALPA golf Tournament twice. Loved all the competition and the people we met and the venues were fantastic. After retiring, I spent twenty-three years with Colorado Golf Association doing rules and thirteen with the USGA Senior Amateur Championship Committee also doing the same. Now the Golf game is still fun though there is a larger variance in the shots and the handicap keeps creeping up. Thanks, *Jim*

NICK HINCH—Parker, CO

Hello Cleve and all. First, a big thanks for all of the fantastic work you and the entire RUPA staff do for all of us "over the hill gang." It is so very much appreciated, and it's always wonderful to read each issue to find out how old friends and colleagues are doing and what they have been up to in the last year.

I am writing this update from Shanghai where I am still teaching 787 classes for Mr. Boeing's aircraft emporium. Don't know how much longer I will stay on the "pilot trail of tears," but for right now it is great to meet up with the gang on the road again, and many are United cronies from the good old days. Nothing like sitting around in the evening sharing the memories, the good memories that is. By the way, the Chinese airlines are growing quickly, which does not bode well for the U.S. "Big Three," who I am sure you have seen whining vociferously about the inroads these airlines are making into their realm. Oh well, time to compete, if you can.

Last summer my wife and I traveled to Burlington, Vermont for an Air India expat pilot reunion. There were about 25 of the veterans of the Air India Foreign Legion present along with wives, and we had a fantastic time catching up on life after the India experience. There were many day, sightseeing trips in the area, as well as some float plane flying on Lake Champlain. We were even able to visit one of the local colleges which has an aviation program and talk to the students one evening about all of our particular histories in aviation. And we enjoyed ourselves so much that we are going to do it again this

September.

My wife is still struggling with her back pain issues which she has had for many years, but the good news is she has just been approved for an electrical pain stimulator implant which will run the length of her spine and which she can modulate and control from a small battery pack inserted into her lower back. She first has to go through a seven to ten day trial period with a test implant, and then the permanent one is surgically put into place. We are really hoping and praying for great success, as life for her these past few years has been miserable. It would be wonderful for her to regain her old life style and to travel with me on more of my assignments.

That's it for this year and, of course, the check is in the mail, plus a little bit extra to keep the wheels greased. All the best, *Nick*

DON KARAISKOS—Westerville, OH

Hi Cleve - Greetings from the state of that gave "Flight and Light" to the world. Not to mention John Glenn, Neil Armstrong, seven U.S. presidents and the Cleveland crazies.

Birthday check is under separate cover. Coming up on age 85 and still defying all the doctors trying to put an end to my stay on this terrestrial sphere. I say that facetiously, as the medical profession (With the help of the good Lord) has been responsible for keeping this engine "chugging" along despite the onslaught of three different cancers and a couple of heart stents.

We are still 'snow birding' to Arizona for the winter months and spending the remainder of the year in Ohio. I proudly announce that our youngest daugh-

ter Laura, after five years of flying captain for SkyWest is now wearing the uniform of a UAL co-pilot flying the B-737 out of SFO. All of that after initially flying as a flight attendant with UAL for six years.

Thanks to all the RUPA staff that makes our august publication possible. My wife even grabs it when it comes in the mail and reads it cover to cover before I even see it. Greetings to the "Crazies" wherever they are now. They were, and are, the greatest.

Don

ED & PAT MANNING—Aptos, CA

This is my (our) first update since retiring in '02. Ed kind of retired in '01 because he was on SL, most of the year before retiring because of AMD, Age related Macular Degeneration. The AMD came on fairly quickly, but has slowed down since seeing a retina specialist.

We are still in the same home we purchased coming off the 2nd furlough in 1977.

In 2001 we started attending yearly fly-ins in Europe with a group known as the "Grumpies," a part of the American Yankee Association (AYA). Ed joined up with a fellow from Munich, Peter Romeikat, and has flown with Peter in his Grumman Tiger on several flights around Europe. During Ed's first trip with Peter, Pat spent 10 days in her ancestral village on the Neckar River, Neckarelz, doing genealogy that led to her finding 7th and 8th cousins residing in Neckarelz. (The Neckar flows past Stuttgart and Heidelberg before joining the Rhine near Mannheim.)

We started doing the RUPA cruises in 2002, and we have enjoyed cruising with fellow RUPA members over the past 13 years. Ed was "lucky" that he started his Social Security just after the UAL bankruptcy hit, so there was some mitigation to losing the non-qual check. Also, Pat inherited property on the San Joaquin River in Madera County, 48 acres of walnuts, and 100 acres of grapes, and this has helped finance the cruises. The farm, we call it "The Ranch", has a small 7 acre piece that holds the last riparian rights on the San Joaquin River. This makes us almost bullet proof from the California drought, and has made us more aware of California's water problems.

In May 2008, Ed almost bought the farm via a bicycle accident. We're sure that his helmet kept him



PICK YOUR BATTLES

Some things are better left alone

from flying west. Anyhow, he spent 8 hours in plastic surgery rebuilding his cheek, and forehead with excellent results, only a couple of very small, almost unnoticeable, scars remain.

Besides cruising, chasing six grandchildren, and yearly European visits, we enjoy a small 20 foot Class B motorhome. We've put 110,000 miles on it going to Cabo, Mexico's Copper Canyon, Key West, Newfoundland, Oshkosh, and points in between. Now, we're planning a second trip to Newfoundland later this summer. Maybe a trip to Alaska, if the motorhome and we keep our health.

Life goes on. The big factor is luck in keeping our health. *Ed and Pat*

GEORGE D. MCCULLOUGH—Suquamish, WA Fellow RUPARIANS, Looking at the lovely cover of the June issue of the *RUPANEWS* I observe the logo "We Stood United, May 1985." It was an epic event of union management and member solidarity, thirty years ago. I was a loyal ALPA member and a

new 727 captain at the time, and spent the first night of the strike on a scheduled layover at Minneapolis. I still hold a special reverence to all our loyal members at that time.

I also observe the 727 photo on the cover. I will always consider it the very favorite aircraft of my career. I first saw it making a touch and go by Boeing test pilots at Paine Field, Everett, WA, in the spring of 1963. I was attending a weekend drill with my Air Force Reserve Squadron at the time, and remember thinking what a thrill it would be to fly such a machine. I crewed it from all three seats from June 1969 to June 1991, except for one year flying 747 co-pilot, over 14,000 hours.

I am presently enjoying the 23rd year of retirement, have good health and plan on another five years in retirement to match the 28 and 1/2 years with UAL. I have had some unpleasant episodes of vertigo recently, but am using what is called the "Epley Exercises" to keep it manageable. If any of you are interested, you can find a description of the exercises at the University of Texas Medicine website.

Good luck and best wishes to all, *George*

MRS GERALDINE MENEFEE—Alexandria, VA Hi, Thanks for all your hard work getting out the magazine. The June issue had a lot of good reading. Love the beautiful covers and letters and cartoons.

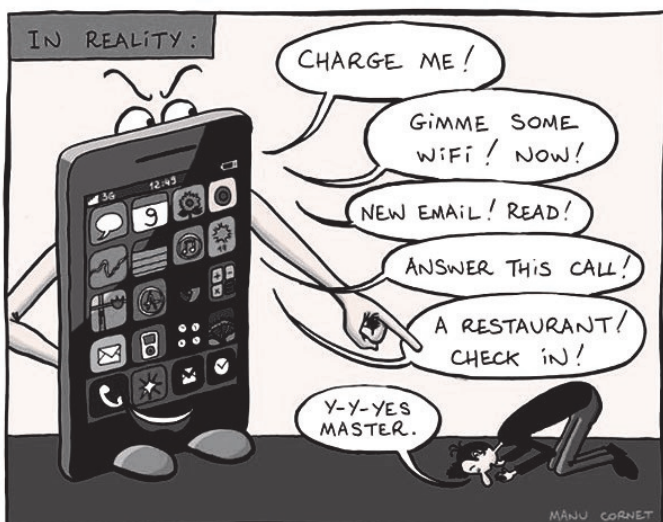
Grandson, Mark, belongs to the Flying Circus, so he sees quite a few of the Ruparians there. Granddaughter, college senior, picks me up in her blue classic Mustang, what a machine! Miss those two great kids in CA.

Travel is not good. *Gerry*

BOB NORRIS—Redwood City, CA

Twenty years plus two since the last UAL flight... it doesn't seem that long.

Family well, 3 sons, 8 grandchildren and 6 great grandchildren, all doing well. Lot of traveling; off to Morocco in October and Oshkosh in July. Sale of my most recent book "The Dust Bowl to WWII... One Young Man's Journey of Survival" doing well. Dee, my lovely wife of 58 years still serving as a Chaplain at the County Jails and taking art classes at the local city college. Youngest son, Captain Craig, flying the Airbus for UAL, most trips to Mexico City. Son Bruce and his C-195 moved to Seattle to an airpark... there goes my ride!



All forty of the flight instructors who instructed at our flight school are employed by the major airlines, majority serving as captain. Many trips to Seattle to visit son Dan and his family. Occasion visit to the SFO Bay-Siders RUPA lunch and still an active member of the SFO Sheriff Aero Squadron. Never was a golfer, just enjoyed walking the beautiful courses, best I can do is 41 on a nine hole 27 par course, that's sucks. Love the time in my garden, being 24/7 with the family...life doesn't get any better.

Deeply appreciate the great articles in the magazine and the effort all put forth to provide such a quality publication.

I lift a glass of wine and toast all you RUPA members: "If you must cheat, cheat death, If you lie, lie with the one you love, If you must drink, drink in the moments that take your breath away.

Best to all **Bob & Dee**

BILL NORTHUP—Palm City, FL

Greetings all---So far-- So good. Son, Bill, after 23 years Army Blackhawks now flying the big Guppy with Southwest. Grandson, Wayne, back from Germany now going to fly DC-10s at Travis AFB.

Hydroplane races big success here in Stuart in May. Two guys I raced with/against in 1987 (my last race) Valleyfield Que were here --now their sons driving their boats.

Family doing fine--scattered between 1000 Islands NY, New jersey, Georgia, FL.

Check 6, **Norty** '65-'91

EWR JFK MIA CLE ORD JFK

RALPH RIDGE—Castle Rock, CO

This year was a milestone for Sharon and me, we celebrated our 50th wedding anniversary. In honor of that, we took a month long trip in October. We planned the trip for about a year and were not quite sure it would happen as I had a hip replacement in August but was able to "bounce back" quite nicely in time for our departure.

We started our trip by spending a week in Kona visiting our son and his family. He is a mechanic for United and finally (after 25 years) was able to hold a bid there. We used our passes to get there and had to go through SFO as the nonstop was full. We didn't have any trouble getting on, but it was close and riding in coach is a given. That was the only leg we

used passes as I burned my credit card miles for the rest of the legs.

Next we flew to Fiji where we were met by my friend from New Zealand who had positioned his boat there for a fishing tournament (which he won). We then cruised around the islands, alternating our anchorages between marinas and bays. His boat is a 61 footer with a full time Captain. We enjoyed eight days of living the life of leisure. The highlight of our visit there was being able to observe the burial ceremony of one of the local tribal chiefs on one of the islands. We visited several islands where we participated in a local ceremony which included the drinking of Kava, a local brew with purported medicinal benefits (I think I'll stick to beer).

Too soon, it was back on a plane to fly to New Zealand. Again we stayed with Corvette friends and even had a 2009 Z06 for our use, which we put 1,000 miles on during the week we were there. In addition to staying in a fabulous home overlooking the Bay of Islands, we traveled in a road tour to the West Coast where we participated in a Corvette judging meet sponsored by the NZ National Corvette Restorers Society (NCRS) chapter.

Our fourth, and final week of our trip was spent in Australia, again with NCRS friends. Included in our itinerary there was three days on another boat, cruising an inland salt water lake. We also revisited the sights of downtown Sydney from a local's perspective. Our flight home was most enjoyable due to an upgrade to business class by a friend after we bought cattle car seats. He's a kazillion miler member and got us a friendly price.

All in all it was the vacation of a lifetime for us and probably one of the least expensive trips we've ever taken (an airline pilot's dream).

Thanks again to all of the volunteers who make this publication possible. I read all of the letters even if I never knew the folks who wrote them. **Ralph**

RICK SABER—San Rafael, CA

Wow! Seventeen years since last setting brakes on the ole-400, now ambling into the background due to more fuel efficient replacements. When I got assigned, we had but five brand new birds. I was the most junior Captain in the fleet for two years, all spent as suitcase reserve based in LAX, during which I flew but two trips out of there-all others where needed.

The past 17 years have been kind re: health vs the obstacles inflicted on so many of our peers. Like many of us, I've never been busier. Natural curiosity and need for fulfillment has led to a long stint in the USCG-Aux where I've racked up over 11,000 hours of volunteer time leading to many exciting tasks i.e. working as crew helping the USCG remain qualified in Helo ops, by direct assistance 30' under the spinning rotors, auditing our vast S.F. Bay ferry fleet for safety/security issues, running shore side Fleet Week watchstanders helping thousands board the vessels, doing hundreds of vessel exams and two years as Flotilla Commander; even riding a cutter Alameda-San Diego.

Just returned from my first teamwork assignment to an "Explorers Club Flag Expedition" to the tiny Islet of Falalop, on Ulithi Atoll in the Fed. States of Micronesia. Gone for a month assisting Marine Biologists, our mission was underwater reef and fish assessment to help the Ulithian folk as well as other Oceanic people understand the necessity of proper reef and fish management for sustainability of their main food source. This was especially true following the devastating super typhoon Maysak (EF-3, winds exceeding 200mph) which wiped out more than half of their dwellings, all of their island food sources and inflicted much damage to many of their reefs over the Easter weekend. Extremely rustic conditions awaited us, however our long stay was deemed extremely successful. As an elder, I was highly respected by all Village Chiefs on this mission and granted Brother status!



I had just completed four years of leading our N. CA Chapter of The Explorers Club so this was the first time I could get away: The Explorers Club, estab. in 1904, Hdqtrs in NYC, has about 3,000

members worldwide in 30 Chapters. Members have included Sir Ernest Shackleton, James Cameron, Sir Edmund Hillary, all astronauts and dozens of other world class Explorers. It has been an honor for me to serve! I mentioned, in 2013, my invitation to join 15 others in a Royal Delegation, invited by King Mohammed VI for an epic visit, incl. First Class RT NYC-Casablanca-Marakech-Agadir, camping on the Sahara with 800 security personnel ringing our camp and VIP seating at their annual Moussem of Tan-Tan, an Unesco Heritage site in the desert. info: explorers.org.

Retirement doesn't have to be dull. If in reasonable health, the opportunities are endless leaving little time for the inviting draw of a barca-lounger. As in the Audi ad, "Lead, never follow". Like many of you, our ability to travel, even SA, has value if you enjoy flexibility and the thrill of the unknown challenges of being bumped off in some remote location.

Lastly, Aldeana and I love to follow updates from all of you around the country, thus thank the dedicated *RUPANEWS* staff for such a fine communication link.

Happy Contrails to all! Never look back....*Rick*

DICK SANDERS—Westlake, Ohio

Fellow Ruparians, Marked 82 just this past week and so far, so good. Checked with my DME and she issued me a new 2nd class physical so hopefully I am set for another year. "Launch" as often as the calendar permits. Always fun, but particularly so if the seat next to you is occupied by a friend. Last month Al Cavallaro and I flew the 182 down to Wooster for the RUPA meeting, and this past week a friend and I flew out past Cedar Point and back for an expensive hamburger. Also renewed my CFI in April - - still give some occasional instruction or renew a fellow pilots BFR. I became licensed in Nov. of '53 - - been pushing up throttles for some 62 years. And still enjoy every minute aloft.

In other news: Son Rick still flying for Alaska Airlines and now domiciled in Portland. He and his wife welcomed their third daughter in April. We will have the pleasure of their company in just a couple of weeks. And our daughter and her husband still reside on Vanishing Creek Farm in Parker, CO. Lost a roof to hail a couple of months ago and Ellen told us the other day that the vanishing creek had turned into a torrent with lots and lots of

rain recently. Mary Lou had her left hip replaced in April and the surgery went well. Unfortunately it appears as though the right one will have to be scheduled sometime soon.

“Crazies Summer Do” coming up this Saturday. Rich McMakin and his lovely wife Carol open their home to the rowdy group and we get a lot of mileage from some of the same old stories. Just a very pleasant summer day when the old gang fire up the 3350’s. (You know you have to be getting older when you start talking in terms of 3350’s.)

Bought a Bing G-30 “Turbulator” driver to try to help my golf game. Not sure how much it is helping, but I do get quite a bit of “mileage” with that “Turbulator” terminology and so forth. Brings some good laughs from my companions if not nearly as many good drives.

The greatest bunch of guys you could possibly have hoped to be associated with professionally. And a fabulous publication to keep us tied together. Many, many thanks.

And, as Bill Stern used to say when he signed off his radio program so many year ago, “That’s Three – O for now. Fraternally, *Dick*”

JACK SCHRANDT—Madison, WI

Dear Cleve, Slightly late with the dues, but using the website makes it easy.

Each year seems to slip by faster than the last, but still have the travel bug. In April, went on a lovely cruise up the coast of Norway. Beautiful scenery, good food and service on the cruise line – Hurtigruten. Found out that United has a nonstop from EWR to OSL, which made the trip easy. Also, took a short trip to Quebec City – the old city particularly charming. Still trying to get the handicap down.

Thank you to all of you who do yeoman work in putting out the *RUPANEWS* and keeping us informed. Sincerely, *Jack*

NASA's robot Curiosity landed on Mars. Early pictures show no signs of ESPN, beer, or porn. This makes it very clear that men are not from Mars.

MRS. LOIS SCHROEDER—Rapid City, SD
Dear Cleve, I am writing this note to inform you of the hospitalization of my husband, Capt. Kenneth A, Schroeder, Jr.

Ken was admitted to the hospital on May 7, 2015 for surgery on May 8. He had a total bypass on his right leg, amputation of one toe and many complications since. He was in Rapid City Regional Hospital for 5 weeks, was transferred to the Advance Care Hospital of Montana, Billings, MT on June 12, where he is still hospitalized.

I have a caring bridge for Ken where anyone who is interested can follow his progress. You can sign in and follow what has happened since May 7.

I am asking if you would please put his information in the RUPA magazine, so that everyone who knows him can follow his caring bridge.

Sign into - caringbridge.org. in the search box type - Kenneth Schroeder

Thank you, *Lois*

CURT SIMPSON—Port Orange, FL

It has been a very good and healthy year for us (number eleven since my last B-400 trip and number one since my last NetJet flight).

Nancy and I celebrated the first anniversary of our marriage in May. It was quite a project combining our two households, but we got it done. Last July, we flew our Bonanza to Michigan and Indiana to visit my son and her daughter. We’ll repeat that adventure again this July with the added bonus of babysitting Nancy’s three grandsons’ ages six months, 3 and 5 years old for a week. I must say that the Bonanza is certainly a more pleasant way to travel than the airline these days. However, we did use our passes to fly to Zurich via Newark last September to visit neighbors who have a home there. Everything went smoothly and we even got first class on the return. We’ll probably try pass riding again in September this time to Seattle, where my daughter and family live now.

Aside from the above activities, we are content to hang out in the Spruce Creek Fly-In enjoying the good things that living here offers. There is certainly no shortage of things to do (flying, golf, tennis, biking, walking, etc.) and good friends (UAL retirees and others).

I’m sorry this is a bit late, but at least my dues were on time thanks to the new online method. As al-

ways, thanks for the tremendous job you all do in getting the *RUPANEWS* out each month.

Curt (EWR, CLE, ORD, LAX--1967-2004 UAL)
(MCO 2004-2014 NetJets)

CHARLIE STARR—Niceville, FL

Hi Leon, Well, it won't be very many more weeks until my 83rd birthday - and my annual RUPA dues will be payable -- so, I thought I might try to be early, rather than forgetfully - late with this year's dues payment.

After my term is up in October, and after almost twenty years of serving as an officer of The Golden Eagles, I'm turning my position over to a new, and younger, candidate. Time marches on!

It's curious that, coming from the Continental heritage (actually from Texas International) and not knowing any of the many names that appear in *The RUPANEWS*, still I find it a most interesting read, and a well done magazine. In a way, this seems to prove to me that, If there were a gathering of airline pilots from a wide diversity of airlines, and if no one had on a uniform, it would be difficult if not impossible to tell which airline they called their own.

It's rather pleasing to not read as many vitriolic condemnations of everything Continental in the recent issues. Believe it or not, the vast majority of Continental pilots, especially those retired, aren't very happy with the seemingly "bottom line" antagonistic management style of the new United either. But, other than voice our opinions through our organizations, I think it's imperative that we all realize that we are all retired airline pilots and we're all in "the same boat" -- so to speak. None of us make company policy, and shouldn't be held accountable for pol-

icy over which we have no control.

Perhaps someday our two organizations will realize that, as stated above, we're all in the same boat and that by working together, rather than be antagonist, we can be stronger. Perhaps, someday, cool thinking leaders will evolve and time will dull these antagonistic sentiments, and our organizations will actually begin to merge toward a center inclusive one. Who knows?

Oh, included is a few dollars for the postage fund.

Charlie

JOE SWENSON—Littleton, CO

Hello fellow Mainliners. It's that time again when I realize it has been quite a while (11 yrs) since I set the UAL 777 brakes in Denver for the last time.

For about ten years "post-retirement," I was able to fly some 737's, 757's, 767's & 777's in flight test and ferry ops under Pt 91, but in the last year I pulled the plug on all that, as well as the sim instructing, and IATA Operational Safety Auditing I had been doing. I'm now fully retired from the industry and spending the bulk of my time with my wife, Eileen, our puppy dog, and our granddaughter (4 yrs old).

We took a Caribbean cruise with Dr David Jeremiah (TV pastor from San Diego) in March and will be doing an Alaska cruise with Bill & Gloria Gaither (Southern Gospel music) and their "Homecoming Friends" in August. Also, just came back from a two week road trip DEN-ATL-BHM-DEN to visit family.

I'm still able to run/jog 6-9 miles a day 6 days a week. I did 61 miles last week while we were on vacation. As the Lord allows, I'll keep that up as it really does help me physically, mentally, and emotionally. Additionally, I listen to mostly contemporary Christian music while I'm running and that, along with Church and Bible study, keeps me grounded spiritually.

Thanks again to all who make the *RUPANEWS* so good! God bless, *Joe*

DEN (TK, FO, FS), CLE, LAX, JFK

JIM TIGHT—Palm Harbor, FL

Dear Friends, Am I two days early, or twelve years late? Likely a dozen years have passed since my last personal letter to RUPA. Only that little Cleveland anecdote about Dave Specht and me, a few



years back. The big eight-oh seems like a good time to check in again.

Our world caved in six and a half years ago with the tragic loss of our younger son. After waiting the recommended year, with several back-and-forth trips, we relocated to Florida to help and support his/our family. We miss Nevada and the desert west, but take satisfaction knowing we've done the right thing. In any case, we've gotten a complete second round of little league sports and school activities, along with refresher courses in fractions and long division.

Last May our widowed daughter-in-law remarried. Practically from the time of the accident I said that I hoped she would live to love again. And so it is. He is a good man. We approve and are very happy for them. As you'd expect though, there were oceans of emotions.

A few years ago I took up barbershop singing. That friendly group of men has put some song back into my soul, and it feels pretty good. We are a chorus, but I hold my own in quartet, if the harmony isn't too complicated.

Though travel is no longer the passion it once was, we still manage to get away from time to time. Ocean cruises are now augmented with river cruising. Most recently, last fall we spent four weeks on rivers, lakes, and canals from Amsterdam to Bucharest. Viking has captured the best of both those worlds now that they have launched an ocean liner, with two more under construction. We were on the new Viking Star this spring from Istanbul to Stockholm. One of the thirty-three ports finally put me on the Normandy beaches, and American cemetery. There have been a few shorter car trips, including reunions in Ohio and Tennessee. We hope to make more as time goes by, and yet rediscover the east coast.

Though back, brain, and knees continue to atrophy, I still keep abreast of current events and do my own taxes.

Perhaps more next time. Warmest regards to all who remember this old geezer. *Jim*

MURRAY WARREN—Lake Worth, FL
Another year just flew by and nothing new to show for it. Oh well, still get to play at golf, keep myself busy in my workshop, spend too much time on the computer, but can't complain

because I still can do all these things and a bit more.

Still miss the flying and all the people who made it such a great life experience. It is now 25 years since my last flight into EWR and with a little luck, I hope to write a note for year 26.

Murray

NORMAN E. WITT—Palos Verdes Estates, CA
Due to poor health, I did not expect to be able to write a letter this year. My health has continued to fail and have trouble walking due to vertigo and other health problems. I was 88 on May 2.

I took my first flying lesson in a J-3 Piper Cub on January 12, 1945 at Lincoln, NE while a freshman at the University of Nebraska. I quickly learned that I could not afford to fly and go to college. I enlisted in the USN Aircrew program and was called to active duty on April 28, 1945 and attended the Aviation Boot Camp at Memphis, TN. The war in Europe ended on May 8 and after a week of active duty I was ready to go home. I was assigned to Navy Aviation Machinist Mate School at Norman, OK. The war ended in Japan in September and I celebrated V-J Day at Oklahoma City. I graduated in December 1945 and then went to Radar School and aerial gunnery school at Pensacola. I flew on the Chance-Fought OS2U Kingfisher observation plane, and on the Curtis SB2C Helldiver at NAS Jacksonville. My last active duty assignment was NAS Los Alamitos, CA in August 1946 as an Aviation Machinist Mate 3rd Class plane captain for the Grumman F6F Hellcat and F4U Corsair. A new NAS was built at Lincoln, NE in about 1947 and I flew on the Grumman TBF as a Weekend Warrior after going back to the University of Nebraska. I was supposed to be have been commissioned as an Ensign in the U.S. Navy in June 1949 after college graduation but the program was discontinued on June 30, 1949 and I was left with no pay and no job so I looked to see what the new USAF had to offer. I was immediately accepted for the Aviation Cadet Program and was assured of going on active duty shortly. That did not happen as promised so I signed a contract to teach at a High School near Lincoln. Shortly after signing the contract I was called to active duty in the USAF but got active duty delayed until May of 1950 when I was assigned to Class 51-D at Randolph AFB, San Antonio, TX. The Korean War started the first day I started flying the T-6 trainer. We were told that most of us would

be sent to Korea after we graduated in June 1951—and most of us were on orders to go the Far Eastern Air Force at Tokyo. I went through B-29 Combat Crew Training at Randolph AFB but instead of going to Korea, my crew was sent to Davis-Monthan AFB, Tucson, AZ to fly KB-29 tankers using the old original hose to hose method to refuel the B-50 Bombers. Partly to get out of the Forty-third Air Refueling Squadron, I volunteered to fly the F-51 in Korea and was sent to Luke AFB, near Glendale, AZ for gunnery school. My records went to Camp Stoneman near San Francisco, CA where they were lost for about six months. The F-51 was phased out and I never went to Korea. It was a blessing in disguise. When my Class 51-D classmates were getting off of active duty in 1954 they told me about getting jobs with United Air Lines. I applied but could not get released from active duty until 1956.

My first school at United was the Convair 340 Copilot school which lasted about a month and the next was the DC-6 Flight Engineers School. I was assigned from the DENTK to LAX in September 1956 and began flying trips from LAX to MDW with an occasional trip on the DC-7 non-stop to New York. I was on "reserve" status and had no scheduled trips. United took delivery of the Boeing 720 in about 1964 and I was in about the first training class on the B-720 as a Flight Engineer along with senior pilots from the former Capital Air Lines which was purchased by United about that time. I was promoted to Copilot in 1965 and went to DC-8 school at DENTK, then to DC-6 Copilot School and then to Convair 340 Copilot School (again) after being a Flight Engineer for nine years. In about December 1965, I began flying the San Joaquin Valley route from LAX to SFO to LAX with stops at Bakersfield, Visalia, Fresno and Stockton. In about Jan-

uary of 1966 I began flying as copilot on the DC-8 often between LAX and HNL. It was quite a transition from Flight Engineer to being a copilot on the DC-8. I had never flown any jet aircraft in the USAF. I got the DC-8 Type Rating as Pilot in Command in the DC-8 in about 1969. I attended UCLA from about 1958 and was awarded the Doctor of Education degree in 1969. I taught part-time in the Los Angeles Unified School district for about ten years around my flying schedule. In about 1971 I began flying as Copilot on the B-747, which I did for about twelve years before being promoted to Captain on the DC-8-71 in about 1983. I was at O'Hare in 1985 when the pilot strike against UAL began. I managed to get a flight back to LAX on Braniff Airways a couple of days later. I was flying turnarounds from LAX to Maui and back to LAX the same day when the UAL doctor restricted my flying to a ten hour day. United Air Lines Flight Operations policy was either for me to fly everything UAL has, or not fly at all. I flew my last trip in 1986 on the DC-8-71 Hilo to Los Angeles and I went on sick leave and never came back to work. I ran out of sick leave and retired in 1988.

I was assigned to the USAF Retired Reserve on February 1, 1969 retired as a Major in the USAF after over 27 years of military service.

At the time I was flying with United Air Lines I thought that I had a bad career but considering what has taken place since the bankruptcy, I was a very lucky.

IN MEMORIAM

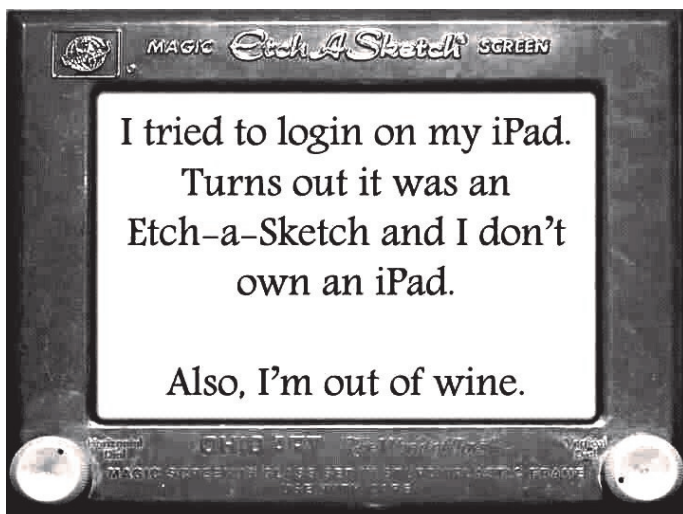
Correction

The editor inadvertently switched the pictures for David Dowsley and James Goodson in the July obituaries. Below is the correction.

David Dowsley on the left.

James Goodson on the right.

My sincere apologies to their families. Ed



CHARLES H. "CHUCK" FITCH

Charles Henry Fitch (100 years old) was born in San Francisco, CA May 20, 1915. When he was 12, he went to live with his aunt and uncle in Oregon. The Crary's raised Chuck and were Mom and Dad Crary to him. He spent his 12th birthday, May 20, 1927 on the train from Oakland to Portland, which was the same day that Charles Lindbergh flew the Atlantic. That event so impressed Chuck that it inspired his future career in the airline industry.

Chuck graduated from Echo High School in 1933 with honors and was active in school sports, including tennis, basketball and track. During school and after graduation he operated printing presses and linotype in Will Crary's weekly newspaper, The Echo News. Chuck was fascinated by radio communication and during this period he studied for and obtained a ham radio license which is now held by his eldest son, and also an FCC commercial radio operator license. He was a very active ham radio operator until just a few years ago, finally hanging up his microphone as W7ENS.

Chuck was hired by United Airlines as a Station Agent in Pendleton, OR in 1937 and met and married Betty Hawkins the same year. In 1939 he was transferred by United to Salt Lake City as a Ground Radio Operator, and in 1942 was promoted to Chief Radio Operator and assigned to San Francisco to work with United's domestic operations and their Pacific Military Air Transport Command. Following the end of WWII he was transferred to United's headquarters in Denver as Director of System Air Ground Communications. In 1948 when the airlines ceased operating their own air-ground radio stations and contracted with Aeronautical Radio, Inc. (ARINC), Chuck transferred from United to ARINC as Station Manager at San Francisco. In 1950 he was transferred to their headquarters in Washington, DC as Director-Operations, a title he held until 1968 when he was promoted to Vice President-Operations and ARINC headquarters was moved to Annapolis, MD. During this time he earned his Private Pilot License and was an active flyer out of Montgomery County Airport in Gaithersburg, MD and Lee Field in Annapolis.

He was a proud member of RUPA where he had many friends from his years with United and later with ARINC. He and his department were the go-to guys for solving communications problems for United as well as virtually all airline flight opera-

tions departments, operations such as ConCanCo, US Steel and many other owners and therefore users of the services of ARINC.

Chuck retired from ARINC in September 1977 when his wife Betty died of cancer. After a consulting contract with ICAO, he returned to Oregon in 1979 and settled in Dallas. In 1980 he married Veryl Bratager who passed away in 2013 at the age of 89.

Chuck is survived by three sons. One, Michael, is a retired United Captain, three stepchildren, seven grandchildren, 14 great grandchildren and three great-great grandchildren.

Professionally, Chuck made a very significant contribution and left his mark on today's airline industry; he will be greatly missed by those who knew him through his career. Personally, Dad was a beloved husband, father, son, brother, grandfather (and great and great-great). 100 years is a long run and we are forever thankful to have been on board with him. No regrets, and he called the shots. Regards, *Mike Fitch*

FRED L. KIRK

Fred "slipped the surly bonds of earth" and "touched the face of God" on April 27, 2015, after a long and courageous battle with colon cancer. He passed peacefully in his sleep at home with his beloved wife, Barbara and precious daughter, Kelli by his side.



Fred was born in Yakima Valley, WA. He graduated from Davis High School. Upon graduation, Fred enlisted in the United States Air Force, graduated college and became an officer and transport pilot flying the C-5 and C-141 aircraft. Some missions included the draw-down of Vietnam and flying support for the National Science foundation into McMurdo Station in Antarctica. He joined United Airlines in 1985 and retired on the 747 in 2004.

The real story of Fred's life can be found in his passions for flying aircraft, his 1969 Mustang Mach I and listening to musicians Elvis Presley, John Fogerty and guitar music. While in high school, he wrote a career school paper stating that he wanted to become an airline pilot.

Fred spent his retirement years mostly at home with his wife Barbara and his little Bichon-Maltese pup-

pies. They spent many happy trips to the Monterey Peninsula, San Luis Obispo and Reno. Fred was a gregarious, appreciative and thoughtful man who thoroughly enjoyed his family, colleagues and friends. He tirelessly gave his time and knowledge to help family and friends alike.

He is survived by his loving wife of 51 years, Barbara and daughter, Kelli.

DONALD BRADLEY WATSON

Donald Bradley Watson unexpectedly FLEW WEST June 10, 2015. He was born July 17, 1932 in Stewart, British Columbia, Canada. His family soon moved to a little mining camp in the B.C. interior, then to Vancouver, and finally to Newfoundland, where he attended a private boarding school in St. John's and became an outstanding athlete, competing in soccer, hockey, basketball, and ski racing. After high school he attended Memorial University for one year before joining the Royal Canadian Air Force, trained as a pilot, and flew in the Transport Squadron and Korean Airlift for six years, including service in Korea and Germany. During that time, he also served as a flight instructor.



After his time in the military, Don became a DC6 pilot for Canadian Pacific Airlines and then flew for Pacific Western Airlines in the Arctic. He returned to Canadian Pacific before becoming a helicopter pilot for Okanogan Helicopters for four years. Don was hired by United in 1966. He flew the 727 and DC10 and retired as a captain in July of 1992.

Don was previously married to Lois Olson and raised three children and later divorced. Don married Deborah R. Giles in 1992 and they started building their dream home together in Boothbay Harbor, Maine.

Don was a hard-worker all of his life and retirement allowed him to live out his dreams of boating, riding his Harley Davidson, swimming, playing tennis, croquet and snooker. He loved to ski, especially at Whistler and Crystal Mountain. He also loved to play golf, and was a past chairman of Twin Lakes Golf and Country Club in Federal Way, Washington. He volunteered as Project Coordinator for creation of the Whale Park in Boothbay Harbor. He enjoyed woodworking and was known to volunteer

his services to local contractors. Friends and family will miss playing croquet with him. Most of all, he loved his dog Pilot and spending time joking with friends and family.

Don is survived by his wife Debbie, three children, five grandchildren and four great-grandchildren.

In lieu of flowers, donations may be made in Don's name to the National Breast Cancer Foundation, Inc., 2600 Network Blvd, Suite 300, Frisco, TX 75034, or to a favorite charity of your choice.

THEODOR CONGER WOOD

Teddy passed peacefully on to greener golf courses on June 21st, at home surrounded by his loved ones. He was born September 23rd 1928. He was preceded in death by his wife of 42 years, Mie Yoneda Wood, and his son, Theodore Conger Wood Jr.

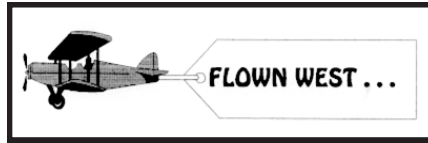


Ted graduate from High School in 1945. He joined the US Air Force where he served as a pilot in the Korean War. After the war he joined United Airlines in 1955. He was based out of Seattle, but lived in the San Juan Islands and then Bellingham as well. He retired in 1988.

Ted was passionate about politics, and enjoyed a good political discussion and even got involved in his local community issues from time to time. He also enjoyed reading the *RUPANEWS*, attending the Seattle Gooney Birds RUPA Luncheon, flying, golf, and fishing in the San Juan Islands. He was known throughout San Juan County and Bellingham for his humor and laugh, subtle kindness and robust life and personality. He was always very courteous to strangers and would joke around with anyone he came across, whether at Haggen's or Costco where he liked to shop, with servers in restaurants or his doctors and nurses. I'll never forget when Dad flew some of us to Hong Kong and as the pilot on the Christmas Eve flight. He dressed up as Santa and handed out candy canes to the passengers. I enjoyed the looks on their faces as they wondered "who is flying the plane?"

He is survived by three daughters, five grandchildren and five great grandchildren.

In lieu of flowers consider donating to the American Lung Association in Ted's name.



Charles H. Fitch	Jun. 04, 2015
Fred L. Kirk	Apr. 27, 2015
Bernard "Lee" Leewood	Jun. 18, 2015
Clifford R. Sanderson	Jun. 08, 2015
J. S. "Joe" Svendsen	Dec. 11, 2014
Donald B. Watson	Jun. 10, 2015
Theodore Conger Wood	Jun. 21, 2015



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

August, 2015 Edition

From:

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



\$25 Subscription—**Check Renewal Date on Label**

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson Toros (Contact Randy for Info)—*Tucson C 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