
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Here we are solidly in the autumnal season of changing colors, cooling temperatures and a change of command at Willis Tower, AKA, UAL World Headquarters. Only time will tell if Mr Munoz and his new team will be an improvement for UA retirees and employees. Rest assured your RUPA executive committee will keep a close ear to the ground on any significant changes his administration may impose. That being said it is also that time of year again for 2016 UAL annual open enrollment. *Near the bottom of this missive* is some information from United regarding that process. The window for said enrollment is relatively short, Nov 9th through the 20th for retirees. Perhaps *mark on* your to do list if, applicable.

The RUPA Cruise through New England the Eastern Canadian provinces from Boston to Montreal is all set for next year. We are hoping many will pencil in the date of departure on next year's calendar, August 24. These cruises have been a wonderful success thanks to Capt. Rich Bouska's great organizational skills in putting together the itinerary.

Very pleased to report the success of the first meeting of the new RUPA "Sac Valley Gold Wings" lunch group that transpired in August. Kudos to Capt. John Gorczyca's efforts as they had a great turnout with many more to come. These types of events and step up to the plate volunteerism are what make RUPA thrive. There are three more regional groups now in the formative stage under the leadership of Capt. Gordie Cohen, Dallas Ft. Worth, TX area, Phil Webb, Fairfield Susuin, CA area and Capt. Paul Nibur, Fresno, CA area. We encourage all Ruparians in these areas to get involved helping these gentlemen make the groups a reality. We would also like to put out an *appeal to any RUPA members*, not currently served by a lunch group, to form one. There is no need for the group to be large, it could be as small as 4-5, and can be conducted with or without spouses. Just send me a note (Cortreno@aol.com) and I will be more than happy to assist.

It is, as always, gratifying to read the eleven member's missives from the September *RUPANEWS*. We encourage all of you to write in annually as to what has transpired since your last birthday. One might surmise these writings unimportant, but feedback from *RUPANEWS* readers indicates they enjoy reading about what has transpired in in the last year. Many state this is the first place they go when reading our fine publication. Again, RUPA is all about members and their willingness to take a few minutes to send a quick email to our Editor Cleve: rupaed@gmail.com

By now most you heard about the sudden flight plan "west" of our beloved first UAL female pilot, Capt. Gail Gorski, SFOFO. Gail was loved and admired by all whom she encountered. She was not only an awesome aviatrix but was a true lady who was respected by everyone, from rampers, mechanics, flight attendants to fellow pilots. Gail will be missed by all of us, as witnessed by the large gathering in SFO for her memorial in late August. May Gail rest in peace.

2016 Annual Enrollment is Quickly Approaching

The enrollment period for retirees begins on Monday, November 9 and continues through Friday, Nov. 20. 2016 will offer new features, services, and options designed to help each of us at United live healthier, happier lives. In other words—thrive. And that goes for current employees and retirees alike.

Among the highlights of the 2016 plan are features and services that have a direct impact on you and your family. It's health coverage that's personal and targeted, giving you greater access to highly specialized qualified healthcare professionals, lower out-of-pocket costs for chronic health issues, a new national pharmacy partner provider, and in-store availability of 90-day supplies of maintenance medications.

To help you prepare and find the plan that best fits you, our easy-to-use online Decision Guide will be available mid-October. To view the Decision Guide and to learn more about these new features and services, go to BenefitsStraightTalk.com.

We would like to add a warm welcome to our newest RUPA members:

Capt. Stephen Jacques, Newington, NH, Capt. John P Jones, Los Olivos, CA, Capt. Doug Kajins, Reno, NV, Capt. Laurence Lattimer, Fall, PA, Capt. Lori L. Muir, Shingle Springs, CA, Captain Judy A Lee, La Canada, CA, Capt. John S. Penney, Evergreen, CO.

We hope these new members will enjoy RUPA and consider joining a regional group for lunch soon.

Regards, *Cort*

F.V. de Peyster

President, Retired United Pilots Association.

About the Cover

—This picture is of N7006U with the same livery as N7001U. See the following story below—

The First Boeing 727 (N7001U) Prepares for its Last Flight

By AirlineReporter Staff

More than 27 years after it was gifted to the *Museum of Flight*, the first Boeing 727 is still being restored at the museum's Restoration Center at Paine Field in preparation for its last flight down to Boeing Field.

This plane first rolled out of the factory on November 27, 1962, and took its first flight (from Renton Field to Paine Field) on February 9, 1963. It was then used for a year as a Boeing test flight aircraft before being delivered to United Airlines on October 6, 1964.

With United, it flew 64,495 hours, with 48,060 take-offs and landings. N7001U was repainted to its original livery and flown from Boeing Field to Paine Field in January 1991 where, unfortunately, it has been sitting outside, exposed to the elements. Obviously, Seattle isn't exactly Victorville in terms of climate, so corrosion has been a major issue in the course of the restoration. It has been sad seeing the plane start to look worse and worse.

Restoration work has stopped and started more than once over the years. Some restoration work started in 1997, but was hampered by the lack of 727 parts. United had removed any usable components to support their other 727s still in service at the time. Sadly, the plane was left open for several years after it was delivered, and many parts "disappeared" during that time, as well.

A new restoration effort started in May of 2004, after the donation of N124FE (aka Marcella) from FedEx. That plane had the majority of the components needed, but additional parts were taken from three other 727s as well. The sheer number of components has required a major effort to secure donations from many contributors. While United and FedEx have made the most visible contributions, it does take a village for such a large restoration project to succeed. The good thing for N7001U is that there is quite the village looking for it to get some love! TC Howard, the Crew Chief for the restoration project, was excited to share the history of the plane and the restoration work that has been completed so far. It was impressive to learn that the restoration work to date has been completed 100% by volunteers, except for the painting. Especially considering the number of years the restoration has been underway; it shows the level of commitment to the project by everyone involved.

Working outdoors presents challenges in the painting process, but they seemed to have a pretty good solution. Due to being outside, the paint must be rolled instead of sprayed. Rolling is more time-consuming, and also requires a different approach; they're not just spraying one color at a time, like they would be in a hangar. At the same time, the elements are also a factor in when the painting can be completed. It can't be first thing in the morning, because of the dew, but later in the day they also can't paint the side of the plane that is in the direct sun. In more ways than one, getting the 727 re-painted truly is an art form. It was very exciting seeing the old bird get a new coat of paint.

The ultimate goal is to fly the aircraft one last time to Boeing Field, to be displayed at the *Museum of Flight*. However, there are still some significant items that need to be completed before a ferry flight is possible. For one thing, it would be awfully difficult to fly without engines. Fortunately, FedEx is donating engines removed from planes at Victorville. They are donating five engines, to allow for two spares. Another major component is the horizontal stabilizer. It is already at the Restoration Center, but requires specialized help to install. In addition, the fuel tanks need to be cleaned out, a 727 flight crew must be secured, and additional work may be required on the wheels, brakes, and tires. With so many items left to complete, there isn't yet a definitive date for the ferry flight, but hopefully it will be sometime in October. Safety is, of course, the primary consideration, so there is no rush to complete the work by a particular date.

This amazing piece of history was just sitting at Paine Field for a long time. There has always seemed to have been a plan to get the plane airborne again, but it seemed more like a dream than reality. However, with the hard work and passion coming from those who have been working on the 727, it is quite likely that the plane will have one last flight. We hope that is the case and of course we will be following the progress of the last flight, for the first 727.



United Continental replaces CEO amid Port Authority probe

Oscar Munoz has taken over as CEO of United Continental succeeding Jeff Smisek, who has left his roles as chairman, president and CEO. Smisek's departure is related to an ongoing federal probe related to the Port Authority of New York and New Jersey. Smisek will receive about \$4.9 million as separation payment plus too many other perks to mention here.

The airline allegedly provided former Port Authority Chairman David Samson with special flights in exchange for favors. Smisek allegedly wanted millions of dollars in funding for several projects that were beneficial to United, according to a Bloomberg report that cited multiple sources.

United allegedly created a special flight between Newark, New Jersey, and an airport near Samson's home in South Carolina. The route was initiated during Samson's tenure as Port Authority chairman and was halted on April 1 of last year, three days after Samson's resignation, according to a report from NorthJersey.com. Port Authority did not comment on the matter.

In a letter to employees, Munoz said he planned to meet with staff to figure out how the company could operate better and improve customer service.

A message from new United CEO Oscar Munoz



Dear fellow employees: Today we are announcing a series of executive changes, which are effective immediately. I recognize that this news is unexpected, and I want you to hear it directly from me, as United's new CEO.

Jeff Smisek, Nene Foxhall, EVP of communications and government affairs, and Mark Anderson, SVP of corporate and government affairs, have stepped down from their roles. These departures are in connection with United's previously disclosed internal investigation related to the federal investigation associated with the Port Authority of New York and New Jersey.

In addition, the company announced Henry L. Meyer III, a current United director and the lead independent director, has been named non-executive chairman of the board.

As we move forward, let me take a moment to tell you a little bit about myself. As you may know, I have been on the board of directors of United, and previously Continental, for more than a decade. I am also a longtime United customer. Before today, I was the president and COO of CSX, one of the largest railroads in North America. Prior to that, I worked for several well-known consumer brands including AT&T, PepsiCo, and Coca-Cola Enterprises.

I took this job because I am excited by what we can do together. There is incredible opportunity for innovation, for earnings growth, and for improving an experience that is essential to the vitality of global business and to the personal lives of millions of people. I will be relentless in pursuing these goals, and I hope and expect that all of you will share that same passion.

In the coming weeks, I will be making my first visits around the system. I want to talk to as many of you as possible because I want to get to know you and what you think about how things are going. How can we operate better? How can we better serve our customers? What support do you need to deliver that? You'll be seeing me frequently; I intend to regularly travel the system to hear about our operations directly from you - and you can hold me accountable for that.

In my career, I've found that three things are critical to any successful business. First, we must focus on customers and what we can do help them. In the telecommunications, consumer products and railway businesses, there are very real consequences if you don't meet the consumer's needs and desires. There are also substantive rewards for doing so, and especially for exceeding customer expectations. Every day, you win or lose customers based on the slightest change in value and quality.

As you know, in the airline business, this is especially critical. Getting people where they want to go, reliably

and happily, can make or break their ability to succeed in a work endeavor or to hug a family member at an important moment.

At United, I will dedicate myself to making our airline flyer-friendly.

Second, in any organization, especially a great airline, it's all about teamwork. I like to refer to this as "shared purpose." We are in a service business, and the thousands of people who work here are the key ingredient determining our success. To get our passengers where they want to go safely and happily requires thousands of us working together with a shared purpose of supporting each other in serving our customers. To achieve this, we must create and sustain a respectful dialog about our common goals - an ongoing conversation among ourselves. We cannot do this apart.

Third, I am excited to be a part of a company and industry that demands innovation. The world around us is changing. There are new forms of loyalty programs and affinity groups, a constantly changing regulatory environment, plus new digital and networking technologies that are emerging on a daily basis. At United, we will embrace this change, and make this an energized and exciting place to work.

Above all, my career has taught me that safety is paramount. Our passion for the safety of our people and our customers must be at the core of everything we do.

As we bring this airline forward, I promise to hold true to these principles of customer focus, teamwork through our shared purpose, continual innovation, and of course, safety.

I want our customers, my fellow workers, and our communities to respect each other and take pride in our accomplishments. Thank you for your dedication to our customers and to United, and I look forward to meeting you soon. *Oscar*

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Your Benefits Resources (YBR) gets re-design

To update your contact info, check on your health insurance, record life changes (moving, marriage, divorce, death, births), etc. go to "Your Benefits Resources." It's located on [FlyingTogether>EmployeeServices](#); look for the YBR portal.

Recently the "Your Benefits Resources" site was re-designed, so if you haven't visited lately, you'll be asked to select 5 security questions and provide answers. Once logged in, you can click on your health insurance info, select the Life Events tab to make changes, update contact info in your Profile (located on the top menu bar) and much more.

There are Chat and Contact links as well. Go take a look.

If you have trouble with access, call **800-651-1007**.

Information provided by Kirk Moore, RAFA Pass Travel Committee Chair



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

In early 1955, C-Band Airborne Radar was installed in the "Mainliner O'Connor". This was the World's first airliner with C-Band weather radar installed as standard equipment. SFOMM installed C-Band radar in all of United's fleet except the DC-6Bs. The DC-6Bs were modified at a temporary Denver Maintenance Facility. The United C-Band equipped fleet entered service in the Fall of 1955.

C-Band (5.5 cm) was the first radar developed expressly for airline operations. It "displayed" weather conditions as far as 150 miles ahead, enabling United pilots to choose corridors for smooth flights, avoiding turbulence.



Installation included a "nose-job" in which the airplane nose was extended 28-1/2 inches. This "radome" housed the antenna and its gear mechanism. A "tilt-control panel" and "radar scope" were installed in the cockpit. The antenna could rotate 360 degrees, but in operation it scanned only 240 degrees forward and to the sides.

United began research in 1953, using a DC-3 test plane with experimental RCA C-Band Radar equipment.

Marvin Berryman DENTK A/V Retired - Excerpted from the July 1955 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

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

HOT! Carmel Valley was 100 degrees on September 9th as the golfers took to the fairways for our Sixth Annual RUPA Golf Tournament hosted by Pete and Donna Walmsley! Between the extreme drought conditions and the unusually hot weather the dedicated golfers took to the links under CAVU conditions with plenty of bottled water on every cart. Pete had the low gross score for the men and Judy Quintana was the low gross for the ladies. Jon stated after the round, "We all met at the 19th Hole and enjoyed our lies about how well we played. We then got into stories of military flying as well as remembrances of flying the line and the 1985 Strike."

This was Jon's first meeting after his two year term as President of RUPA was over. I, representing the RUPA Board, presented Jon with an engraved clock "in recognition of his service to RUPA"! Thank you Jon for four years (two as Vice President) as a volunteer working for the benefit of RUPA's membership. **Bravo!**

Those enjoying the luncheon was Jack Cowles, Pete and Donna Walmsley, Carlos and Judy Quintana, Milt Jines (thank you for the calligraphy), Brett Morris, Diane Ellis, Lee and Nancy Casey, Dave Mackey (thank you for the photograph), Art Ziemendorf (former UAL pilot) and guest of Jon and Jane Rowbottom, Ed and Pat Manning, and yours truly.

Discussion included the "resignation" of CONU's Chairman and CEO Jeff Smisek, Executive Vice President Nene Foxhall, and Senior Vice President Mark Anderson. (Part of the Lorenzo legacy?) The \$100,000 buy-out for the flight attendants to Aetna's poor coverage in our area was the range of other subjects discussed.

Wednesday October 14th is our next luncheon at Edgar's at 11:30. RUPA members visiting the area are always welcomed! Please RSVP to me (not the restaurant) via email by noon the Tuesday before the Wednesday luncheon.

Hard to believe summer is technically over and autumn is just weeks away! Thank you Pete and Donna for hosting our annual golf tourney and our monthly luncheons all these years! *Phyllis Cleveland*



San Francisco East Bay RUPARIANS Luncheon

Our founder, "The Don" Merucci is abandoning us and fleeing to that gambling mecca in the high country of Sparks Nevada. His first move in 46 years. The guy has no staying power. But, he will get fewer taxes and no water rationing. Good luck with the skiing Don.

We had a good discussion about how "new hire" class seniority was established. We old timers did it by age: oldest guy was 31, youngest guy was the last. Then they went to Social security numbers. Now they do it by lottery sez Bruce. BS gave a short spiel on the changing of the guard and UAL.

In Attendance: Roger Ehm, BS Smith, Steve Filson, Neil Dahlstrom, Bruce Milan, Emily Ehm.

Next meeting at Primavera Ristorante in San Ramon, October 14th at 1:00 PM/ Stay coolk el Nino may be coming. *Neil*



Another one of Murphy's Laws
A fine is a tax for doing wrong. A tax is a fine for doing well.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Even though SE FL is nowhere near either one of the Poles on Earth, this will be a Bi-Polar Report containing Good News and Bad News -- the Highs and the Lows -- if you will. The Good News is that Jeff Smisek was told by the UAL BOD to hit the road and get out of here 🚗 ASAP. I won't get into the details as to WHY, because by now, I'm sure that you know. Let's hope that his successor, Mr. Munoz, will quickly do his very BEST to improve EMPLOYEE Relations and Morale.....which is something that is LONG overdue. Good Bye Jeffy and GOOD Riddance 🚗. The other part of our GOOD News is that we are beyond the ½ point of our FL Hurricane Season and NOTHING yet. Let's hope and pray that our Good Luck will continue. The BAD News is that our Northern friends have NOT started to return to the Stuart area as yet but, hopefully, they will by the time I sit down to write the October Newsletter.

Our Luncheon at Shrimper's (Rose did an excellent job serving all of 6 of us) was attended by Ted Osinski, Dave Hoyt (76th B-Day was the next day), Bill Northup, Dave Damon, Jim Dowd and myself, Bob Langevin. The day was cloudy and rain was a threat but never did happen, however, the various topics of conversations took place in a downpour type fashion. Some of the 'things' discussed were Guns and Pistols, Off & On-Line Travel experiences, Computer problems, the 'slowness' of the Comcast internet service, and a variety of Physical problems experienced by some of our Members. BTW, (as I mentioned in last month's News Article) our friend Jerry Bradley had his back Surgery on Aug. 24th and I'm happy to report that he is coming along slowly but well in his recovery. He was on the Operating table 6½ hours and the Dr's. found his condition to be worse than expected. However, they dealt with it and he should be back to about full capability by late October and hopes to be back playing Poker with our POKERNUT Group in about 3 weeks...but we'll see if that happens in LATE September. Anyway, he's done with his 3 different surgeries and all seems to have gone well....thank you Jesus. BTW, I might mention that in our last Poker game I got a Royal Straight Flush (in Spades) - the Very HIGHEST hand possible in Poker which won me High Hand for the night and about \$35.00. (Big Bucks) 🍀



That's about it for now, but if you happen to be around the Stuart area on Oct.13th, come on over to Shrimper's at 11:30 and join us for our next RUPA Luncheon. Hopefully some of our Northern Members will be back by then as well. Until about 4 weeks from now.....Best Regards, *Bob Langevin*

Seattle Gooney Birds RUPA Luncheon

Twenty two members of the Seattle Gooney Birds gathered at the restaurant serving the SeaTac Marriott Hotel. The lunch was good and the conversations were lively; some mention of politics but mostly war stories and hanger flying.

We welcomed back Ted Elder, who we haven't seen for some time and managed to solicit a joke from him. We hope to see more of you, Ted. Herb Marks could only find one joke on his smart phone but it was a good one, and the host told one that brought a few laughs. Our senior member, Neil Johnson, (95 years young) was present, looking good, as always. All in all, it was pleasant way to break bread with old friends and acquaintances.

In attendance: Bill Stoneman, Bob Reid, Herb Marks, Fred Sindlinger, Howard Holder, Neil Johnson, Mark Gilkey, Gerry Pryde, Tom Smith, Jim Barber, Al Black, Al Haynes, Chuck Westfphal, Jack Brown, George Brown, Eric Malm, Bill Jensen, Billl Shumway, Dick Anderson, Dave Carver, and *Bill Brett*.

Actual words from a court stenographer's records

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

SAC VALLEY GOLD WINGERS

We had a very successful outing and wonderful conversations amongst our group for the very first Sacramento area and Foothills RUPA luncheon on August 17, 2015. Yours truly is now the coordinator for this group.

Our luncheon was held at the Sudwerk Brewhouse Grille which overlooks the American River in Folsom, CA. We selected a name for our group and elected to go with SAC VALLEY GOLD WINGERS. Now, there's some gold for you.



We had 42 retired United pilots and spouses for our inaugural luncheon.

In attendance were; Wayne and Joannie Mooneyham, Al Fink, Ed Akin, Shelia Savage, Rod and Helene Violette, Jerry Blalock, Dave and Vivian Stolp, Karl Winkelbrandt, Bob and Kathy Lynch, Mike and Carol Spink, JJ Brennay, John and Terry Petts, Steve Carignan, Lori Muir and Dave Ulm, John and Sharon Gorczyca, John and Lari Solomon, Bill and Rosemary Authier, Dick Hooning, JC Brandt, Mike Kozumplik, Marv Alexander, Marv and Jean Becker, Larry Rossini, Ken Ledwith, Avery Wiseman, Tom Wright.

Julie was our superb waitress. We were somewhat concerned with only having one waitress for our entire group but, rest assured, she performed admirably. I was able to have several versions of United's theme song, Rhapsody in Blue, for our listening pleasure during the lunch. It may not have been enjoyed by the large group since the volume was so low. Next time, we will have massive speakers.

We had a very special guest in Shelia Savage, the wife of Jock Savage. Jock was a very patriotic and enthusiastic RUPA member, former editor of the RUPANEWS, who was based in SFO for 25 years. Jock flew west in 2004 and is dearly missed. I really appreciated my casual conversation with Shelia. What a sweetie and wonderful "young lady." Kathy Lynch gave us the details of the passing of Gail Gorski, the first female pilot with United Airlines. Wayne Mooneyham reported the passing of Perry Thomas who was based in SFO and was a Flight Manager at one time. I understand he was very excited about having a RUPA group in this area. We had a discussion of the consolidated flight ops training center in Denver, employee travel center under the travel tab, the 200 aircraft United has received in 5 years, upgrades to the 767s, pass travel info from RAFA, mgt.'s stock buyback program, ZED travel on SK, OA for non-revs, new TSA requirements for employee travel, United/Continental being still shaky after 5 years, United's swap of 787-9s for 777-300s, antitrust lawsuit against four of the largest airlines, carry-on bag changes, the hated dementia, and maps on United Apps.

The next luncheon is the third Monday of each month at the same location and time. That's all for now. Over and out! Still Flying High, *John Gorczyca*

Human Mysteries

Babies are born with 300 bones, but by adulthood the number is reduced to 206. Some of the bones, like skull bones, get fused into each other, bringing down the total number.

The Big Island Stargazers RUPA Luncheon

We had a great turnout for our August luncheon at The Fish Hopper in Kailua-Kona, and it was nice to have spouses, Jen Diedrick and Julie Wilson, join in the camaraderie. Regrets came from Beth Raphael who was working (huh?), Robert and Linda Bounds in Colorado, and Al and Linde Rimkus who were in America (on the mainland).

We began with libations in the bar and were entertained by our ukulele maestro, Bobby Michael. We are an active retiree group, and Sam Wilson and Gerry Baldwin talked about their ongoing home renovations. Also, Walt Wells and this scribe decided to take advantage of the fantastic dive opportunities in Hawaii and recently received their scuba certifications—proving we are never too old to learn.

Everyone is familiar with the saying “easy come, easy go” (E.g. ESOP stock), and one of our members had a story that could not be topped. He recently received notice from the State of Hawaii that he overpaid his State Income Tax by \$88,181,043 and was due a refund in the same amount. Unfortunately, the State quickly discovered their error and sent him a curt notice: “Refund due computed in error”! We were all excited about receiving a round of free drinks but it was not to be.



Photo Caption: Seated L to R: Linda Michaels, Julie Wilson. First Row L to R: Jen Diedrick, Lauren Cochran, Bobby Michael, Sam Wilson, Linda-Morley-Wells. Second Row L to R: Don Diedrick, Bill Cochran, Winfield Chang, David Carlson, Walt Wells, Joan & Gerry Baldwin.

Next time you are on the Big Island, please join us at the best restaurant in town on the third Thursday of the month. *Linda Morley-Wells*, Scribe

The San Francisco Bay-Siders Luncheon

During the week of our luncheon, the Bay area was experiencing its' normal September heatwave. This year it is well above normal...temperatures at the 100° mark. There was considerable speculation that this spike in temperature would affect our turnout but we still had twenty-six, despite the heat and continuing vacations.

In attendance were: Charlene Alfson, Bob Callaghan, Bob & Roz Clinton, Rich & Cyndi Erhardt, Carol Gillett, Barry Hamley, Dick & Jeri Johnson, Bill Madsen, Ed & Pat Manning, George Mendonca, Bob & Dee Norris, Walt & Mary Ramseur, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Larry & Pat Wright. Jan McNaughton was not present but did send Biscotti which was well received by all.

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

Ohio Cleveland Crazies RUPA Luncheon

The Cleveland Crazies had their normal September meeting at TJ's in Wooster, Ohio. As usual the talk was lively, the jokes were great, the food was excellent, and we had a great turnout.

We had a surprise visit from the Flight Surgeon that we all used when Cleveland was a Domicile. Dr. Charles Hoyt stopped by to say hello and tell us he is still working but not doing FAA flight physicals. Ken Wheeler entertained us with several of his great jokes. He also reminded us of the upcoming Barber Shop Quartet sing in October. Many stories were passed around from our flying days in Cleveland and when so many of us commuted to O'Hare after the Cleveland domicile closed.



Those present seated from left to right in the picture are: George Bleyle, Dianna Zaleski, Ken Wheeler, Diane Johnson, Dick Sanders, Don Karaiskos. Dick Orr and Al Cavallaro. Standing from left to right are: Phil Jach, John Hochmann, John Cusick, John Pinter, Joe Getz, Rich McMakin, Dawn Lang, Bob Lang, Bob Olsen and Gene White. Also present but not in the picture was Bev Karaiskos who arrived late.

Cheers, *Phil Jach*

Denver Good Ol' Guys and Gals (August) RUPA Picnic

Again this year this meeting was at Cherry Creek State Park Chief Ouray group campground – John Marino [Celestial Catering] arrived about 4:00 p.m. to serve a fine Greek cuisine dinner.

There were thirty six of us in attendance; Jack and Jenni Ashford, Gerry and Reatha Baker, Dick and Carole Bennett, Bob and Ann Blessin, Stanley Boehm and Marilyn Gifford, Dick and Valeire Brinkworth, Jack and Angie Davis, Bob and Penny Dietrich, Russ and Christine Haas, Tom and Sue Johnston, Dick and Jeanne Kobayashi, Rick, Kaye and son Peter Madsen, Steve and Mary Jo Pahs, Keith and Shirley Patton, Ron and Georgia Schafer, Casey and Gail Walker, Ed Cutler, Paul Mattson and Dick Shipman.

After dinner the weather turned very cold and a bit rainy towards evening. It was close to setting a record for this day of the year, but the sky was fairly clear next morning.

Later, the fourteen of us with RV's: Jack and Jenni Ashford, Stanley Boehm and Marilyn Gifford, Dick and Valeire Brinkworth, Bob and Penny Dietrich, Rick Kaye and son Peter Madsen, Paul Mattson, Ron and Georgia Schafer stayed over and next morning we continued with a very good pot luck breakfast including my pancakes.

Since there were only thirty six of us everybody happily volunteered to kick in with twenty dollars for the campground and catering payment so we wound up gratefully quite close to breaking even.

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

Denver Good Ol' Guys (September) RUPA Luncheon

Today was the third Tuesday of September which signaled the monthly meeting of retired United Pilots. Members began arriving at The Tin Cup Bar and Grill in Aurora at 11:00 to enjoy social hour until 12:00 when an excellent lunch was served. If you have not attended a meeting at The Tin Cup you may be surprised at the high quality of the meeting room and food when you do attend.

After lunch our Humor Meister Stanley Boehm spent a few minutes setting the proper tone for a meeting. Next it was reported that since our last meeting two well liked and highly respected Denver pilots, Warren Mugler and Phil Spicer, had flown west. They will be missed. Next followed a brief discussion of the change of CEOs at United.

Attending were; Ron Juhl, Kimble and Marcia Ostersoos, Nick Hinch, Tom Hess, Bill Hanson, Denis Getman, Cliff Lawson, Ray Bowman, Ralph "Buzz" Allen, Daryl Ankeny, Bob Blessin, Bill Ford, Mack Connelley, Russ Ward, Rick and Peter Madsen, Dick Kobayashi, Rick Bebee, Casey Walker, Stanley Boehm, Ted Wilkinson, Al Snook, Ed Mitchell, and Tom Johnston. Your Co-scribe, *Tom*

Dana Point RUPA Luncheon

It was a wonderful day to be 'Down by the Sea' trying to find a fresh cool breeze. Several of us arrived early to find no breeze and quite warm conditions! But the umbrellas were up and the deck did open for lunch at 11:30 same as always. There was a breeze that came up and the umbrellas and the conversations seem to eliminate the warm conditions. We could have gone inside-- but no one suggested that option. The harbor was quite busy as boats of all type came by...big and small from 100 Windjammers to paddle boarders. They now have a pod of seals that have taken over the end of the coast Guard's dock which is right across from the Wind and Sea.

On Deck today were: Al Pregler, Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Bruce Dunkle, Butch Trembly, Denny Giese, Jerry Meyer, Jim Grosswiler, Park Ames, Rusty Aimer and Ted Simmons.

Joe Udovch was up in the Oakland area visiting with family and friends. Joe, who I called, informed me he has got a good report from the Doctor and is now able to get around with no back up -- 'cane'. He was able to get about on the large 100' windjammer the "American Pride." This was one of the boats in the recent Tall Ships Parade and Festival at the Dana Point Harbor. A call to John Grant found him recovering from a severe bout of acute Bronchitis. He hopes to be at the next RUPA meeting.

WE SHALL NEVER FORGET 9/11, 2001. The thought came up about what ever happened to the wife of Capt Victor Caracini. The Captain on the flight that ended in the South Tower?

A good "CHECKLIST FOR RUPA WIDOWS" from RUPA came across my screen. We need to have this disseminated to all and put in RUPANEWS.

The Checklist was published in the September magazine, and is again printed in this issue. Ed

The meeting was once again full of flying stories - this time flying in the north. Airforce, line flying and commercial/private flying. I will have to sit down with only Al Pregler to get the full benefit from his stories or others -info overload or maybe too much crosstalk! All seemed to enjoy the food and service was great. Park closed with a Joke... not quite suitable is this letter. Cheers, *Ted*

RHYMES WITH ORANGE | Hilary Price



The Intrepid Aviators of Southern Oregon RUPA Luncheon

A happy late Summer to all in RUPA land from the Rogue Valley and the Intrepid Aviators of Southern Oregon.

It's been a really hot and dry season for us and now with many fires working their way through the West as well. Not a first choice, but the weather breaks serve to reassure of the beauty of the area and the many activities in which to partake.

At our August gathering we welcomed back Michael Bennett to the group. An extended stay at his Winter digs in Florida plus some business kept him away, but now good to see him again. And, did I hear of some car talk between Steve and Leeann and Michael as to his Jaguar? If so we all need a ride in it.



Around our tables seated we find Harvey Saylor, George Elliott and his daughter Catherine Dimino, Steve Fusco, Dan Kurtz, Scot Lee and Banjo Bob Keasbey. Standing, left to right Leeann Fusco, Marty Niccolls, Art Lumley, Cheryl and Jim Jaeger, the wanderer, Michael Bennett and Bob Niccolls.

As always, a good time with good friends sharing life today plus our experiences from our years in the Friendly Skies...not a bad way to spend a day in our valley. Cheers to all, **Bob**

San Diego North County RUPA Luncheon

We met at St. Mark's as usual and there were Susan and Mark Mayer, Ruth and Bob Bowman, Evelyn and Bill Pauling and me. Colin Winfield and Paul Whitby didn't make it for this meeting, but I hope they do next month, because the more the merrier.



The weather being very hot, we ate inside. The jokes and stories were good and plenty. For airline people, we are very truthful, I believe. I have been with other types of groups and the lies and exaggerations were boundless, so that makes our group nice people.

Mark has a nice way of getting a waitress to take our picture with his camera, and they always do a nice job. As an aside, our waitress was a very attractive young lady, and she was about 6 feet 4 inches tall. I got a crick in my neck admiring her.

Greetings and thanks to you, Cleve, for your work. We have awarded you another "Attaboy." (No cash value, however). Fraternally yours, **Bob Harrell**

The Joe Carnes 31 North RUPA Group Luncheon

A terrific turnout this month provided us with a full room of attendees--80 RUPA members and guests were present for our September luncheon. We welcomed our special guests, The Legacy Girls, who are Participants in the Honor Flight Chicago program for veterans. The Girls send off (and welcome back) veterans from the Honor Flights to and from D.C., so are hugely supportive of the military and veterans, just like the original Andrews Sisters. Their musical tribute to the original trio played well to the music and nostalgia buffs in the audience and, they gave recognition to the veterans in our own ranks as well. Toward the end of their show, they asked for a show of hands, "How many WWII veterans do we have here today?" We had two. Then they asked for a show of hands, "How many of you are veterans?" I think they were surprised because dang near everybody's hand went up and they exclaimed, "Wow!" Most of our "generation" was hired at UAL following our military service. They then asked us to stand when they sang the song of each branch of the military. They started with "*Off We Go Into The Wild Blue Yonder*," all the Air Force guys stood up, and those ladies exited the stage, microphones in hand, and shook everyone's hand as they walked around the tables singing. All five services' songs were sung, and boy, I think that performance really endeared them to our group. They got a standing ovation for that.



An honored guest with us was WWII veteran, Howard Levinson, who flew B-24's in the Pacific. He was gracious enough to say a few words to us, just to whet our appetites for our next luncheon---where he'll be our featured guest speaker. That gathering will be held on Tuesday, January 12th, 2016, at 31N Banquets, 217 N. Front St., McHenry, IL.

Many thanks go to our gracious hosts at 31North Banquets who had set out their most-popular Polish smorgasbord for us. As usual, it was well received---we greatly appreciate these folks' work and fine hospitality.



Enjoying the day were John Anderson, LeRoy & Eva Bair, Ken & Muriel Bergsma, Jim Boyer, Ed Bristow, Duane Bucksath, Gary & Janice Crittenden, Barry Davidson, Dick & Betty Emery, Allan & Diana Englehardt, Walt & Jan Fink, Tom Franklin, Marty & Tim Gallagher, Don & Katie Gregg, Mac & Diana Gregory, Dave & Kathy Harris, George Haupt, Tom Helms, Buck Hilbert, Denny Holman, Verne & Shari Jobst, Dick Kane, Dick & Maribeth Kuhn, Chip & Cindy Little, Karol Marsh, George & Jacquie Mathes, Barb Mikulich, Jack Mumaw, Steen Munter, Dick Murdock, Howard & Marjorie Nelson, Warren & Michelle Nelson, Claude Nickell, Jim & Jan Noble, Pete & Mona Novak, Glen & Tyler Peterson, Darrell Rader, Jim & Diane Richardson, Jim & Jean Rosater, Tom Roskens, Dave Runyan, Larry & Mary Sandford, Dick & Dave Schultz, Jack Sheridan, Gene & Ginnie Stepanovic, Bill Thompson, Jim & Mary Jeanne Trosky, Terry True, Gus Tuit, Ken Voelker, Mark Weber, Gail Wood, Tom Worker, and Frank Zackary. YHS, *Walt Fink*

2016 RUPA CRUISE



There has been a price increase for this cruise; **fortunately we have locked in the discounted price until the first of October.** The increase in price per cabin is about \$400 per person and that is substantial. If you act now you can save some real money.

The next RUPA cruise will be the "TEN DAY CANADA & NEW ENGLAND DISCOVERY" cruise with Holland America, departing Boston Massachusetts August 24, 2016 and arriving in Montreal, Canada September

3rd. 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. It is a tree-lined "Champs-Elysees", buttery croissants, the lilt of French, and a grand chateau on the river. Is this Canada or France? It is both - a bastion of French culture in North America where impassioned Quebecois hold dear their history, language and culture.

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

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

Other categories are available. Taxes and port charges are \$314.72pp subject to change.

Prices include at least one cocktail party and a bottle of sparkling wine 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. We are one year prior to departure and already we have 14 cabins booked. There definitely is an advantage to booking early as you can request the particular cabin you want. Go to the Holland America web site and click on: On Board, then click on: Rotterdam deck plan and you will see all the decks and the various cabin layouts and categories as well as the all the public areas on the ship. 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 access code 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.

Submitted by: Rich Bouska, 925-443-4339 rbouska1@comcast.net


5 Challenges for United Airlines

By Doug Cameron/The Wall Street Journal



The ouster of Jeff Smisek gives new United Continental Chief Executive Oscar Munoz an opportunity to revitalize the world's second-largest airline after years of management missteps—but will be no easy task. Here is what you need to know.

- 1) Anyone But Jeff:** Mr. Smisek alienated many staff and customers during his five-year tenure with stalled contract talks with unions and a series of botched efforts to integrate United and Continental following their 2010 merger. “There should have been a management change years ago,” says Roger King at CreditSights, echoing the sentiment of many industry analysts. Labor groups at United have welcomed Mr. Munoz’s arrival, granting him at least a brief honeymoon to strike new deals with employees.
- 2) Off the Rails:** Analysts have touted Mr. Munoz’ experience at rail operator CSX Corp., but its operating margin, a key efficiency measure, has lagged peers. Rail stocks have also slid this year, eliminating their gains in 2014. Mr. Munoz needs to demonstrate he can convert his technology expertise in logistics into the more consumer-facing airline industry.
- 3) It's the Hubs, Stupid:** United’s big bases in Newark, N.J., Houston and San Francisco give it strength in markets to Europe, Latin America and China, respectively. However, investors have been consumed by the weakness of domestic revenues, and United has to improve its performance at its Chicago base and manage exposure to the ultra-competitive Dallas market, where rivals have added capacity and soaked up connecting passengers with low fares.
- 4) Forget the Gulf:** Mr. Smisek had backed Delta Air Lines CEO Richard Anderson in campaigning against expansion by three big Persian Gulf-based airlines, despite flip-flopping on the issue over the years. The effort has consumed management time that Mr. Munoz may prefer to devote to fixing United’s creaking IT systems.
- 5) Check Me In:** Investors might like Mr. Munoz sticking to United’s recipe of capacity discipline and share buybacks, but passengers want a quick fix to its woeful record in cancelling flights and ensuring they depart and arrive on time. United’s corporate passenger traffic fell 4% in the second quarter from a year earlier.



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United's Customer Service Improvement Goal Is Too Low

By Dan Reed



United Airlines wants to be 12 percent better. Yippee! One supposes we should be ecstatic that a U.S. airline is openly talking about trying to improve the quality of service they provide. But a closer examination of the underlying numbers – both those United reports to the government and the real numbers that make air travel these days a real beat-down – quickly leads to the conclusion that the party hats and favors should stay on the storeroom shelf.

Parent United Continental Holdings scored several significant media wins by convincing reputable news organizations to report on its plans to make “The Friendly Skies of United” something more than an old advertising slogan about which fed-up travelers sarcastically joke. Good for them. But there’s a big difference between executives talking about what they’re going to do to improve customer service and actually improving customer service.

United officials admit that their customer service in recent years has been unsatisfactory. Its customer service ranks at the bottom of the list of all U.S. carriers, the very best of which scores very poorly on the American Customer Satisfaction Index produced each year by the University of Michigan. So United is embarking on a campaign to make their customer-facing staff more friendly and responsive to travelers’ needs.

Of course, the mere fact that they have to launch a campaign to convince customer service professionals already trained in the efficient delivery of quality customer service that they should and could be providing better customer service illustrates just how difficult achieving such improvement likely will be. And even if United’s leaders are successful in that regard, it’s hard to see how uniformed employees smiling and wishing travelers a happy flight will change the attitude of travelers being charged sundry and annoying extra fees for the right to be stuffed into ever-shrinking seats with painfully little leg room and too little space to even open a laptop.

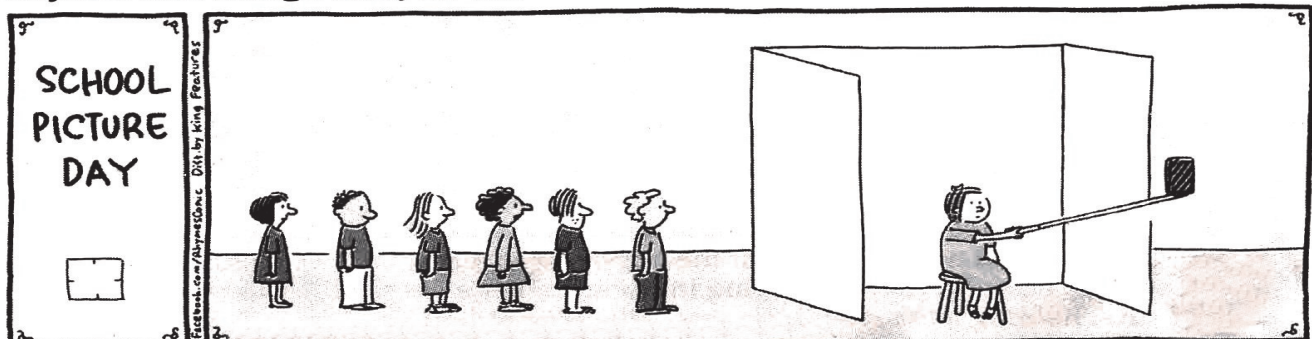
United announces route changes for widebody aircraft



We will redeploy our Boeing 787-9 aircraft from IAH to our West Coast hubs, LAX and SFO. When we have completed this redeployment, we'll fly the 787-9 on routes between SFO and SYD (Sydney), TPE (Taipei, Taiwan) and HND (Tokyo Haneda) and between LAX and MEL (Melbourne, Australia), NRT, PVG (Shanghai), SYD and LHR (London Heathrow). In addition, we will fly SFO-ICN (Seoul, South Korea) with a 787-9 between Aug. 1 and Oct. 21, 2016. The IAH routes that we previously flew with the 787-9 will be re-fleeted predominantly with 767s and 777s, and the 777s displaced from LAX and SFO will be re-assigned primarily to EWR, ORD and IAD.

"One of our greatest assets at United is our powerful, comprehensive network, so we continually review our plans to make sure we're listening to customers and matching the right aircraft with the right market," said Network VP Brian Znotins. "The 787-9 is a very fuel-efficient aircraft that is designed to perform most efficiently on long-haul routes, like our trans-Pacific flights." Our overall amount of flying will remain consistent at each hub, as we plan to continue serving the same routes with the same number of flights per day.

Rhymes With Orange Hilary B. Price



United unveils new Premium Seat for its narrowbody aircraft



United Airlines is introducing a new, comfortable, custom-designed seat for first-class cabins on more than 200 of the company's narrowbody aircraft. The seat debuted on an Airbus A319 in September, with retrofits on A319s, A320s and many Boeing 737s and 757s through 2016.

Developed with input from customers whom the airline invited to test seat prototypes, the custom seat United and design firm Priestman Goode have created features several elements to improve the customer experience, including:

- All-leather seat covers in signature navy and champagne colors;
- A patented-design tray table with tablet holder, enabling travelers to enjoy food and beverages while using their personal electronic devices;
- An articulating seat bottom for greater comfort when reclining and an adjustable headrest;
- In-seat universal A/C power outlets for customers to charge their devices;
- Additional in-seat storage, including two seatback pockets and side stowage for laptops and tablets;
- Dedicated beverage holders; and
- Granite cocktail tables.

At 21.1 inches wide, the new United First seat is wider than the current seat and will have numerous custom-design elements and premium finishes, including the signature United-branded tag. Each aircraft will continue to have the same number of premium-cabin seats.

United's new premium-cabin seat is among significant upgrades the airline is making to its aircraft interiors, including larger overhead bins, more in-seat power outlets and new carpets, mood lighting, boarding music and galley flooring.

United is investing significantly in every aspect of the travel experience. The airline has recently:

- Updated its top-rated mobile app to offer interactive indoor maps at the airline's hubs in the continental United States, including testing beacons at Newark Liberty International Airport;
- Expanded its very popular personal device entertainment to 120 Wi-Fi-equipped United Express regional jets, enabling more customers to stream free content to their laptop computers and iOS and Android devices;
- Launched significantly upgraded food and beverage service – including multi-course meals, complimentary beer and wine and a new option to purchase premium snacks – for customers in United Economy on many intercontinental flights; and
- Introduced products from Cowshed Spa, the premium spa and lifestyle brand of London-based Soho House & Co., in premium cabins on long-haul international flights and in more than a dozen United airport lounges worldwide.

Embraer: SkyWest orders 18 E175 jets to fly as United Express



Embraer announced today that it has signed a firm order with SkyWest, Inc for 18 E175 jets. The order, which will be included in Embraer's 2015 third-quarter backlog, has an estimated value of USD 800 million, based on the current list price. The aircraft will be operated by SkyWest Airlines, under an amendment to an existing Capacity Purchase Agreement (CPA) with United Airlines.

With this new 18 aircraft purchase, the total number of SkyWest E175 firm orders reached 73 units of this model. Delivery of the first aircraft is expected in 2016. The E175s are configured in a dual class 76-seat layout, equipped with 12 First Class seats, 16 Economy Plus seats, and 48 Economy seats, and will operate under the United Express brand.

The E175s feature a new wingtip that, among other technical enhancements, improves aerodynamic performance. Fuel consumption on a typical flight is 6.4% lower than first-generation E175s. In North America, the E175 is the preferred aircraft of carriers operating 76-seat jets. In the last two years, the E175 has captured over 80% of orders among aircraft in its class from airlines in the United States.

Flight Attendants welcome new leadership at United Airlines



United Airlines Flight Attendants, represented by the Association of Flight Attendants-CWA (AFA), welcomed new executive leadership at United Airlines with the appointment of Oscar Munoz as Chief Executive Officer.

"Flight attendants are dedicated to the long-term success of United Airlines. We welcome new leadership and a new direction that recognizes the value of frontline workers and the full potential of our airline," said AFA International President Sara Nelson. "Oscar Munoz has an impressive business record, including at other highly unionized companies. AFA looks forward to working with him to conclude contract negotiations and return our airline to premier status in the world." United Airlines, Continental Airlines and Continental Micronesia merged five years ago on paper, but the airline is still maintaining separate flight attendant operations and has yet to conclude a flight attendant merged agreement. AFA recently filed for federal mediation in order to bring the negotiations to a conclusion.

"We believe a fresh perspective will be healthy for United Airlines in all areas, especially where labor relations languished under previous leadership. New leadership has the potential to improve the flying experience for our passengers and insure Flight Attendants and other frontline workers are recognized, engaged and included in the success of our airline," said Nelson. "We look forward to discussing a bright future with our new CEO."

New charter service between Los Angeles and Havana



American Airlines and Cuba Travel Services plan to operate the first charter flights between Los Angeles International Airport (LAX) and Jose Marti International Airport (HAV) in Havana later this year, providing travelers the only nonstop service connecting the West Coast to Cuba since travel restrictions were eased. American's new charter service between Los Angeles and Havana will be sold by Cuba Travel Services and will operate on Saturdays beginning Dec. 12 with Boeing 737 aircraft. In addition, American will operate a Saturday flight between Miami International Airport and Havana, also sold by Cuba Travel Services.

American has operated charter flights to Cuba since 1991. With these additions, American will offer 22 weekly flights from Miami, Tampa and Los Angeles to five destinations in the country: Camaguey, Cienfuegos, Havana, Holguin and Santa Clara. This year, American will operate approximately 1,200 charter flights to Cuba, more than any other airline. American also is the leading carrier to the Caribbean with up to 150 daily flights to more than 30 destinations.

WestJet's first wide-body aircraft touches down today



WestJet ushers in a new era in the airline's 19-year history with the arrival of the first of four Boeing 767-300 extended range aircraft, allowing the airline to begin serving Europe and other regions of the world from Canada on a non-stop basis. Inaugural wide-body flights will begin in early September.

"The arrival of our first wide-body aircraft opens the next chapter in the evolution and growth of Canada's low-fare leader," said Bob Cummings, WestJet Executive Vice-President, Commercial. "WestJet has been liberating Canadians from the high cost of air travel since 1996, bringing low fares and friendly, caring, people-driven service to communities from coast to coast. The launch of WestJet Encore in 2013 gave Canadians in smaller centers much-needed relief from high fares and the opportunity to connect to WestJet's ever-expanding domestic, trans-border and international networks. Shortly, with the arrival of our first wide-body aircraft as an important milestone, we will offer Canadians from cities across our network the chance to fly non-stop to Europe and other regions at prices not seen in recent memory. As we have throughout our history, we will continue to lower airfares and make travel more affordable."

World's first fully solar-powered airport launched in India



KOCHI, India - World's first ever fully solar-powered airport has been launched in the southern Indian state of Kerala. Scripting a new chapter, the Cochin International Airport became the first in the world to operate completely on solar power.

Kerala Chief Minister Oommen Chandy inaugurated the 12 MWp solar power plant, comprising 46,150 solar panels laid across 45 acres near the cargo complex, at a function at the airport this morning. With this, the airport will have 50,000 to 60,000 units of electricity per day to be consumed for all its operational functions, which technically makes the airport 'absolutely power neutral,' Cochin International Airport Limited (CIAL) said in a release, adding, it is the first airport in the world to operate completely on solar power.

CIAL had ventured into the Solar PV sector during March 2013, by installing a 100 kWp solar PV Plant on the roof top of the Arrival Terminal Block. This was a trendsetter in the field of grid-connected solar PV in Kerala. The plant was installed by the Kolkata-based Vikram Solar Pvt. Ltd. A total of 400 polycrystalline modules of 250Wp with five numbers of 20kW capacity 'Refu-sol make string inverters' were used in this plant. It is a grid connected system without any battery storage.

After the successful commissioning of this plant, CIAL installed a 1 MWp solar PV power plant partly on the roof top and partly on the ground in the Aircraft Maintenance Hangar facility within the airport premises. This plant was installed by Emvee Photovoltaic Power Pvt. Ltd. 4,000 monocrystalline modules of 250Wp with 33 numbers of 30kW capacity Delta make string inverters were used in this plant, which is the first Megawatt scale installation of solar PV system in Kerala, the release said. Both these plants are equipped with a SCADA system, through which remote monitoring is carried out.

After commissioning, these plants have so far saved more than 550MT of CO2 emission contributing to the efforts of CIAL towards minimizing environmental degradation, CIAL said. The Indian government has already directed other airports around the country to start incorporating solar energy into their daily operations.

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Pass Travel UPDATE-----September 2, 2015

1) Cannot log into Flying Together with Firefox or I.E.

United's IT Service Desk sent RAFA this message: "There is a known issue with Firefox. The only available workaround has been halted as it makes the workstation vulnerable to viruses. They will need to use IE. Internet Explorer is United's primary browser."

If you cannot log into Flying Together with Internet Explorer, add coair.com and ual.com to IE's compatibility view. Here are instructions:

Open I.E.; press the Alt key, click "Tools" on the menu bar, and then click "Compatibility View settings." You may also find the same info on the settings (gear icon) on the top right of the menu bar.

In the "Add this website box", first type coair.com, then ual.com and then click the "Add" button.

Retirees who still cannot access Flying Together with I.E. can call the IT Service Desk. Please call after 6 PM Central time: 800-255-5801.

Several retirees report they can still use Firefox version 38.0.5 with Flying Together, but newer versions like Firefox 39.0 or 40.0.3 will not work.

2) Retirees use Chrome to access Flying Together.

Several retirees are successfully using Google's Chrome browser with Flying Together. If I.E. and Firefox aren't working for you, try Chrome; apparently the latest version (44.0.2403.157) works fine.

However, keep in mind, United does not support Chrome. Here is a message from the IT Service Desk: "Yes (let retirees know about using Chrome) and that if they have issues, we do not support Chrome so a call into us would do no good."

3) iPad users, take note.

Several iPad users report they can access FlyingTogether but not employeeRES. The IT Svc Desk says: "If they can't access employeeRES on their iPads and their home computers, call the IT Service Desk as we need more information to open a ticket."

Other iPad users report they can access FlyingTogether and can run a Pass Travel Report, but only the first page of the report is visible; they cannot swipe/scroll to the other pages. The IT Svc Desk says: "If they can't view the report successfully on their iPads and on their home computers, call the IT Service Desk as we need more information to open a ticket."

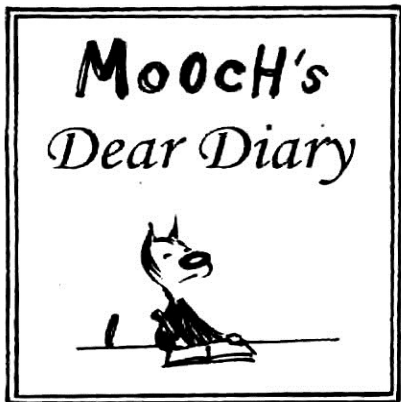
The IT Service Desk is best reached after 6 PM Central time: 800-255-5801.

"Opening a ticket" is the IT Department's first step to fixing the problem.

See previous Pass Travel UPDATES visit RAFA's website: <http://www.rafa-cwa.org>

Compiled by Kirk Moore, RAFA Travel Benefits Committee

MUTTS | Patrick McDonnell



6-8

When wiLL ThEy eVer LeArN!?!

If it's NoT nAILED down-
it IS A Cat Toy!

Boeing sees greatest demand for pilots, technicians in Asia Pacific region



Boeing reported that over the next 20 years the Asia Pacific region will have the greatest demand for commercial airline pilots and maintenance technicians worldwide with approximately 40 percent of the global need — more than North America, Africa and Europe combined. The 2015 Boeing Pilot & Technician Outlook, an industry forecast of aviation personnel demand, anticipates 226,000 new commercial airline pilots and 238,000 new technicians in the Asia Pacific region through 2034.

"The demand for 464,000 new pilots and maintenance technicians is a large number, and it translates into challenging, high-tech career opportunities for those who are interested in aerospace," said Sherry Carbery, vice president, Boeing Flight Services. "Boeing invests heavily in inspiring the next generation of pilots and technicians, and we continuously introduce students to our industry."

Leading the region in projected demand for new pilots and technicians:

China – 100,000 pilots and 106,000 technicians.

Southeast Asia – 57,000 pilots and 60,000 technicians.

Other parts of the region will also continue to see long-term demand in the tens of thousands of pilots and technicians:

South Asia – 40,000 pilots and 37,000 technicians.

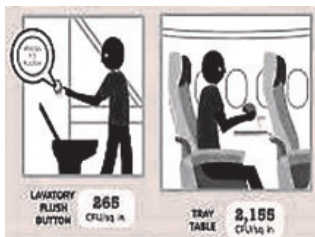
Northeast Asia – 17,000 pilots and 22,000 technicians.

Oceania region – 12,000 pilots and 13,000 technicians.

"With tremendous growth in the Asia Pacific region, we are working closely with each of our customers to ensure they have the best-trained crews to operate the world's best airplanes," said Ihssane Mounir, senior vice president, Northeast Asia Sales, Boeing Commercial Airplanes.

The Boeing Pilot & Technician Outlook is closely tied to projections for new airplane deliveries around the globe. As with personnel demand, the Asia Pacific region also leads the demand for new commercial airplane deliveries over the next 20 years. According to Boeing's 2015 Current Market Outlook, 14,330 new airplanes, worth \$2.2 trillion will be needed in the Asia Pacific region by 2034.

Toilet is NOT the dirtiest place on a plane



The toilet is not the dirtiest place on an airplane, a new study published by Travelmath has revealed. Microbiologists took bacterial samples from five airports and four flights run by two major airlines, and used the median of the results from each location to calculate the dirtiest places to touch. Flush buttons on plane toilets were found to have on average 265 CFU (colony-forming units) per square inch. Surprisingly however, tray tables were found to carry over eight times as much bacteria as the toilet flush buttons with 2,155 CFU/sq. inch. Toilet facilities were

some of the cleaner areas on the planes due to being regularly cleaned between flights. Seatbelt buckles and overhead air vents were found to have around as much bacteria on them as the toilet flushes.

The study advised that travelers bring hand sanitizer with them on planes and eliminate any direct contact between their food and the tray tables.

Short boarding times means that most airlines only clean tray tables at the end of the day. The findings demonstrate the need for trays to be cleaned between flights.

"What is needed is a procedure for increased efficiency of boarding and deplaning that gives the cabin crew more time to do a thorough cleaning between flights", the study said.

In airports, the least sanitary place by far to touch is drinking fountain buttons with 1,240 CFU/sq. inch, the research found.

Tests done by the National Science Foundation in the US show that the average home toilet seat has just 172 CFU/sq. inch.

Small passenger jet market is heating up



The market for small passenger jets is heating up with two new arrivals about to take to the air and the established producers upgrading aircraft.

Japan's Mitsubishi Regional Jet will make its first flight in the second half of October, the Nagoya-based company has confirmed. First deliveries of the aircraft are due in 2017 – 70-90 passengers, it has a 2+2 cabin and orders stand at 223.

China's first regional commercial jet, the ARJ21-700, is slightly larger with accommodation for 70-95 passengers depending on specification and will enter service with Chengdu Airlines in February next year. This aircraft is 3+2 with orders standing at 342.

The Embraer (Brazil) E series is the most successful small jet airliner with 1,400 firm orders plus around 150 of what it calls the E2 variant due for 2017 with seating up to 144, twice the original EMB 170 – 2+2 once again.

Bombardier (Canada) was first out of the blocks with the CRJ200, based on the original Canadair Business jet. Production continuing with 800 orders to date – 2+2 and up to 100 seats. The Bombardier CSeries is getting ready for introduction. Five abreast and 160 passengers at most.

The final aircraft is the Russian Sukhoi Super Jet, in service with 343 orders and an upgrade promised – 3+2 and maximum 98 passengers.

Cuba preparing for biggest American tourist invasion ever



It will be the largest number of American tourists to arrive in Cuba since the 1959 Revolution. The increase is expected to exceed the 50% of visitors who have already made their bookings. While authorizations for all kinds of travel and transportation companies are multiplying in the U.S., moving beyond the tourist blockade of the island, Cuba is declaring that the last quarter of 2015 could beat all records in U.S. tourism since the Revolution given that so far and despite visa restrictions American tourist presence has increased by 50%.

An absolutely clear signal is that hotel chains have started to work out agreements with the almost 20,000 private rooms that provide cheap accommodation in Cuba, by hiring beds to which tourists will be redirected when they have no space. These agreements are quite unprecedented since private rooms for rent are – at least in theory – illegal and up to this point the big chains had never dealt with the issue except to criticize these accommodations where necessary. 70% of these unofficial rooms are located in Havana.

The U.S. Senate Appropriations Committee has already approved the lifting of the ban on travel to Cuba, which is only the first step in a series of legislative guarantees that would authorize all types of travel before the year end.

With seven companies already authorized to start ferry trips between Florida and Havana in September (Havana Ferry Partners, Baja Ferries, United Caribbean Lines, Airline Brokers Co., International Port Corp, America Cruise Ferries from Puerto Rico and the Spanish Balearia), everything is pointing towards the first part of the high season in Cuba being successful. With relations having become more flexible – and even before the opening of the embassies – Americans increased visits to the island by 55% compared with 2014, making 2015 the year of most American visits since the revolutionaries led by Fidel Castro seized power in 1959.

Meanwhile operators are facing an upsurge of queries in Florida and increasing difficulty in booking accommodations. However, plans are underway and while the state hotel agency – Gaviota – has announced an agreement with Bouygues, the French construction company, to build three new hotels in the historic center of Old Havana, Marriott International has reached an agreement with the government on business possibilities as soon as conditions are right for investment.

The United States officially reopened its embassy in Havana and the Secretary of State of the United States. The seven-story building was built in 1953 and closed in 1961 when the United States broke off ties with Havana.



CHECKLIST FOR RUPA WIDOWS

1. Your first call should be to the United Airlines Benefit Center, **1-800-651-1007**. (M-F, 7AM-7PM CT). Report your husband's death and the agent will take you through the necessary steps of insuring that your health benefits and prescription drugs continue to be provided. This call takes a while but is very efficient and easy. They will also tell you how much these services will now cost and the amount which will be taken out of your account at the beginning of the month.
2. PBGC (Pension Benefit Guaranty Corporation), **1-800-400-7242**, should be your next call. Since the United bankruptcy, this agency now handles pensions for pilots. This procedure takes a while and, if you are in need of this income, act quickly. You must fill out the proper forms which they will send to you. If you miss several month's payments, you must fill out another form for lump sum payments and submit that as well. You may receive a reduced rate even though a lesser rate was chosen at retirement. Please note that life insurance policies were dropped in favor of the health insurance during bankruptcy.
3. Travel – You must have the proper ID number, password and security code in order to get into the various sites. The ID number may be your husband's file number with a 'u' before the number. The password may be the last 4 numbers of his social security number. In order to get your own password and check on the other numbers, phone the **Flying Together Help Desk, 1-800-255-5801**. To list on a flight, phone the United Pass Line, **1-866-359-3727**, or access **EmployeeRes** on the website. Calling early at 6 AM Eastern time is advised if using the phone option. The \$25 fee could be waived but not guaranteed.
4. **United Employee Service Center** is difficult to reach. Calls are routed to another country and can be hard to understand and not be able to answer questions.
5. **Social Security, 1-800-772-1213**, should also be called immediately. They are very efficient and will have everything taken care of in a timely matter. Once again you may receive a lesser amount.
6. You will need multiple copies of your husband's death certificate. You will need his social security number and, in the case of PBGC, your identification and marriage license will also be needed if not previously on file.
7. **Helpful RUPA contacts:**
RUPA Secretary/Treasurer - Leon Scarbrough - **rupasectr@aol.com**. Let him know of your husband's death.
RUPA News Editor - Cleve Spring - **rupaed@gmail.com**
Widow Coordinators will help you with questions - Carol Morgan - **perdido1871@yahoo.com** or Patti Melin - **pjmelin@aol.com**.
And, lastly, please consider continuing your RUPA membership. The monthly newsletters are full of valuable information on travel and other important retiree issues.

Pickles/Brian Crane



FAA releases updated model aircraft guidance



The Federal Aviation Administration (FAA) published updated guidance on model aircraft operations that reflects current law governing hobby or recreational use of unmanned aircraft. Advisory Circular (AC) 91-57A replaces the previous guidance that, as written in 1981, did not reflect the rules Congress wrote into Section 336 of the FAA Modernization and Reform Act of 2012. The updated advisory circular details the 2012 law's description of a "model aircraft operation":

- The aircraft is flown strictly for hobby or recreational use;
- The aircraft operates in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization (CBO);
- The aircraft is limited to not more than 55 pounds, unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a CBO;
- The aircraft operates in a manner that does not interfere with, and gives way to, any manned aircraft; and
- When flown within 5 miles of an airport, the operator of the model aircraft provides the airport operator or the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation. Model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport).

The guidance stresses model aircraft operators must comply with all Temporary Flight Restrictions (TFR), that they may not fly in any type of restricted airspace without prior authorization, and that they should be aware of Notices to Airmen (NOTAMS) that address flights near federal facilities, stadiums, and other public and industrial areas.

The guidance also makes it clear that model unmanned aircraft operations that endanger the safety of the nation's airspace, particularly careless or reckless operations and interference with manned aircraft, may be subject to FAA enforcement action.

FAA approves largest commercial drone fleet in US



The Federal Aviation Administration (FAA) has made Measure the only company with permission to fly more than 300 different types of drones for a broad range of commercial applications.

"Measure now has the ability to leverage the vast number of high quality aircraft available for our customers. We don't believe that a one-size-fits-all approach makes a lot of sense when drones can be used for an ever-growing number of data collection applications," said

Measure CEO Brandon Torres Delet. "Our Drone as a Service® model is focused on offering turnkey solutions to customers in agriculture, energy, insurance, and infrastructure. With the FAA's approval, Measure now offers the widest range of options on the market."

In a significant move forward for the commercial drone industry, Measure received the most comprehensive approval to date under the Section 333 process outlined in the FAA Modernization and Reform Act of 2012. In addition, Measure is the first Washington, D.C. based company to receive approval from the FAA for commercial drone flights.

"The FAA commercial exemption granted to Measure is significant because it permits a record number of unmanned aircraft system platforms to fly," said Brian Wynne President and CEO, Association of Unmanned Vehicle Systems International (AUVSI). "Measure is dedicated to providing UAS as a service for a variety of commercial applications and can now operate more unique UAS platforms than all other exempt companies combined. Through this unprecedented exemption, Measure can now deliver the many benefits UAS technology has to offer with the right platform for any scenario."

FAA: Successful CLEEN environmental program begins new phase



The Federal Aviation Administration (FAA) today announced that it has awarded \$100 million in contracts to eight companies to develop and demonstrate technologies that reduce fuel consumption, emissions, and noise under the second phase of its Continuous Lower Energy, Emissions, and Noise (CLEEN II) program. "By partnering with private industry on advancing the next generation of aviation technologies, the Department is helping shape a world-class transit system that is efficient and environmentally sustainable," said Transportation Secretary Anthony Foxx. "Today's announcement is a win-win for the American people, and is part of a broader Administration effort to find innovative ways to strengthen the economy while reducing carbon emissions into our atmosphere."

"CLEEN II represents a genuine investment and commitment by the FAA and the industry to find ways to make aviation even cleaner, quieter, and more energy efficient," said FAA Administrator Michael P. Huerta. "We expect that when they enter into service, these new technologies will benefit U.S. aircraft for years to come and protect the environment."

The five-year CLEEN II program will build on the success of the original CLEEN program, a public-private partnership that began in 2010 and is a key part of the FAA's NextGen efforts to make aviation more environmentally friendly. The CLEEN team focused on nine projects in the area of energy efficient aircraft technologies and sustainable alternative jet fuels. The first of these technologies will enter service in 2016.

Under CLEEN II, the FAA selected eight companies: Aurora Flight Sciences; The Boeing Co.; General Electric (GE) Aviation; Delta TechOps/MDS Coating Technologies/America's Phenix; Honeywell Aerospace; Pratt & Whitney; Rolls-Royce-Corp.; and Rohr, Inc./UTC Aerospace Systems. The companies will match or exceed the FAA's investment, bringing the total to at least \$200 million. The eight awardees will work to develop a variety of airframe and engine technologies. Each effort will culminate in a demonstration aimed at bringing the product to market. CLEEN II will nurture these technologies through crucial phases in their maturation. This will include full scale ground and flight test demonstrations.

The CLEEN II goals include:

- Reducing fuel burn by 40 percent relative to the most efficient aircraft in service during the year 2000;
- Cutting nitrogen oxide emissions during takeoff and landing by 70 percent over the 2011 International Civil Aviation Organization standard without increasing other emissions;
- Lowering noise levels by 32 decibels (dBs) relative to the FAA Stage 4 noise standard; and
- Expediting the commercialization of "drop-in" sustainable jet fuels through support for the fuel approval process.

The FAA anticipates that developed CLEEN II aircraft technologies will be on a path for introduction into commercial aircraft by 2026.

FAA clears Gogo's next generation in-flight Internet technology for takeoff



CHICAGO, IL - Gogo, the leading provider of in-flight connectivity, announced today that it has received the final Supplemental Type Certificate (STC) from the FAA required to launch Gogo's 2Ku next generation satellite connectivity service. The technology is currently installed on Gogo's 737-500 test plane and is now cleared for in-flight testing. Gogo expects to launch commercial service of its 2Ku technology later this year.

"This is a significant milestone for Gogo and a seminal event for in-flight Internet," said Gogo's chief technology officer, Anand Chari. "We believe this will be the best performing technology for the global commercial aviation market bar none. Clearing this regulatory hurdle brings us one step closer to enabling our airline partners and their passengers to enjoy the future of in-flight Internet."

Seven commercial airlines have signed up for either a trial or fleet deployment of 2Ku covering more than 500 commercial aircraft. Gogo expects to launch commercial service later this year and begin rapid installation of the backlog of 500 aircraft in 2016.

2Ku is expected to deliver peak speeds of more than 70 Mbps to the aircraft, which is more than 20 times the bandwidth provided by Gogo's first generation Air to Ground solution in the U.S.

New satellite will aid in-flight connectivity for airline passengers



LONDON, England - British satellite operator Inmarsat today launched its third Global Xpress satellite as it looks to expand its next-generation network. The new satellite will help deliver broadband speeds around 100 times faster than the company's incumbent satellite constellation I-4, parts of which are now more than 10 years old. The global coverage will aid oil and gas platforms, in-flight connectivity for airline passengers, deep sea vessels, aid agencies in disaster areas and TV news crews reporting from remote locations where there are no fixed lines.

Rupert Pearce, the Inmarsat boss, said ahead of the launch: "The completion of the Global Xpress (GX) constellation will be a significant milestone for our organization and is fundamental to the delivery of a new era in mobile satellite communications which will change the future for us all. "We are particularly pleased that GX will support vital programs enabling governments to meet the rapidly changing requirements of our world, including the transformation of remote societies that are currently inadequately served by terrestrial networks."

The launch took place via a Russian Proton rocket, from the Baikonur Cosmodrome in Kazakhstan at 12.44pm (UK time).

Designed to last for 15 years, each of the Global Xpress satellites weighs 6,100kg at launch and has a wingspan wider than a Boeing 737.

Is new facial recognition technology the solution to hotel security problems?



DUBAI, United Arab Emirates - NEC, global leaders in technology and pioneers of the most advanced facial recognition tech in the market will open the first ever TecSec Summit at The Hotel Show Dubai 2015 on 28th September. The long-standing Dubai event has introduced a new technology and security forum in its 16th year as the global hospitality landscape is evolving to adapt with new innovations. Christine Davidson, Group Event Director of the dmg events hospitality portfolio including The Hotel Show commented: "We have seen evidence that hoteliers are investing considerably in technology. Gone are the days when providing the ability to book online was enough.

To capture guests, hoteliers now have to provide unique offerings and experiences that utilize the latest technologies from 3D cinema rooms to waterproof LED TV's in bathroom mirrors to multi-room surround-sound music. Evidence of enhanced guest security is another important factor now that state-of-the-art fingerprint door locks, facial recognition technology, and other new and impressive means of controlling an individual's safety are available on the market."

NEC is the world-wide leader of facial recognition technology, where cameras are installed throughout a property and used within hotels to recognize the faces of guests, check registered guest information, identify guests and alert hotel staff of VIP or undesirable visitors.

Kees Van Donk, Director of Hospitality EMEA at NEC said: "Hoteliers are now beginning to understand that although a safe environment for guests should be a basic and given element and condition, situations can arise which cannot be determined or pre-planned. The available face recognition technology has now reached a level of maturity and accuracy that it can be used for 'real life' situations of varying levels of security threat," Van Donk continued. "Terrorism, theft, violence and other security threats cannot be ignored and can now be monitored more closely and accurately. VIPs as well as undesirable guests including wanted criminals can be detected as soon as they arrive on a hotel property."



NASA completes key milestone for Orion spacecraft to Mars



WASHINGTON, DC - NASA's mission to send astronauts to deep space destinations where no other human has traveled has taken another important step forward with the completion of a critical milestone for the Orion spacecraft currently in production. Agency officials have completed a rigorous technical and programmatic review, confirming continued support of the program and establishing NASA's commitment to the program's technical, cost, and schedule baseline. This is the first time NASA has reached this level of progress for a spacecraft designed to take humans into deep space beyond the moon, including to an asteroid placed in lunar orbit and on the

journey to Mars. "Our work to send humans out into the solar system is progressing," said NASA Administrator Charles Bolden. "Orion is a key piece of the flexible architecture that will enable humanity to set foot on the Red Planet, and we are committed to building the spacecraft and other elements necessary to make this a reality."

A successful test of an uncrewed Orion capsule, Exploration Flight Test-1 (EFT-1), flew in December 2014, providing important data that allowed engineers to identify risks associated with deep space flight and re-entry and use that knowledge to improve the design of Orion for its next test flights, Exploration Missions 1 and 2 (EM-1 and EM-2). Performance data has helped to improve manufacturing processes, as well. Engineers have already incorporated many of these improvements into elements of the EM-1 design, including the crew compartment or pressure vessel, which now is in fabrication and assembly at companies across the country. The vessel is comprised of seven panels or sections, and the first two of these were welded together last week. When complete, this capsule will launch on NASA's Space Launch System (SLS) rocket on the first fully integrated flight test, EM-1.

Astronauts will fly on Orion for the first time on EM-2. That mission will build on the results of the EM-1 flight with additional requirements that the Orion capsule includes fully integrated environmental control and life support systems; controls; and communications designed specifically for the human operation; and advanced launch and re-entry spacesuits for the crew. The recent review, culminating in what is known within NASA as Key Decision Point C (KDP-C), includes all of these technological advancements, and approval represents agency support for this work and the Orion program plan.

The decision commits NASA to a development cost baseline of \$6.77 billion from October 2015 through the first crewed mission (EM-2) and a commitment to be ready for a launch with astronauts no later than April 2023. The commitment is consistent with funding levels in the president's budget request. Conservative cost and schedule commitments outlined in the KDP-C align the Orion Program with program management best practices that account for potential technical risks and budgetary uncertainty beyond the program's control.

"The Orion Program has done incredible work, progressing every day and meeting milestones to prepare for our next missions," said William Gerstenmaier, the agency's associate administrator for Human Exploration and Operations at NASA Headquarters. "The team will keep working toward an earlier readiness date for a first crewed flight, but will be ready no later than April 2023, and we will keep the spacecraft, rocket and ground systems moving at their own best possible paces."

In the coming months, Orion will complete its CDR; see the arrival of a test version for the European Space Agency-provided service module at NASA's Plum Brook Station near Sandusky, Ohio; perform a series of parachute tests; and complete the welding of the crew pressure vessel. Although Orion's readiness date for EM-1 was not formally part of the KDP-C milestone commitment, engineers continue to work toward a commitment for SLS and GSDO to be ready for the uncrewed mission in fall 2018, and NASA will set an integrated launch date after GSDO's critical design review is completed.

NASA Arctic campaign to examine ecosystem impacts of changing climate



As part of a broad effort to study the environmental and societal effects of climate change, NASA has begun a multi-year field campaign to investigate ecological impacts of the rapidly changing climate in Alaska and northwestern Canada, such as the thawing of permafrost, wildfires and changes to wildlife habitats. The Arctic Boreal Vulnerability Experiment (ABoVE) will bring together on-the-ground research in Alaska and northwestern Canada with data collected by NASA airborne instruments, satellites and other agency programs, including SMAP, OCO-2, and upcoming ICESat-2 and NISAR missions. Over the next decade, scientists from NASA and other public and private organizations will investigate questions about the formidable region that spans about 2.5 million square miles (6.4 million square kilometers).

"Boreal forests and tundra are critical for understanding the ecological impacts of Earth's changing climate," said Jack Kaye, associate director for research in NASA's Earth Science Division in Washington. "These ecosystems hold a third of the carbon stored on land – in trees, shrubs, and the frozen ground of the permafrost. That's a lot of potential greenhouse gases in play. We need to better understand these ecosystems, and how a warming climate will affect forests, wildlife and communities both regionally and globally."

ABoVE includes three project phases and two seasons of intensive airborne surveys. The research activities will be coordinated with other U.S. and Canadian partner organizations. The 21 projects selected for the first phase will investigate topics such as the impacts of wildfire on ecosystems and insect outbreaks on forest health.

"The region is rapidly changing, and we've already seen a lot of that from field measurements and remote sensing," said Scott Goetz, ABoVE science team lead and deputy director at Woods Hole Research Center in Falmouth, Massachusetts. "It's an area that's warming with climate change, and there's a lot of potential for permafrost degradation, especially with these massive fires burning off the organic soil layer."

The field campaign will provide an opportunity to study how Arctic ecosystems respond to the scorching fires on a regional scale. More than 5 million acres in Alaska and 9.7 million acres in Canada have burned so far this year, making 2015 the second most devastating fire year on record for Alaska, with the most intensive three-week period of burning on record, according to Charles Miller, deputy science team lead for ABoVE at NASA's Jet Propulsion Laboratory (JPL) in Pasadena, California.

ABoVE researchers will survey Alaska's interior forests to better determine how much carbon is stored in these remote regions. They'll investigate the extent and thawing rate of permafrost – soils that have been frozen for hundreds of thousands of years, locking in carbon-rich plant and organic matter.

"Warming air temperatures can thaw permafrost, which acts like unplugging a deep freezer," said Peter Griffith, ABoVE chief support scientist at NASA's Goddard Space Flight Center in Greenbelt, Maryland. "The vegetation and carbon previously frozen in the soil starts to rot and decay – like food in an unplugged freezer – releasing methane and carbon dioxide into the atmosphere. This increase in greenhouse gases further warms air temperatures, perpetuating the cycle by causing more thawing and more greenhouse gas release."

The ABoVE projects also will study impacts on the wildlife of Alaska and northern Canada, including habitat and migration changes for raptors, songbirds, Dall sheep, moose, caribou, wolves and brown bears.

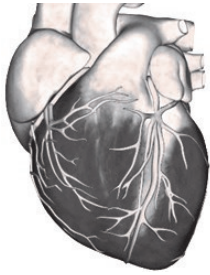
The socio-ecological impacts of climate change will be a significant focus of the campaign. The Dall sheep study, for example, will examine the effects of their changing habitat on subsistence hunting and tourism. Another researcher group will work with village residents in the Yukon-Kuskokwim River Delta of western Alaska to track changes in vegetation, permafrost, fire and lakes.

"More societal impacts of change will be investigated in future projects, with another call for projects scheduled for 12 to 18 months from now," Griffith said. "What's happening in the Arctic is not staying in the Arctic. It certainly matters to the people who live there, but the consequences are far reaching."

The ABoVE field campaign's research agenda was developed through workshops that brought together scientific experts from across the United States and Canada, and builds on ongoing NASA projects including the Carbon in Arctic Reservoirs Vulnerability Experiment (CARVE) and Airborne Microwave Observatory of Subcanopy and Subsurface (AirMOSS) airborne missions.

What a Compelling Blood Pressure Finding Means for Patients

By Gina Kolata/The New York Times



A large blood pressure study, funded exclusively by the federal government and using almost entirely generic drugs, ended abruptly more than a year ahead of schedule because the accumulating data were so compelling. Participants who got their systolic blood pressure below 120 had a markedly lower death rate and fewer heart attacks and strokes than those whose goal was a blood pressure below 140. This was the first study to show that reducing systolic pressure below 140 was safe, let alone beneficial, noted Dr. Michael Alderman, a blood pressure expert at Albert Einstein College of Medicine. But for patients, the announcement of the profound effects of such a low blood pressure gives rise to a host

of questions:

Q. Why would the government stop a study more than a year ahead of schedule and announce the results without publishing the data?

A. That is standard practice. When the data are so overwhelming that one treatment is substantially better than the other — and when more data cannot alter such a powerful effect — ending a study is considered the only ethical thing to do. No one could in good conscience subject participants to an inferior treatment just to let the study run its course. The study leaders said they will publish a paper with the data in a few months, but they cannot just release the raw data without analysis.

Q. What are the blood pressure drugs patients would take to reach these goals?

A. The nearly 90 approved drugs fall into four main categories: drugs like diuretics that reduce blood volume by increasing water excretion, ones like calcium channel blockers that make blood vessels expand, ones like angiotensin receptor blockers that block hormones that make blood vessels constrict, and ones like beta blockers that slow the heart. Many patients in the study took two or three or even more of these drugs.

A. Most people experience few or none, said Dr. Jackson T. Wright Jr., a principal investigator at Case Western Reserve University and University Hospitals Case Medical Center. But some may feel weak or dizzy when they stand up if their blood pressure gets very low, especially if they suddenly went from a high blood pressure to one below 120, said Dr. Suzanne Oparil, a principal investigator at the University of Alabama at Birmingham. In the study, patients had their pressure measured while sitting and standing to be sure it did not plummet when they stood up.

Q. How do blood pressure drugs interact with other drugs?

A. Most interactions with drugs for other chronic conditions are not significant, but some blood pressure drugs can interact with one another, sometimes even counteracting each other's effects. Dr. Oparil says that if a person needs more than three blood pressure drugs, it might be best to be seen by a hypertension specialist.

Q. The study participants were over age 50 and had one or more risk factors for heart disease. What do the results mean for people under 50 or those over 50 who do not have additional risk factors?

A. No one knows because there are no solid data. "It's guesswork," Dr. Oparil said. She and Dr. Wright said that guideline committees, meeting now, will have to take up the question. "That's going to be another hairsplitting debate," Dr. Oparil said.

Q. Is a systolic pressure of 130 now considered high blood pressure?

A. Not yet, but that is something the guidelines committees will have to decide. Some are betting that the committees will decide that the goal for everyone is a blood pressure below 120.

Q. Will doctors change their practice?

A. Almost certainly, but most are expected to wait until the data from the new study are published — which is expected by the end of the year — or until new guidelines are published.

Q. Should I call my doctor?

A. If you have questions about whether your blood pressure should be lower, then yes. Call your doctor.

Your Brain, Your Disease, Your Self

Gray Matter By Nina Strohming & Shaun Nichols/The New York Times



WHEN does the deterioration of your brain rob you of your identity, and when does it not? Alzheimer's, the neurodegenerative disease that erodes old memories and the ability to form new ones, has a reputation as a ruthless plunderer of selfhood. People with the disease may no longer seem like themselves.

Neurodegenerative diseases that target the motor system, like amyotrophic lateral sclerosis, can lead to equally devastating consequences: difficulty moving, walking, speaking and eventually, swallowing and breathing. Yet they do not seem to threaten the fabric of selfhood in quite the same way.

Memory, it seems, is central to identity. And indeed, many philosophers and psychologists have supposed as much. This idea is intuitive enough, for what captures our personal trajectory through life better than the vault of our recollections?

But maybe this conventional wisdom is wrong. After all, the array of cognitive faculties affected by neurodegenerative diseases is vast: language, emotion, visual processing, personality, intelligence, moral behavior. Perhaps some of these play a role in securing a person's identity. The challenge in trying to determine what parts of the mind contribute to personal identity is that each neurodegenerative disease can affect many cognitive systems, with the exact constellation of symptoms manifesting differently from one patient to the next. For instance, some Alzheimer's patients experience only memory loss, whereas others also experience personality change or impaired visual recognition. The only way to tease apart which changes render someone unrecognizable is to compare all such symptoms, across multiple diseases. And that's just what we did, in a study published in *Psychological Science*.

What we found runs counter to what many people might expect, and certainly what most psychologists would have guessed: The single most powerful predictor of identity change was not disruption to memory — but rather disruption to the moral faculty. We surveyed 248 family members of people who had one of three types of neurodegenerative disease: Alzheimer's, A.L.S. or frontotemporal dementia.

Frontotemporal dementia is the second most common form of dementia after Alzheimer's. It obliterates executive function in the brain, impairing self-control and scrambling the moral compass. People with the disease are prone to antisocial outbursts, apathy, pathological lying, stealing and sexual infidelity. In one part of the survey, we asked the family members questions designed to evaluate identity persistence. For instance, did they feel like they still knew who the patient was? Did the patient ever seem like a stranger? We found that people with frontotemporal dementia exhibited the highest degree of identity change, and that people with A.L.S. exhibited the least. People with Alzheimer's were somewhere between these two extremes. While this result was suggestive, it still didn't tell us which specific symptoms were causing the patients to no longer seem like themselves. For this, we would need to collect a detailed history of the scope and extent of the symptoms that each patient had experienced.

So in another part of the survey, we asked about basic cognitive faculties, like executing voluntary movements and object recognition; about the patient's memory for words and facts and autobiographical details; about emotional changes like agitation and depression; about nonmoral personality change, like extroversion, sense of humor, creativity and intelligence; and about moral character and moral behavior changes, such as empathy, honesty and compassion. We found that disruptions to the moral faculty created a powerful sense that the patient's identity had been compromised. Virtually no other mental impairment led people to stop seeming like themselves. This included amnesia, personality change, loss of intelligence, emotional disturbances and the ability to perform basic daily tasks. For those with Alzheimer's, neither degree nor type of memory impairment impacted perceived identity. All that mattered was whether their moral capacities remained intact.

As monstrous as neurodegenerative disease is, its powers of identity theft have been greatly exaggerated. Remarkably, a person can undergo significant cognitive change and still come across as fundamentally the

same person. What makes us recognizable to others resides almost entirely within a relatively narrow band of cognitive functioning. It is only when our grip on the moral universe loosens that our identity slips away with it.

Try these tips to protect the brain



The latest Alzheimer's research has a clear theme: Change your lifestyle to protect your brain. It will take several years for scientists to prove whether some experimental drugs could at least delay Alzheimer's disease. Whatever happens on the drug front, there are generally healthy everyday steps people can take - from better sleep to handling stress to hitting the books - that research suggests that it might just lower the risk of Alzheimer's.

Here are five tips to help guard your brain against memory loss:

Get better shut-eye: Studies of more than 6,000 people linked poor sleep quality - and especially sleep apnea - to early memory problems called mild cognitive impairment, which in turn can raise the risk of later Alzheimer's. Other research showed poor sleep can spur a brain-clogging protein named amyloid that's a hallmark of Alzheimer's. Talk to your doctor if you're having sleep problems, advises Dr. Kristine Yaffe of UC-San Francisco: "Sleep disorders are so common, and we think many are quite treatable."

Exercise gray matter: Seniors often are advised to work crossword puzzles, take music lessons or learn a new language to keep the brain engaged. The protective effects of learning may start decades earlier in life. Learning and complex thinking strengthen connections between nerve cells, building up "cognitive reserve" so that as Alzheimer's brews, the brain can withstand more damage before symptoms become apparent.

Get moving: What's good for the heart is good for the brain, too, and physical activity counters a list of damaging problems - high blood pressure, diabetes, high cholesterol - that can increase the risk of memory impairment later in life.

Don't forget mental health: Late-life depression is a risk factor for Alzheimer's. Harvard researchers found loneliness is, too, accelerating cognitive decline in a study that tracked more than 8,000 seniors for over a decade.

Eat healthy: Diets high in fruits and vegetables and lower in fat and sugar are good for the arteries that keep blood flowing to the brain. Type 2 diabetes, the kind that is linked to excess weight, raises the chances of developing dementia later in life.

Diabetes can spur Dementia

By Nicholas Bakalar/The New York Times

Researchers have discovered that people found to have diabetes in their 50s are significantly more likely than others to be in mental decline by their 70s.



The study, published in *The Annals of Internal Medicine*, started in 1990. Scientists examined 13,351 black and white adults, aged 48 to 67, for diabetes and pre-diabetes using self-reported physician diagnoses and glucose control tests. They also administered widely used tests of memory, reasoning, problem solving and planning. About 13 percent had diabetes at the start. The researchers followed them with five periodic examinations over the next 20 years. By that time, 5,987 participants were still enrolled. After adjusting for numerous health and behavioral factors, and for the large attrition in the study, the researchers found people with diabetes had a 30 percent larger decline in mental acuity than those without the disease. Diabetes can impair blood circulation, and the authors suggest that the association of diabetes with thinking and memory problems may be the result of damage to small blood vessels in the brain.

"People may think cognitive decline with age is inevitable, but it's not," said the senior author, Elizabeth Selvin, an associate professor of epidemiology at the Johns Hopkins Bloomberg School of Public Health. "Factors like diabetes are potentially modifiable. If we can better control diabetes, we can stave off cognitive decline and future dementia."

FORGETFULNESS — 7 TYPES OF NORMAL MEMORY PROBLEMS



It's normal to forget things from time to time, and it's normal to become somewhat more forgetful as you age. But how much forgetfulness is too much? How can you tell whether your memory lapses are within the scope of normal aging or are a symptom of something more serious?

Healthy people can experience memory loss or memory distortion at any age. Some of these memory flaws become more pronounced with age, but — unless they are extreme and persistent — they are not considered indicators of Alzheimer's or other memory-impairing illnesses.

Seven normal memory problems:

1. **Transience:** This is the tendency to forget facts or events over time. You are most likely to forget information soon after you learn it. However, memory has a use-it-or-lose-it quality: memories that are called up and used frequently are least likely to be forgotten. Although transience might seem like a sign of memory weakness, brain scientists regard it as beneficial because it clears the brain of unused memories, making way for newer, more useful ones.

2. **Absentmindedness:** This type of forgetting occurs when you don't pay close enough attention. You forget where you just put your pen because you didn't focus on where you put it in the first place. You were thinking of something else (or, perhaps, nothing in particular), so your brain didn't encode the information securely. Absentmindedness also involves forgetting to do something at a prescribed time, like taking your medicine or keeping an appointment.

3. **Blocking:** Someone asks you a question and the answer is right on the tip of your tongue — you know that you know it, but you just can't think of it. This is perhaps the most familiar example of blocking, the temporary inability to retrieve a memory. In many cases, the barrier is a memory similar to the one you're looking for, and you retrieve the wrong one. This competing memory is so intrusive that you can't think of the memory you want.

Scientists think that memory blocks become more common with age and that they account for the trouble older people have remembering other people's names. Research shows that people are able to retrieve about half of the blocked memories within just a minute.

4. **Misattribution:** Misattribution occurs when you remember something accurately in part, but misattribute some detail, like the time, place, or person involved. Another kind of misattribution occurs when you believe a thought you had was totally original when, in fact, it came from something you had previously read or heard but had forgotten about. This sort of misattribution explains cases of unintentional plagiarism, in which a writer passes off some information as original when he or she actually read it somewhere before.

As with several other kinds of memory lapses, misattribution becomes more common with age. As you age, you absorb fewer details when acquiring information because you have somewhat more trouble concentrating and processing information rapidly. And as you grow older, your memories grow older as well. And old memories are especially prone to misattribution.

5. **Suggestibility:** Suggestibility is the vulnerability of your memory to the power of suggestion — information that you learn about an occurrence after the fact becomes incorporated into your memory of the incident, even though you did not experience these details. Although little is known about exactly how suggestibility works in the brain, the suggestion fools your mind into thinking it's a real memory.

6. **Bias:** Even the sharpest memory isn't a flawless snapshot of reality. In your memory, your perceptions are filtered by your personal biases — experiences, beliefs, prior knowledge, and even your mood at the moment. Your biases affect your perceptions and experiences when they're being encoded in your brain. And when you retrieve a memory, your mood and other biases at that moment can influence what information you actually recall.

Although everyone's attitudes and preconceived notions bias their memories, there's been virtually no research on the brain mechanisms behind memory bias or whether it becomes more common with age.

7. **Persistence:** Most people worry about forgetting things. But in some cases people are tormented by

memories they wish they could forget, but can't. The persistence of memories of traumatic events, negative feelings, and ongoing fears is another form of memory problem. Some of these memories accurately reflect horrifying events, while others may be negative distortions of reality.

People suffering from depression are particularly prone to having persistent, disturbing memories. So are people with post-traumatic stress disorder (PTSD). PTSD can result from many different forms of traumatic exposure — for example, sexual abuse or wartime experiences. Flashbacks, which are persistent, intrusive memories of the traumatic event, are a core feature of PTSD.

Alzheimer's hits women hardest

By Jackie Speier/San Francisco Chronicle

Two-thirds of the 5 million Americans living with Alzheimer's disease are female. A woman age 60 is twice as likely to be diagnosed with Alzheimer's as with breast cancer. Even after factoring in that women on average live longer than men, scientists don't fully understand why this most common form of dementia strikes women more often than men. Perhaps worse is that many don't know they have the disease. The Alzheimer's Association just uncovered that only 45 percent of those with the disease or their care-takers are told by their doctors of the diagnosis. There is no known cure for this cruel, unforgiving disease that kills nerve cells in the brain and robs a person of the ability to function without round-the-clock care.

We need to increase the national dialogue and change the stigma associated with Alzheimer's. Alzheimer's disease takes a toll on families and our health care system. It could turn us into a nation of caregivers. Here again, the disease falls hardest on women, who make up more than 60 percent of all caregivers. I was a caregiver for my aging parents until they died. Their frailties were not cognitive and my role was part time, although the worry was full time. Data on a disease may be a powerful motivator, but statistics don't rival the personal hardships of caring for someone you love. I can only imagine that this strain is multiplied when the loved one no longer knows who you are.

The caregiving burden placed on women, led by emotional and physical stress, strains family relationships and financial security. Caregivers who stay on the job get less support for elder care than they do for child care. As a result, female caregivers are 2^{1/2} times more likely to end up living in poverty and often suffer their own health crises related to stress from providing Alzheimer's care.

Alzheimer's disease could bankrupt Medicare and Medicaid if we don't find new ways to treat and hopefully prevent the disease. The \$586 million we invested in 2015 for the National Institutes of Health research funding pales in comparison with the cost of caring for Americans with Alzheimer's and other dementia - a cost the Alzheimer's Association estimates will reach \$226 billion this year and \$1.1 trillion in 2050. By contrast, last year we invested more than \$5.5 billion in cancer research, and we have seen much improvement in cancer treatment and care over the past decade because of this continued investment. We need to do the same for Alzheimer's.

While finding a cure is the ultimate goal, delaying the disease onset is our best hope. The Alzheimer's Association points to new research that may lead to treatments to extend healthy cognition and delay the onset of Alzheimer's.

With the help of federal investments, there have been tremendous advances in early detection and treatment of breast cancer, heart disease and HIV/AIDS in the past 20 years. Comparable investments in Alzheimer's are now needed to realize the same successes - to buy quality time for individuals living with the disease, ease the burden on families, and save billions in health care costs.





ACROSS

1. E6B output
5. "___ rule of thumb..."
8. Layman's Bravo
11. Type of 33 ACROSS
12. Chicago's -way
13. "Weight is the force with which gravity attracts a ___ toward the center of the earth."
-FAA-H-8083-25
14. Units of RAM
15. CFI for twins
16. "Lightning...can temporarily blind a pilot... Resist the ___ to look outside."
-FAA-H-8083-15A
17. Redline speed
20. "It's better to ___ than to look bad, but it's possible to do both!" -Unknown
22. "Any propeller that has ___ a foreign object...should be promptly inspected."
-AC 43.13-1B
23. "When air is unstable, d- is lifted to great heights."
-AC 00-6A
24. Kind of coastal breeze
25. "There should be no equipment installed that is not included in the equipment ___."
-FAA-H-8083-1
29. "Aircraft may not be operated ___ than 500 feet to any person, vessel, vehicle, or structure."
-FAR 91.119
31. Hose and ladder user
33. "Repair stations are not permitted to radiate the VOR ___ signal continuously."
-FAA-H-8083-15A
34. "I know of no Navy fighter pilot in the war who turned tail and ___."
-Lt. Richard May, USN
35. Enstrom Helicopter Corp. buyer F. ___ Bailey, 1971
36. Span-to-chord ratio
39. "___ only the latest issue of aeronautical charts."
-AIM 5-1-1

40. Some horizontal control surfaces



Adam Wright

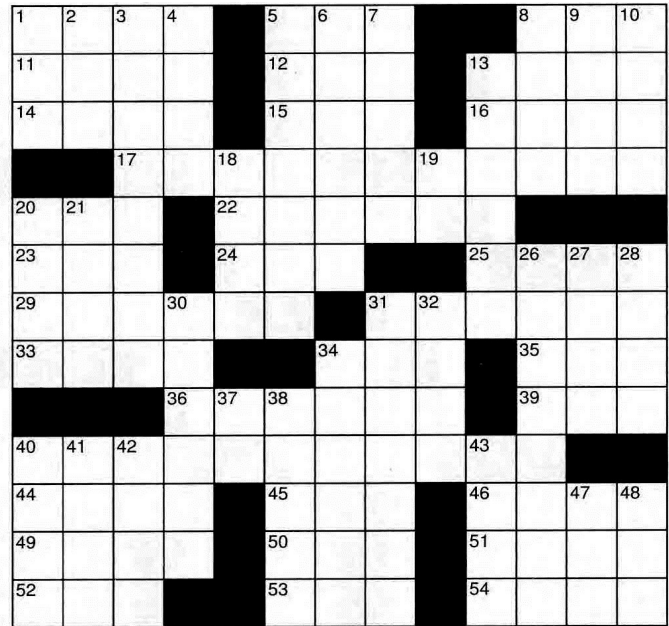
44. "When a wire contains many...loops, it is called a ___." -AC 65-9A
45. "Why, some say, the Moon?...Why, 35 years ___, fly the Atlantic?"
-John F. Kennedy, 1962
46. "Use pilotage...in concert with navigational ___."
-FAA-P-8740-27
49. "Spread your tiny wings and fly away" singer Murray
50. Amelia Earhart named hers "Yellow Peril"
51. Radios
52. "Multiply each ___ weight by its arm to determine its moment." -FAA-H-8083-1
53. "Surface wind is reported in t- of degrees."
-FAA-P-8740-30B
54. Fighter pilot's armrest

DOWN

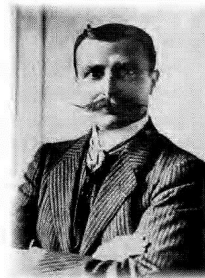
1. "Ground Control to Major ___" -David Bowie
2. (Lindbergh's first sight of) land prefix
3. If they can't be grounded, the aircraft should be
4. "By assuming someone ___ has responsibility for your approach, you exhibit the resignation attitude."
-AC 60-22
5. Current gauge available to pilots
6. Range near Quebec?



Colin Hunter



7. Bleriot's departure bid, perhaps



8. "The ___ of a cylinder is its inside diameter."
-AC 65-12A
9. Leading ice locale
10. Looked closely
13. Consequence of compressive stress
18. Intentional one engine inop. speed
19. A quick cross-country
20. Type of tape
21. Pilatus Britten-Norman, Ltd., ___ of Wight, UK

26. Autokinesis, for one
27. Catches on
28. Louis Lenormand's launching point (*World's first "parachute" jump, France, 1783*)
30. Forward CG condition
31. "Increased load ___ are a characteristic of...banked turns." -FAA-H-8083-25
32. "The cabin of the plane is a world ___ itself and to the pilot it is home."
-Antoine Saint-Exupery, "Wind, Sand, and Stars"
34. Washington National
37. NUF ___ DETREVNIGNIOG
38. Seater
40. Examine the horizon
41. "Emergency locator transmitters...emit a distinctive downward swept audio ___."
-FAA-P-8740-47
42. "If it ___ broke..."
43. Strain one's brains
47. "___, when specified in the procedure, may be substituted for the OM."
-AIM 1-1-9
48. NNW reciprocal

Answer to Puzzle on Page 39

Why Runners Get Slower With Age (How Strength Training May Help)

By Gretchen Reynolds/The New York Times



Young runners are different from you and me. They have more speed. And to achieve that swiftness, they use certain leg muscles quite differently than runners past age 50 do, according to a new study of runners' strides at different ages. The study also intimates that many of us might be able to reinvigorate our flagging pace with the right type of strength training.

Science, competitive records and lived experience all show that runners slow with advancing age, even the great ones. The current world marathon record for men, for instance, 2:02:57, was blazed by a 30-year-old, and is nearly an hour faster than the world record of 2:54:48 for the 70- to 75-year-old age group, which was set by Ed Whitlock, a Canadian. He later ran the world record for the 80- to 85-year-old age group with a 3:15:54 clocking that, although blisteringly fast by my standards, was more than 20 minutes slower than his septuagenarian self.

While most of us accept this diminution in speed as inevitable and logical — we're older, of course we're slower — surprisingly little is known about the actual bodily underpinnings of the decline. But there have been hints. Past studies have found that our aerobic capacity declines as we reach our 40s, dropping by about 10 percent per decade after that, even if we vigorously exercise. So a serious 60-year-old runner will have more endurance capacity than sedentary people his or her age, but less than his or her 40- or 50-year-old self. However, lower endurance capacity does not automatically mean slower running speeds. Theoretically, with age, we could run at the same pace as we once did, although doing so would require using more of our already diminished endurance capacity — meaning that it would feel more difficult. But we don't. We slow down.

That process intrigued Paul DeVita, a professor of kinesiology at East Carolina University in Greenville, N.C., and president of the American Society of Biomechanics. In 2000, he and his colleague Tibor Hortobagyi published a famous study showing that older people, when they walk, take shorter steps than younger walkers, and rely less on the muscles around their ankles and more on the muscles around their hips to complete each stride than do younger walkers. Dr. DeVita suspected that a similar change in form might be occurring among runners. But there was little evidence to support that idea.

So for the new study, which was published in *Medicine & Science in Sports & Exercise*, Dr. DeVita set out to learn more. He and his colleagues from Wake Forest University in Winston-Salem, N.C., and the United States Army Research Institute of Environmental Medicine in Natick, Mass., recruited 110 experienced, recreational runners between 23 and 59 years of age. They invited the men and women to the Runners' Clinic at Wake Forest and fitted them with reflectors designed to capture how they moved. Then, while the researchers filmed them, the volunteers ran repeatedly at their normal training pace along a track containing a device that could measure how forcefully they struck the ground. The researchers then integrated this data to create profiles of the runners' form, which they then compared by age.

The differences were striking. With each passing decade, the runners' stride length and preferred speed dropped by about 20 percent. Meanwhile, runners older than about 40 displayed much less activation of and power in the muscles of their lower legs, especially those around the ankle and in the calf. Consequently, Dr. DeVita and his colleagues found, these runners pushed off more weakly with each stride and did not rise as high into the air as younger runners, a change in form that accelerated as runners reached their 50s.

Interestingly, the scientists did not see any accompanying increase in the activation of the runners' hip muscles, as they had seen in walkers. The older runners used their ankle muscles less but not other muscles more. Instead, they simply slowed down. In many ways, this shift away from reliance on the lower-leg muscles during running makes physiological sense, Dr. DeVita said. There is evidence, he said, that those muscles age earlier than other muscles in the body do, with connections between cells in those muscles and the nervous system faltering and the muscles' repair systems weakening earlier than in other muscles.

"Achilles' tendon and calf injuries tend to increase" as runners get older, he pointed out, probably because those tissues become particularly fragile. To lessen the chance of such injuries and potentially also maintain more of our speed as the years pass, he said, we probably should consider strengthening our calf and ankle flexor muscles. (The American Academy of Orthopaedic Surgeons recommends a variety of such exercises online.)

Of course, this study was looking at individual runners at one point in their lives. To more precisely understand how age affects running form, Dr. DeVita said, scientists will need to follow the same runners for decades, which he and other researchers hope to do. It is also important to look at how any alterations in running form dovetail with changes over the years in physiology, he said, especially the decline in aerobic capacity. Perhaps the body, recognizing that it has to work much harder to run as fast as it once did and that some muscles are no longer as spry as they once were, opts against speed. “It may be a protective adaptation” to slow down, Dr. DeVita said.

Medicare to Try a Blend of Hospice Care and Treatment

By Margot Sanger-Katz/The New York Times

Most older Americans close to death have to make a difficult choice: continue with traditional medical treatment or switch to hospice care, which focuses not on a cure but on easing their remaining days.



Now, Medicare is testing a third alternative: both. The new pilot program, designed to affect the care of about 150,000 Medicare patients over the next four years, will allow patients with terminal diseases to receive hospice care to manage suffering and counseling to plan for the end of life — but still see doctors and get medical treatments, like chemotherapy or hospitalization, intended to fight their illnesses. The test program is based on research that shows that patients with access to both so-called palliative care and traditional medicine often end up with a better quality of life and less expensive, intense medical treatment. The approach may even offer the patients a longer life span than those treated with traditional medicine alone.

That surprising result came from a type of study that is unusual in evaluating services for patients: a randomized controlled trial. Such trials, which randomly assign patients to get different sorts of care, are common for studying new drugs, but rare when it comes to health care policy. But they are becoming more popular, as The Upshot reported last year, because randomized trials can provide definitive, and counterintuitive, results. The question of how to mix palliative care, intended to manage patients’ symptoms, and curative care to fight disease has been studied in three randomized trials of cancer patients. All showed benefits to the approach.

Dr. Jennifer Temel, an author of a randomized study of patients with lung cancer, said she was sometimes asked why such a trial was needed for an idea that seemed intuitive. But doctors are evidence oriented, she said, and the studies have provided a strong basis for changes in medical practice and payment policies from insurers like Medicare. The speed with which cancer treatments are changing, for example, can lead to confusion. “It is harder for patients to decide that ‘I don’t want more chemotherapy,’ ” said Dr. Temel, clinical director of thoracic oncology at Massachusetts General Hospital. “I think we need more of a gray zone where patients can get the benefits of hospice care but still receive chemotherapy to help them live longer.”

The Medicare pilot program will itself be a kind of randomized trial. So many hospices wanted to participate in the program that Medicare was able to randomly select half to start the program in 2016 and the rest to start two years later. Comparing the outcomes between the two groups, and a third group of hospices that never applied, will allow for a more robust evaluation of whether the policy makes sense for all of Medicare, said Dr. Patrick Conway, the principal deputy administrator and chief medical officer at the Centers for Medicare and Medicaid Services. “If it’s successful, and we think it will be, it’s a strong evidence base to potentially scale it to the entire Medicare population,” he said. There are risks with the new approach. As reporting from The Washington Post has shown, hospice care is a part of Medicare where unscrupulous providers can commit fraud by signing up healthy patients for services. In cases in which patients will not have to sacrifice more traditional medical care, there is a risk that hospice providers may sign up patients who do not really want or need their services.

Dr. Conway said the pilot program would be set up to limit which patients would be eligible and to carefully monitor the providers for fraud. Medicare will also monitor the cost of patients in the trial program and those who get the traditional medical benefit. The randomized trial will teach the government how to achieve the best health outcomes for dying patients. But it will also show which approach is more costly.

How some antacids could do you harm

By Victoria Coffiver



For acid indigestion, millions of Americans find relief in the antacids they keep in their medicine cabinets. But a Kaiser Permanente study released Tuesday provides a new reason to feel heartburn.

Kaiser researchers have linked long-term use of a popular type of antacid medication to vitamin B-12 deficiency, a condition that when left untreated can increase the risk of dementia, nerve damage, anemia and other potentially serious medical problems. The study, the first large-scale look at indigestion relief medication, was published in the Journal of the American Medical Association. It found study participants who took a class of drugs known as proton pump inhibitors - sold under brand names such as Prilosec, Prevacid and Nexium - for more than two years had a 65 percent increased risk of B-12 deficiency.

Prescription and OTC: "It's not that people should stop the medication," said Dr. Douglas Corley, a Kaiser gastroenterologist and the senior researcher on the study. "It raises the question of whether they should check with their physician to be screened for this vitamin deficiency." Proton pump inhibitors are among the most commonly prescribed medications in the United States, accounting for more than 100 million prescriptions a year and about \$14 billion in sales. While many are available by prescription only, some of these drugs, including Prilosec and Prevacid, are sold over the counter at lower doses. The drugs, which became popular in the 1990s, are commonly used to treat heartburn, stomach acid reflux disease and gastric ulcers. They are typically recommended for short-term use - up to eight weeks - but some people take the drugs for years. Alfred Dobrow, 64, a retired ophthalmologist, has taken these antacid medications, mainly Prilosec, for 15 years to treat his acid reflux, a problem that affects as many as 4 in 10 Americans. He said the new class of drug changed his life because antacids like Rolaids and Tums didn't work. The San Francisco resident said he's not seriously worried about developing B-12 deficiency because he takes a multivitamin with more than the recommended dose of B-12. But he's concerned about the widespread use of the drugs, especially among people who are not being monitored by a physician.

Acid suppressant: "Now you can go to Costco and get a barrelful of them for almost nothing," he said. The widespread access may falsely reassure people that the drugs are completely benign, he added. In fact, the acid suppressants have been linked, in past research to increased risk in food-borne infections and bone fractures because these drugs make it difficult to absorb certain nutrients, Corley said. Unlike chewable antacids like Turns, which work to neutralize stomach acid after it has already formed, these drugs go after the source. They shut down the cells in the stomach responsible for producing acid so they can no longer do their job. "But the same cell that makes stomach acid also makes a little protein that helps vitamin B-12 be absorbed," said Corley, explaining how vitamin B-12 would be considered an unintentional casualty in the process. While a few smaller studies on older patients demonstrated the B-12 connection, the Kaiser researchers reviewed the records of nearly 26,000 adult patients diagnosed with vitamin B-12 deficiency at Kaiser hospitals in Northern California between January 1997 and June 2011. They compared those records with those of about 184,200 patients without the deficiency and found B-12 deficiency significantly more common in patients who took the acid-suppressing medications for at least two years. Twelve percent of the patients who took the drugs were vita-min-deficient, compared with 7.2 percent of the patients who didn't. Several manufacturers of the drugs did not respond to requests to comment or declined to comment on the study.

Talk to doctor: Dr. Keith Obstein, a gastroenterologist at Vanderbilt University Medical Center in Nashville and a committee member of the American College of Gastroenterology, said the study gives physicians another potential side effect to discuss with their patients. Obstein said he routinely checks his patients' B-12 levels, and he said doctors generally try to limit the length and dose of the drugs. But some patients need to be on them long term. "Without it, they have horrible symptoms that really affect their daily lives," he said. "If this medication can help them have a more manageable and a better quality of life, then it's worthwhile."



LETTERS

DICK ANDERSON—Seattle, WA

Another year.....and it's coming up on my 88th birthday!

Haven't been as active as usual as both Laurie and I have been having some health problems. We did a nice cruise to Alaska on Holland America Line this summer with a fun group from Horizon House (the "old folks home" which is where we live in Seattle). Actually, it is called a CCRC (continuing care retirement community) and since it is a not-for-profit facility we can never be asked to leave if we run out of money (IRS ruling).

And, in May, Laurie and I celebrated our 30th wedding anniversary. We were on Maui in May 1985 on our honeymoon when that fateful United strike hit! Oh, boy!!

Well, Laurie is still very active on committees here at Horizon House and stays out of Nordstrom's that way.

Want to let you know we both enjoy the *RUPANEWS* very much and I try to attend the monthly luncheons. Keep up the good work! *Dick*



DARREL ANKENY—Highlands Ranch, CO
This marks 14 years since my "retirement" flight. Exactly one week before 9/11 my wife and two daughters helped me celebrate on the -400, UAL flight #1 IAD - LAX. With the assistance of IAD-FO management, we arranged the boarding of champagne for the passengers and proceeded to have a party from coast to coast. Back then I was able to pick my crew. My oldest daughter ORDSW had duty on the upper deck close to her Dad and my friend Charlie Currameng HNLFO agreed to be my F/O. During cruise I was able to leave the cockpit, shake hands and thank each passenger for their business. Charlie announced over the PA that it was my retirement flight and gave a little background of my flying career. My wife and younger daughter served cake and champagne to everyone following the dinner service. All the flight attendants were so supportive and added significantly to the party atmosphere.

On approach to LAX Tower Control had been advised of the special flight and passed along their congratulations. They asked if there was anything they could do. Since we were assigned 24R for landing I said yes, how about the runway on the 25 side since it was closer to our assigned gate? The response was sorry we need you to land on 24R. It was then I became suspicious that the runway assignment had something to do with this being my last flight. I was right. My younger daughter had arranged with the LAX Fire Dept. to position water cannons on either side of the cross taxiway for a water lei as we taxied to the south side. Ground Control had us switch to Fire Dept. frequency momentarily so we could get briefed on the event by the Fire Capt. We passed the info to the passengers so they could witness the special treatment. They loved it, as did we.

Once we blocked at the gate a surprise greeting of friends and relatives awaited me in the gate area and a party was started. All were transported to a private room at a club in LA where Karaoke, food and beverages were consumed until the wee hours. My friend and fellow HNL -400 Captain, Carl Hankwitz was kind enough to professionally record the whole celebration including "on the spot" interviews with passengers as they left the jetway and later presented me with a DVD as a memory of the evening. What a night! ONE WEEK LATER THE WHOLE WORLD CHANGED

Given the challenges we face in the world today, these wonderful memories still remain and it's nice to reflect on them from time to time.

Darrel, Mostly DEN, HNL

MRS. LOIS BENEDICT—Glen Ellyn, IL
It's Lois Benedict, wife of deceased Captain Ross Benedict, (Benny). Ross's birthday is Oct 27th 1924.

Like a lot of you, I'm 90 years of age, but in pretty good health and very good spirit. In May, I did fall, and had to wear a body brace for three months because I broke a bone in my back.

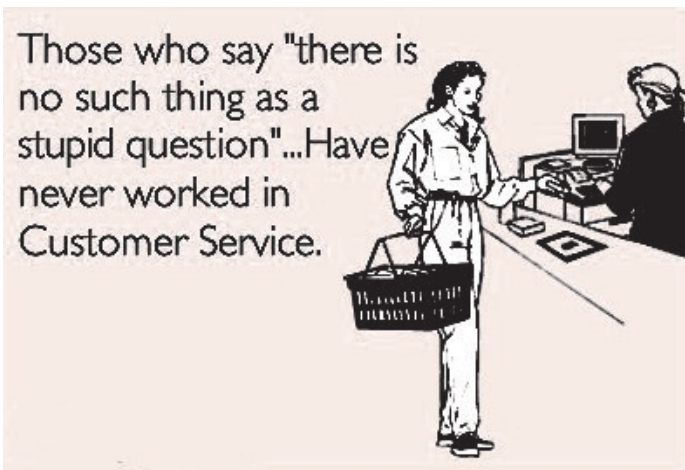
Been redoing our kitchen. We built the home 40 years ago, so have to keep it up to date, on everything. It's basically black, white and gray with accents of orchid -- or sometimes green. I just painted all the cabinets black, the counters are white, floor is grey with dark gray lines thru the ceramics, black leather chairs and glass top table. I like it - - - of course I do - - - - or - - - - I wouldn't have done it.

What are you doing for fun?

Best wishes to all, *Lois*

MRS. CECILIA COLES—Belvidere, IL
I'm July I traveled on a 20% discounted ticket and was charged for my checked bag weighing 42 pounds. United employees at ORD all said only pass passengers were not charged for checked bags. After telling three employees at check-in I was to have "no charge" on my discounted ticket they all stated "only on passes," so I paid the \$25.

RUPA magazine, April 2015, page 3 clearly states no charge for two bags weighting less than 70 pounds each, as do subsequent magazines. Keeps me informed and I do read them to continue to be abreast of changes.



Thank you for all your time.

Sincerely, *Cecilia Coles*. Widow of Don Coles

RON DENK—Summit, NJ

To follow up on a couple of recent letters from Edgar Riehl and John Pedretti about the C-54, DC-4, I'll throw in my two cents worth. After graduating from the Aviation Cadet Program in 1954 and upon completing a couple month stint flying T-29s out of Ellington, I spent the next three years flying the C-54 exclusively, starting with MATS at Kelly Field, flying either westbound to Tokyo, eastbound to Tripoli or southbound to the Canal Zone. Good for building up hours, but not all that interesting. Fortunately my next assignment was to Pepperell AB at St Johns, Newfoundland with the Northeast Air Command, and the most fun flying of my entire career. My first flight into BW-1 (Narsarsuaq, Greenland) ignited my lifelong interest in the Polar Regions and a love of photography. I found the North Country indescribably beautiful. After a couple of months, and reaching the required 1,200 hours, total time, I checked out in the left seat, building up 2,200 hours C-54 time before my four year enlistment was over (and I joined Capital Airlines.)

At Torbay, which was the joint use military-civilian field for St Johns, we ran a scheduled (sort of) operation. Besides BW-1, we served BW-8 (Sondre Stromfjord), Thule, Goose Bay, and Frobisher Bay. Out of Thule we resupplied Alert and Eureka, joint Canadian/American weather stations on Ellesmere Island, and Nord, which is a Danish weather station in northeast Greenland, all with gravel runways. The fun part came in free-dropping POL drums, flying as low and slow as we dared, at sites on the Greenland ice cap (Site II and Hiran), T-3 (Fletcher's Ice Island) and Cape Christian (a Coast Guard Loran station on Baffin Island). The only time I remember using chutes was a drop at Saglek, a Pinetree Line site with a short runway in Northern Labrador. Served by smaller aircraft, the chutes could be recycled.

I'll agree with Edgar that the 54 was reliable, but maintenance at 30 below, without hangars, was challenging. Oil dilution for an overnight was a must along with preheat. Repairing a cracked hydraulic relief valve cap at Nord required the ingenuity and skill of the Danish plumbers to machine a new cap out of a brass water faucet and send us on our way. We always carried extra hydraulic fluid

but we sure didn't bleed the system nor did we write it up. The mechs at Norton AFB must have scratched their heads when they saw that brass cap during a major overhaul a year or so later. John mentioned the cockpit heater and how it attracted the rats. Rats were never seen on our aircraft, as frequently the cockpit and cabin heaters were both inop. We would just tell any passengers (rarely more than a few) to break out the sleeping bags from the survival gear. In the cockpit, wearing full survival gear, we would pass around the astrodome heater. I've said many times that one of the greatest advances in aviation in my time has been temperature control in the cockpit. I never gave a second thought to flying in shirt sleeves in the DC-10. Even in the Capital DC-3 we frequently wore our uniform overcoats in winter and flew with the cockpit windows open in the summer.

Remember that B-29 that made an emergency landing on a frozen lake about 280 miles north of Thule

in February 1947? It was a photo-op for us, but in 1994-95 there was a difficult and expensive attempt to salvage the aircraft and fly it out to Thule. The attempt failed, as documented by the PBS Nova video "B-29 Frozen in Time." What is not generally known is that it was a C-54 which landed on that frozen lake in 1947 to rescue the uninjured crew of 11.

The longest leg I remember was approximately 13 hours from Hickam to Moffett Field with much holding for wx at Travis. Ah, those box lunches (a piece of dried chicken, a ham sandwich and an apple) and jug coffee. That was first class cuisine!!

All in all the 54 was a dependable aircraft that would get the job done, and our landings on snow covered runways were always grease jobs.

There were 1,163 C-54/R5Ds built for the military and only 79 DC-4s built postwar for the airlines. There are very few survivors, with Buffalo Airways, in Yellowknife, Northwest Territories, the largest operator flying 13 C-54s as carginers and water bombers.

Thanks to all involved in putting out our always interesting magazine. Regards, *Ron*

DON DIETRICK—Kailua-Kona, HI
Greetings and thanks to you Leon and all the RUPA volunteers-your consistent efforts are much appreciated. The annual dues has been paid online.

Another birthday arriving (73rd) as Jen and I enjoy the tropical weather on the Big Island. Now settled into our new home-landscaping is ongoing-we thankfully are in good health. Jen is in between jobs so our planned westbound transatlantic cruise in Oct/Nov is well anticipated. We will visit the kids in Chicago, then Jen's parents in England before meeting the ship in Barcelona, followed by a brief stay in Florida-a long vacation indeed.

Last Christmas two of our kids came to spend a few days with us in warm Hawaii and we plan to do that again this year. While we do miss the seasons in Chicago, this new adventure has its own diverse attractions, even a few potential hurricanes. I continue my Lector duties at Church here. Our local RUPA Big Island Stargazers are a fine group and we meet in Kona on the third Thursday monthly.

Reading the emailed *RUPANEWS* is quite convenient and the variety of articles included are interesting-thanks.

THE 3 STAGES OF LIFE



Wishing you all the best of health and many blessings. Kind regards, *Don*

MRS. DOROTHY V. GATES—Pleasantville NY
Thank you for the *RUPANEWS*, I look forward to receiving it every month and read it cover to cover. It's my only contact with UAL besides Aetna.

We have a strong senior citizen program here in Pleasantville, and I take advantage of the many programs, and bus rides for grocery shopping and local errands.

The RUPA letters are most enjoyable (wish there were more) cartoons and articles are great.

Renewal check being mailed today.

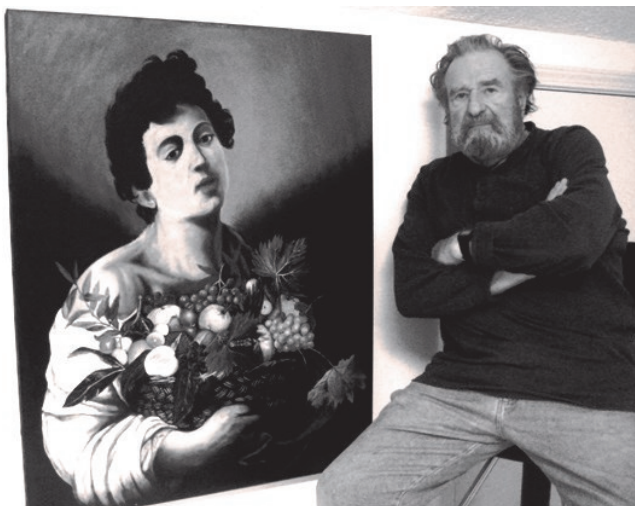
Thanks. *Dorothy*

DAVE HANST—Huntington Beach, CA
September marks 37 years since I retired, I'm still driving, do my own shopping and banking. Have my little black dog Boris for company, he is 15 years old.

It has been 2^{1/2} years since my wife Marian passed away, daughter Andrea lives nearby, and I see son Dave several times a month. I don't see anyone in the *RUPANEWS* who I recognize.

Check is in the mail. *Dave*

HANK HIEFTJE—Green cove Springs, FL
After being grounded in HNL in 1996 and serving on the MEC as 2nd Off. rep for four years. I returned to my home in Avon CT. Lost both hips so moved to Green Cove Springs FL and build a home at the Magnolia Point G. and C. Club. As most in Council 10 knew, I was married to Jeanie who had lived in Roma Italy for 35 years. We eventually bought a place outside of Roma near a small hill



town called Sutri. That began a new direction in my life. I gave up golf and started studying at the Angel Art Academy in Florence for two months at a time for many years. I will go back again this year. A life saver. Found out I could give Caravaggio and Van Gogh a run for their money. The six months in Italy and six in Florida worked great for over 15 years. Always got 1st class to Roma. We also had a small apartment in Roma at Jean's daughters Villa.

But all good things never last. As those of us who were with Pan Am know. Now --as a bachelor--I live at "The Villages." I down sized from 3,600 sq. ft. to 1,600. My living room is a working art studio. The area is made for retirees. Many use just souped up Golf Carts to get around. Anything I could possibly need is within two miles of my home. The world is no longer my oyster. But there is dancing in the three "Village" squares every night ----until 2100 (Lights out). Have had about all I can take of Florida summers. Will head for the mountains of Utah next year—4,700ft MSL at least and a trout stream nearby.

My thanks to you guys for the precious time you give up on our behalf. I miss not being in the cockpit. No matter the seat. We are and will always be the "tip of the spear." Capt. Al Hayes thru a surprise party before I left. I will always value his friendship. Thanks Al. You are one of true integrity and empathy, plus you make dam good ribs.

Ciao, Renaissance *Hank Hieftje* Council 10 HNL
PS: A few of my brush work. Copies of the masters as required at Art Schools. (I started at 72)

MRS. EMILY KANE—Tequesta, FL
Dear Leon and Cleve, I am sending a check for the renewal of the *RUPANEWS* on what would have been my husband George F. Kane's 78th birthday. There is an addendum to the write up about his death in your June Issue. We had a service for him on June 27th at Christ Church, Pelham Manor, NY. The service was held outside behind the church in the Garden of Resurrection. In the middle of the priest's homily a United plane interrupted the proceedings as it was approaching LGA. The priest then remarked that this was the perfect spot for George as he could continue to follow the planes in the LGA landing pattern.
Cordially yours, *Emily J. Kane*

HERB MARKS—Federal Way, WA

Seems like just a year ago I was 87. The more I thought of it, that means that this August I'm 88! Hard to believe! And as Dean Martin once said, "If I knew I was gonna last this long I'd have taken better care of myself." I've got a few little things not quite up to snuff, but overall, I'm physically still feeling pretty darned good. Still get on the golf course once a week (I don't call it playing golf - just on the course). And I still gag down my ration of martinis before dinner (with wife looking down her nose at me). Six more years and I'll have been retired as long as I flew.

The past few years I've written about one of the United airplanes that I flew during those 35 years. DC-3. DC-4, Convair 340, DC-8, Viscount and the 727. You may have noticed I didn't include the DC-6 so I'll work on it this year since I think a whole lot of our younger retired pilots never had the pleasure of flying this airplane.

The DC-6 came out of Douglas Aircraft about 1948 or 1950. American was first to take delivery and United was not far behind them. The airplane was the same as a DC-4 except it was pressurized, bigger, heavier, faster and many other improvements. I climbed down from my attic with 12 manuals I had neglected to dispose of when I retired. All of them

for just seven airplanes. There are three different ones alone for the DC-6. I'll start with a few of the stats for the airplane:

Max ATOG DC-6 93,000, DC6B 105,000 lbs

Max Speed 297 kts Sea Level

Normal Cruise Alt. 18t to 22t

Cruise Speed 240 kts or so (United advertised it as the Mainliner 300)

Fuel Quant 4,200 gallons in 8 tanks

Hydraulic Systems - Gear, flaps, brakes, nose wheel steering, windshield wipers - 3,100 psi operating pressure.

Engines: 4 P&W R2800 with 2 stage superchargers.

Deicing the airfoils were three gasoline fuels heaters, two in the wings and one on the bottom of the tail cone.

Crew: 3, Capt, F/O, Engineer (S/O came later)

Bendix gyro instruments (Collins later)

Passengers approx 40 in 1st Class config. 65-70 Coach

I started flying the airplane as co-pilot in late 1954. It was a very stable and comfortable airplane to hand fly. It had a very capable autopilot, which was soon updated to autofly ILS approaches (an incredible fete for the time). The engineer seat sat facing forward and aft of the quadrant with the radio rack on his left, a huge stack behind the Captain. The engine controls were all in front of him as well as all the engine instruments. New on this panel was a BMEP gauge which indicated the amount of power the engine was delivering.

One of the copilot duties before takeoff was to set the pressurization system to the planned cruising altitude. It was a very complicated system and often I didn't set it properly and it would often behave different from my expectations, resulting in an uncomfortable rate for the passengers and a reprimand from the Captain.

Max power for takeoff (2400 hp with water injection and a 2 min. limit) then back to climb power. Around 15,000 ft the engines gradually lost power on low blower supercharger and a shift to high blower was made. This was done by individual Captains, each differently, but normally power was retarder to 20" mp on similar engines on each side, two at a time. Then the engineer would shift to high blower, causing a very noticeable jolt. Power was restored and the other two would be shifted. This always got the attention of the passenger and especially on night flights, this procedure would get the



attention of all who were sleeping.

I flew the airplane out of SEA until the fall of 1967 when I finally made the move to the 727. The DC-6 had very few incidents or accidents. The major one involved when the main tanks were partially empty and fuel in the alternate tanks were transferred to the mains. If the crew was not watching to prevent the main from overflowing, the overflow would run out a drain in the belly and the drained fuel ran directly back into the air intake of the cabin heater. An uncontrollable underfloor fire ensued, a design error it took a long time to figure out. We lost one at Bryce Canyon and American lost one over Texas in about 1950.

The PW RW2800 was an exceptionally reliable engine until about 1965 when United shut down their maintenance facility for the engine in SFO and farmed it out to a facility in LAX. They didn't do a very good job as engine failure increased rapidly.

There are many other things I'd like to write about, but this will have to do for this year. As a warning, I think that the 727 is in line as the subject for next year.

Check's in the mail, as usual and once again my thanks to all you people who put this magazine together. Your additional subject matter at the front part is really appreciated and enjoyed. Sure would like to see more birthday messages as we used to have. Keep the blue side up.

Regards, *Herb* SEA

LEW MEYER—Berwyn, PA

Last year our 4 person Race Across America relay team (average age 73) pedaled between Oceanside California and Annapolis Maryland in 8 days & 16 hours (our 4th RAAM record for our age group). I was fortunate to have a very strong riding partner, as my knees weren't as strong as on the previous three crossings of the continent. No, I don't ride all the time. For the past 12 years I've volunteered at a medical/dental clinic (cvim.org). I don't know anything about medicine, but I do S/O duties, fix whatever needs fixing. Sort of "Carpentry Therapy".

Must have 'run the body hard and put it away wet' too many times, for this past year has been an opportunity to get to know your doctors.

September involved bilateral knee surgery. February had me learning about bilateral pneumonia. After a reasonable recovery, I was still walking and

feeling like an 80 year old. And pedaling my bike up familiar hills, my heart was running 20-30 BPM slower than last fall and summer. So May 15th I joined the several million people with pacemakers. What a difference a pacemaker makes in overall feeling. It was like flipping a light switch and feel good. I no longer felt like an 80 year old!

It came set for normal 80 year old, 130 BPM. After a couple trials on the bike I realized that wasn't going to cut it, and had the doctor set it for Turbo.

And plans for the near future call for moving just north of PDX where my family is.

I too join the choirs singing the praises of the work our team does to keep the old guys together. *Lew*

DOT PROSE—Osprey, FL

Cleve – have paid the dues to Leon plus some extra to keep the magazine going on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD), who flew west in 2010. I still read every issue in its entirety.

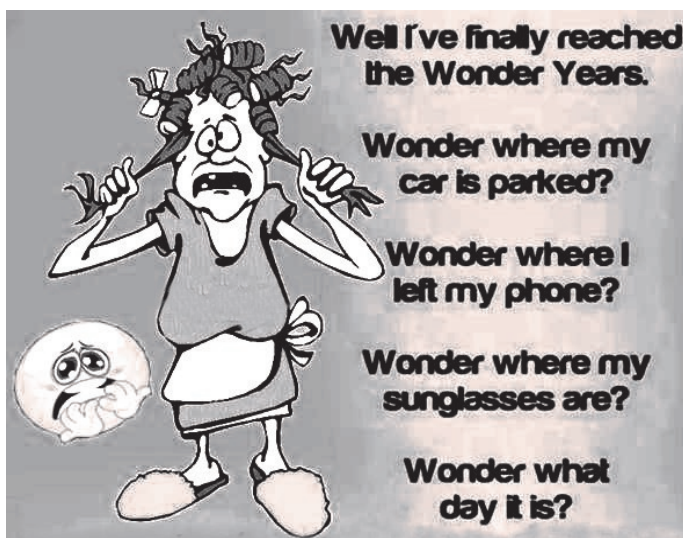
I continue to attend the SW Florida RUPA luncheons in Fort Myers and keep them going with Gary Crittenden. Really enjoy the camaraderie. Also, have continued to provide the liaison with the OX-5 Club in Lakeland, FL for our annual RUPA Day at the Sun-n-Fun Fly-In at Lakeland, FL.

One of the most memorable events during the past year for me was the 2015 Wings of Freedom Tour which brought the Collings Foundation B-24J Liberator "Witchcraft" to the Venice, FL airport for passenger flights. Since I had not been on this aircraft I signed up for the \$450 thirty minute flight (tax deductible) on Friday the 13th of February. Although cold, it turned out to be a lucky day as it was



sunny and clear. This was the same type of aircraft which crashed in the Pacific in 1943 with Louis Zamparini on board and he became the subject of both the book and movie *Unbroken*. This particular B-24 (according to the organization's brochure) saw service in the RAF under the British flag in the Pa-

cific theater. It was abandoned in India but in 1948 restored into the Indian Air Force until 1968, then abandoned for another 13 years in India, bought by a British collector and transported to England, then bought by Dr. Collings in 1984, made its way to Massachusetts, restored again and flew in 1989. I found it to be quite compact inside on the day of the flight. We only had six passengers and there was a crew of four. It seemed like the gear and equipment and cables filled every inch of space and there were many opportunities for hitting your head on something. I did notice quite a few corners of gear covered with some padding to lessen the blow! Four of us were told to sit on the “bench” but the “bench” with four seat belt sets was really a narrow ledge facing aft where your feet dangled into a pit. The cold wind blew through the open sides in the fuselage where the machine gun emplacements were located. There seemed to be machine guns and turrets everywhere. There was a narrow catwalk to the cockpit and I managed to get up into that tight space. We flew at 1,300 feet along the Florida coastline but it was very difficult to talk to anyone because of the noise from the four 1,200 hp Pratt & Whitney R-1830-65 engines (I got this from their brochure). It seemed that the shorter and skinnier one was the easier it would be to navigate the confined spaces. Agile knees and hips and a good back are a big help as well. Overall, it was quite an experience and brought home the real challenges of not only flying in this bomber but fighting it with the weaponry of World War II vintage. They schedule flights throughout the USA and their web site is www.cfdn.org if you're interested in the B-24. They also fly a B-17, B-25 and P-51. Photo attached of this B-24 after the Venice flight.



A group of us from the American Flying Tigers Historical Organization flew to Guilin, China for the opening of the Flying Tigers Museum in March. We were able to go through General Claire Chennault's Command Post during WWII inside a cave which is also being restored. The Chinese government is a major supporter of this effort and came out in droves, including all the school kids, for the ceremony. They demonstrated quite a lot of support for the American participation during what they call The War against Japanese Aggression. Plans also call for a flight over The Hump (the China-Burma-India route) in a newly acquired DC-3, converted to a C-47, later this year. I recall Dad talking about the brand new Air Corps pilots in 1943 he had as co-pilots with very low flight time in the DC-3/C-47 days for a very short period of time before being shipped out to fly The Hump. Most, he said, didn't come back.

One final trip I did in May was a WW1 history trip led by the Military Historical Tours group to northern France to witness all the locations of the battles we hear so much about – Verdun, the Somme, Belleau Wood, plus the museums, battlefields, bunkers and leftover ordnance. It was led by a retired Marine Corps infantry officer so it was more like a march than a tour, but our group of ten survived early morning reveille and muster. Actually, it was an invigorating experience as most of us were Seniors. All very impressive and somber as we are in the 100 year anniversary of WW1. The Lafayette Escadrille memorial and gravesites on the outskirts of Paris were especially moving.

For planning purposes, the next RUPA Day at the Sun-n-Fun Fly-In at Lakeland, FL will be Thursday 7 April 2016. The fly-in itself runs from 5-10 April 2016.

I really enjoy everyone's letters! Thank you for such hard work month after month!

*Dot*CAPT, USN (Ret.)

JON ROWBOTTOM—Salinas, CA

I have just completed a most enjoyable 4 years serving as the RUPA VP and President. For those of you who fear the idea of volunteering to lead, I would suggest you think about the wonderful opportunity to serve. As Captains and Crewmembers, we stepped up on every flight to insure the safe completion of our mission. The last 4 years gave me a similar challenge. Instead of hanging up the “Wings”

and heading for the pastures, I encourage all our new members to grab the rope and pull hard to make sure RUPA endures as a group of airman who share their life experiences that is so unique. My one request to all of you is that when contacted and asked to step up and volunteer in some function, think twice before you do a quick..."I am too busy"...response. RUPA is what it is because 52 years ago, some pilots with great forethought founded RUPA. We carry their dream every day and appreciate their dedication to a "Life After the Line." Now that I am truly retired, I am enjoying all those things we thought about flying through the night. I had the honor to walk my Granddaughter down the aisle in August as she married a wonderful guy. You can't put a value on that life experience. My grandson has followed my passion for Lacrosse. I played in High School and College and have encouraged him with thoughts and finances. We had the pleasure of attending a West Coast Tournament to watch him play. The sport has changed as they transitioned from the wooden sticks of my day to the high tech titanium shaft plastic basket sticks of today producing higher velocity shots. I set some records in my day with the old wooden sticks. I am not sure how I would have performed with the gear today. Bottom line...you still need to run and hit!! Been there...done that!

Jane and I continue to enjoy good health. We had a disappointing ski season in the California Drought last year and are hoping for a good El Nino for the upcoming winter. I am taking 2 minute showers to conserve water. I must admit, when we travel to places with good water supplies, I stand under that hot water stream a little longer to sooth the bones... I miss that but am doing my part.

My thanks go out to Cleve, Leon, Cort, Bob and Phyllis for doing the hard work for all our benefit. My check is in the mail with a "little something extra" for the kitty.

Jon Rowbottom Retired SFO 2006

STAN RUDEEN—Arvada, CO

The annual dues to RUPA is one item that seems to allude timely payment by me every year. Since next year is the big 8-Oh, I will be so amazed to make it that far, I am including it with this year's dues.

I need to reassure everyone that life is still good af-

ter breaking my neck a year ago. Fusing C1 and C2 was successful and with one-half the motion there and a non-repairable shoulder injury, I'm OK with my new normal. I've tried golfing again and find that my game was so poor before that it has not changed much. I can't follow-through very well, nor can I take that last glance at the target, or the hole when putting. Just trust the line-up and have at it. I play a smarter game of pickleball, too, not charging back to the baseline to make a magnificent return. I continue to play the trombone in a community band and a smaller brass ensemble. But I can no longer reach the 7th position on the slide, for you knowledgeable trombone players. I just skip that note when it occurs.

For our one travel experience this year, Betty and I, along with our Enrolled Friends, used vacation passes to fly from DEN to YYC to tour Alberta, Canada one more time. Such beauty and the entire world is represented when gazing at Lake Louise, and the Columbia icefield. After standing by an entire day unsuccessfully, we needed 20% discount fares to get home.

Next spring, we are signed up for a river cruise from Paris to Normandy, a destination on my bucket list to honor the WWII guys who inspired me to be an aviator. We will join the others in flying the cruise line's choice of airlines.

Grateful for all His blessings, *Stan & Betty*

RON SCHAFER—Golden, CO

It has been 20 years since my retirement from United. It was a great career and has been a great retirement.

I no longer have a photographic darkroom in our house. Now it is a lightroom at the computer for digital imaging.

I sold my motorcycle last year and am not sure if I will buy a new bike in the future. I have been riding since I was 16.

Georgia and I travel overseas quite a lot. We also get our motorhome out several times a year to tour around the U.S. Our first trip this year was to Italy. We toured Tuscany, Umbria, and Rome. One of the highlights was attending a concert in the Vatican Square to hear Andrea Bocelli perform. After the concert Pope Francis came out into the Square in his Pope Mobile hugging children and shaking hands with the crowd. We are off to Spain in October and

then Costa Rica in December.

We are looking forward to skiing this winter. We still live in the foothills in Coal Creek Canyon just northwest of Denver.

Thanks to all of you who make the *RUPANEWS* possible for us to enjoy. **Ron**

DON TAYLOR—Albuquerque, NM

August is 25 years of retirement for me. Did not know I would last that long, so am grateful to still be around.

I don't recognize most of the names of retirees anymore, so that means my generation of ex United aviators is growing smaller. New hire class 08/01/1955. Hello, any others out there?

My favorite girl (Gail) and I are doing well in ABQ, where we remained after Eclipse went bankrupt. Not doing as much Eclipse flying as I used to, but still have the MU-2 turboprop for ski trips to Aspen (1:15 flight) a couple of times a year. Also get to Denver, our original base at the training center, and once a year to Jackson Hole (2:00). Best to go after Labor Day when it is less crowded. Pass riding on United is just a memory, no way to count on that form of transportation.

Just finished 21 years as an EAA board member and will continue to attend Oshkosh (4:00 from ABQ) every year, as long as health permits. This year was one of the best ever. I was at the first one in 1970. Any of you there in 70?

Still easy to fly, but hard to find passengers who want to ride with an 85 year old pilot.

Best regards to all my former cockpit crew members. It was a great career and you helped make it that way. I still have fond memories of flying with all of you. **Don**

I had plain greek yogurt
this morning, then a salad for
lunch. Then I came home
and ate the entire kitchen.

CHUCK THOM—Litchfield Park, AZ

I retired as a 747-400 Captain, SFOFO, the day before 9/11, and still can't fathom how I got everything on my list done when I was still working. Apparently, I retired from work, but not from life. The list is actually growing!

My health is good, thanks to regular exercise, and a very inexpensive gym contract. Fifty-one years of marriage, three kids and eight grandkids wore Sandie out though, maybe because she was single-handedly running the household all those years I was gone 18 days a month. She currently resides in an Alzheimer's facility, by necessity, due to extremely poor physical and mental health. The cost is excruciating, and the VA has denied any possibility of helping.

Now I know why I am so very busy with my "To Do" lists: My team is missing its star, my Life Partner, Sandie. I miss her help and guidance in accomplishing all that needs to be done on a daily basis. So, I am cutting back and prioritizing in all areas.

I am embarking on a fourth career (Navy, UAL, Corporate Management), in life insurance, to attempt to enhance my income for Sandie's care. I have my AZ insurance license, and am working on my Securities License to enable selling variable annuity products with Primerica. The curriculum is by far the most difficult and challenging I have ever encountered, and the practice tests demand both memory and deep understanding of all the nuances and principles of fraud and foremost customer's best interest.

I was gifted with a Disney Cruise to St. Thomas, VI, San Juan, PR, and Disney's own island, Castaway Cay in April, embarking and disembarking from Port Canaveral, FL. Disney Cruises are absolutely tops in all possible areas. The weeklong trip was my first at-sea experience since 1968 flying combat sorties from the USS Coral Sea. Guess which was more fun? The Fantasy is half again bigger in displacement tonnage than our biggest aircraft carriers, 130,000 tons versus 90,000 tons! Amazingly, the ship has powerful thrusters that enable it to slide in and out of its own berth totally unaided.

I highly recommend Disney as your cruise line. The slightly higher cost is well worth it, and there are many discounts available, especially to military retirees and repeat business. Everything they do is first class: food, entertainment, berthing, schedul-

ing, personal service, and especially—all events, whether on board or ashore, are micro managed to eliminate bottlenecks. No waiting in lines for anything, anytime!

My Mini Cooper Sport is a great joy, and is running like a Singer sewing machine.

Until next year, Auf Wiedersehen. *Chuck*

BOB TRUTY—Morris, IL

RUPA. Retired 15 years and 7 days ago. This is my first letter attempt to you.

No sense in lamenting about United's present situation. I was blessed with the "Golden Years." Hired in August of 1964, started in Denver in February 1965, one week after graduating from University of Illinois.

First up was an instrument Rating at Clinton Aviation in a Cessna 150, but I was being paid! Met my roommate, Smiling Jack McInerney at the Olin Motor Inn. He remains a lifelong friend. I got to fly FO for him on his retirement flight, but that is another story.

Had 200 hours, and hadn't flown in 3 years, so, needless to say, the DC7 was a challenge. Spent half of my first 18 months with United in school, Clinton, New Hire, B727, and Viscount. Spent 9 years on the 727 before moving on to the 747. Ended up with types in the B747, 757, 767, and the DC10.

Had the time of my life, enjoy the *RUPANEWS* very much. Met my wife, Martha, a FA, in Buffalo, asked her out in Jacksonville, had our first date in Las Vegas. We have been married 43 years and have 3 sons, Jay, a lawyer, Bob, an entrepreneur, and Dan, a Captain for United Express.

Forty three years later, all is well. Have a retirement lunch once a month with college friends, Fred Arenas (TWA), and John Gotta (Eastern and United).

Keep up the good work! *Bob*

DON WEBER—Federal Way, WA

Hello to all; I can't believe that another year has passed. It's been 13 years since United turned me loose and almost 2 years since Boeing did the same thing. True retirement has been fun. No 4 AM simulators and only the dogs to get us up about 7 AM.

Vicki & I have had a great year. I guess the high-

light was a cruise across the Atlantic from Miami to Southampton. I finally got another item off my bucket list as we visited the beaches at Normandy. It was really inspiring seeing the actual cliffs that those men scaled is unbelievable. While others did, I found it impossible to set foot on those scared beaches.

We did what most grandparents do, visited our 2 "kidlets" in St Paul. It was fun to watch them grow and change personalities.

We celebrated our 28th anniversary by visiting our favorite B & B, Stephanie Inn in Cannon Beach, Oregon. Very relaxing and a great beach, that I can actually walk on.

Our animal population is held steady at 8 cats and 3 dogs. Because of the group at home, we were restricted to numerous day trips on our American Tug. We take her to the Tacoma side of our bay to our favorite seafood place. Taking the boat is almost cheaper than driving and a lot more scenic.

Vicki is great and spends a lot of time volunteering and keeping me in line. We have had good success using UAL for travel. Our return from England was good and our trip last year to Australia was great.

Sent my dues this year by credit card. Might as well get all the miles available for whatever.

Thanks to my old Boeing instructor, Jon, for a great job as President. I know Cort will do the same.

Don & Vicki

GREG WHITING—Puyallup, WA

Hi All Ruparians. Hard to believe it is time for another birthday. Second year of retirement from UAL, and it just keeps feeling better and better. I remember asking my father, after he had been retired for a couple of years what he thought about it. His comment was, "I wish I had done it sooner!" Not having to figure out how to be around for birthdays, holidays and simple things like ball games has really been great.

We spent not quite two months in Palm Springs last winter to escape the rain in Seattle. It always feels like cheating when you hop on your bike in January in PSP and it is 70 degrees. I managed to put a little over 1,100 miles on the bike while there. Our youngest daughter lives at Venice Beach, so it was nice being close to her as well.

We managed to do a bit of traveling, most of it avoiding the airport as well. Next month we are

venturing a bit outside the box and filling a bucket list trip to India and China. I can hardly wait to do the TSA thing again, but really looking forward to the trip.

It took my wife, Jo, a little time to get used to me being underfoot all the time, but we are having the time of our lives right now and could not be happier. As someone once said, I do not miss the company, but I certainly miss all the terrific people I had the opportunity to work with while at United.

Many things to all responsible for the *RUPANEWS*, it is something we both enjoy each month.

Greg

JIM WHITTINGTON—Lincoln, CA

Dear Cleve & Gang, It just dawned on me that I am a year older, and missed my dues date. My older sister died, so we were in Biloxi that week with family.

Judie and I are doing OK. She has some medical problems, but we still travel and enjoy it. I am holding up physically – still pushing weights and biking.

Looks like we have a RUPA Luncheon group in El Dorado Hills, CA. John Gorczyca called me about it. I hope to make the next gathering.

Last year Judie and I went down the Danube. It was a fun and interesting trip. We ended up in Budapest and it is a fascinating city. We are now sold on river cruises.

Thanks to you and fellow workers for the slick mag and interesting articles.

Dues check enclosed plus tardiness fine.

Cheers, *Jim W.*

IN MEMORIAM

WARREN FRANKLIN MUGLER

Warren Franklin Mugler passed away on August 27, 2015 in Highlands Ranch.

Warren was Army Air Corps B-24 bomber pilot in WWII. He spent his professional career as a pilot and flight manager with United Airlines.

Warren is survived by two sons, four grandchildren, and eight great grandchildren.



Warren was a devout Christian, he was kind and loving until the end.

In lieu of flowers, memorial gifts may be made to the Evanston Center for Spiritual Wholeness and Healing, C/O University Park UMC, 2180 S. University, Denver, CO 80210.

JOHN A PAPADAKIS

John A Papadakis (83) passed away on July 29th at home under the care of Hospice.

John joined United in 1956 and retired in 1992. He was active in safety issues and received the ALPA Presidential Citation for outstanding service in 1991.

John is survived by his wife Edna, two children and three grandchildren.

RALPH L. PASLEY

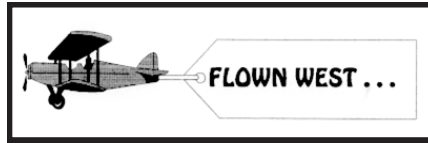
Ralph L. Pasley died at home on January 12, 2015 after a one week illness. One week before he died he was shopping at Walmart. Ralph was 97 years old and he and Marilyn had celebrated their 50th wedding anniversary on December 26th, 2014.

After graduating from Illinois State University in 1939, he taught Industrial Arts in Cumberland, Maryland for one year, then joined the Navy, was transferred to the Marine Corp and flew dive bombers in the Pacific theatre. Departing the military in 1946, he joined Pennsylvania Central, continued with Capital and United Airlines retiring in 1977. Before he retired and after, he continued what he loved best which was building houses under the name of Pasley Dennis Construction Company until 2008.

He is survived by his wife, Marilyn Dates Pasley, two daughters, one son, nine grandchildren and six great grandchildren.

Ralph was buried at Quantico Cemetery on January 22 with military honors. The family is very grateful to E.K. Williams for his participation at the funeral and his humorous tales about Ralph when he flew copilot for Ralph.





George H. Bentley	?
Edward A. Carpinello	Nov. 13, 2013
*Gerald F. Duncan	?
Gerald W. Johnson	Aug. 28, 2015
Fred L. Kirk	Apr. 27, 2015
Jack C. Kintz	Jun. 09, 2015
James B. McGregor	Jun. 06, 2015
Paul B. Moser	Aug. 15, 2015
Warren F. Mugler	Aug. 27, 2015
James K. O'Donnell	Aug. 15, 2015
John A. Papadakis	Jul. 29, 2015
Ralph L. Pasley	Jan. 12, 2015
David G. Suits	Sep. 14, 2015
Richard Unander	Aug. 09, 2015

**denotes RUPA non-member*



HIGH FLIGHT

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

United Airlines Retired Pilots Foundation, Inc.
 Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
 5614 Prairie Road, Crystal Lake, IL 60014

October, 2015 Edition

From:

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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
SAC Valley Gold Wings (3rd Monday)—*Sudwerk Brewhouse Grille*
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