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# rupanews



**Journal of the Retired United Pilots Association**



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## President's Letter

As we approach Turkey day, fall colors and family get together season, we hope all goes smoothly with your travel plans. If you have a deadline during this busy travel season the 20% discount is always a great alternative for a true positive space ticket at a great price. These bargain tickets include all the benefits of a full priced ticket including bumping rights, cancellations and mileage plus awards.

For the uninitiated go to "Travel" section (upper right) on the "Flying Together" web site, then "Pass Travel Programs" (left side). Next, "MyUADiscount" (mid center). New page, half way down in small blue print: "Book" This brings up an easy to follow reservation page similar to UA regular reservation page. I always check the Over 65 prompt (not sure if it makes a difference). Mileage Plus number seems to have to be added once you have your reservation. Clear as mud? Worth the effort and not that difficult once one tries it a few times. Happy to assist, just call me for a walk through at (916) 335-5269.

Open enrollment time has arrived with a relatively small window to enroll for 2016. Below is some detailed information on said process, courtesy of UAL. Hope this is helpful.

Enrollment opens on November 9. But getting ready starts now.

New this year: A one-stop online resource.

To make preparing for annual enrolment a little easier, United has created an online resource that has all the latest information. At [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com) you can explore new health plans and enhancements, key dates and deadlines.

Don't miss the new interactive Benefits Decision Guide.

An all new interactive Benefits Decision Guide is available for pre-65 retirees at [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com). Don't miss it. You'll be able to:

Review your 2016 health plans options.

Create a short list of the plans and benefits that interest you most.

Email this short list to yourself (or your spouse/domestic partner) so they have it when it's time to enroll on YBR (Flying Together > Employee Services > Benefits > Your Benefits Resource) on Nov. 9.

There are a lot of great enhancements offered this year. And you can explore them all at [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com). But one particular change is worth highlighting here.

Managing your medications has become a whole lot easier.

We have a new pharmacy partner this year, CVS/Caremark. Here are the highlights:

CVS/Caremark replaces Express Scripts.

You can consult face-to-face with a pharmacist at CVS locations close to home.

Consultations are available over the phone if you do not have a CVS located near you. Simply call CVS customer service.

30-day and 90-day prescriptions can now both be filled at a local CVS store or through the mail. No more 90-day mandatory mail order. Use mail order only if you choose.

30-day scripts may be filled at the CVS network of participating pharmacies, which includes many non-CVS pharmacies. This network totals more than 64,000 stores nationwide.

Learn more at [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com).

It appears ALPA sponsored retirement parties might be making a comeback after a 10-year absence. RUPA V.P. Bob Engelman attended one in October put on by Council 12 (ORD) and has a report in his V.P. letter. This is great and we hope other councils will follow suit, not only honoring recent retirees but those during the decade long hiatus. These events in the past were a wonderful time for retired and active pilot reunions.

The UAL Family day during fleet week at the SFO MOC was another great success. A thank you to former RUPA VP, Larry Wright for manning the RUPA information table.

RUPA currently has an open leadership position, that being membership chairman. Bob Engelman, our esteemed V.P. is currently wearing both hats and would love some help with the influx of new retirees. Please, if you have an interest in helping RUPA, contact Bob, Leon or myself regarding what is involved. Again, volunteerism is what keeps RUPA going. Without the many volunteers our organization would wither and cease to exist.

We would like to announce a new group for the Fresno, CA area that meets on the 2<sup>nd</sup> Friday at 07:30 for breakfast at the Yosemite Falls Cafe in Clovis, CA. If you live in that area or are passing through, contact Capt. Paul Nibur at [p.nibur@gmail.com](mailto:p.nibur@gmail.com).

This is the second new group in as many months and brings our total to 30 regional groups. If you would like to start one in your local area, please let me know and we can assist.

We would like to welcome our newest RUPA members:

Capt. Timothy Edward Breuhl (SFOFO) Paradise Valley, AZ

Capt. Bryan Coolican (ORDFO) Gurnee, IL

Capt. William K. "Ken" Mc Greevy (SFOFO) Riverside, CA

Capt. Henry J. "Hank" Morales (SFOFO) San Jose, CA

Capt. Dennis C. Pettit, (SFOFO) Sausalito, CA

Capt. Ronald J. "Ron" Rogers, (ORDFO) Crystal Lake, IL

Capt. Chris Sheppard, Coronado, CA

Capt. Michael S. (Mike) Tar, (SFOFO) Novato, CA

We welcome back to RUPA:

Capt. Hank W. Thompson (JFKFO), Birmingham, AL



Capt. Robert J. "Father" O'Brien (DENTK), Littleton, CO

Have a terrific Thanksgiving with your families.

Regards, *Cort*

F.V. de Peyster

President, Retired United Pilots' Association

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|---|---|
|  <p><b>I WANT YOU<br/>TO SEND</b></p> <p><b>Your dues checks to:<br/>RUPA<br/>PO Box 400<br/>Vineburg, CA 95408-0400</b></p> | <p style="text-align: center;">—Or—</p> <p>You can also pay by Credit Card by going to <a href="http://www.rupa.org">www.rupa.org</a> and click on the <u>Membership</u> tab and then click on</p> <p style="text-align: center;"></p> <p><b>Please don't send your checks to the <i>RUPANEWS</i> Editor</b></p> <p>Update your personal Information, such as address changes, (Attention Snowbirds!!!!) by sending them to:</p> <p style="text-align: center;"><b>RUPA<br/>PO Box 400, Vineburg, CA 95487-0400</b></p> <p style="text-align: center;">— or —</p> <p style="text-align: center;"><b>E-mail: <a href="mailto:rupasectr@aol.com">rupasectr@aol.com</a></b></p> <p>The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member.</p> <p style="text-align: center;">Check your RUPA Directory to make sure we have your<br/>Correct Information</p> <p style="text-align: center;">Always include your file number with any communication</p> |
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## Vice President's Letter

It was wonderful to see so many of you at the Council 12 (ORD) Retirement Party on October 3<sup>rd</sup>, at the Vintage Wings & Wheels Museum at Poplar Grove Airport, IL. The hosts were the officers of C12, with the Chairman, Captain Eric Popper, and Vice Chairman, F/O Carlos Rodriguez, in attendance. Captain Margie Freeman hosted the party, and she was kind enough to set up our RUPA table. MEC R & I Committee member Steve Brazao worked with her. Eric gave me a chance to take the mic and address the group, which I'd say was well over a hundred people. I told them about RUPA, encouraging any of them who weren't yet members to join us.



There were a number of active pilots there. Those I spoke with said they attended because they just wanted to see old friends who had retired. One, whom I flew with, still has eighteen years to go! I was thanked by the officers and the active pilots for what those who came before them had done for them and the profession. It's nice to see that so many of them, contrary to what a lot of us have felt, know and remember our history at United, and our legacy. This was the first retirement party held by C12 in ten years. They plan to do it much more frequently going forward, and I was told that other local councils plan to do the same.

While Council 12 put on the party, I have to also thank the sponsors. There may have been more, but I know that Charles Schwab, who handles the Pilots' Directed Account Plan, and Cleary Gull, a well-known financial services company, paid most of the expenses, and they put on a pre-party retirement seminar.

There was a cash bar, lots of good Hors d'oeuvres, the dinner was excellent, and there was a band. I spent the weekend with my old, well not that old, Air Force O-2 IP, Wes Lundsberg and his wife, Jan. We go back to 1973! His father was a WWII POW, having been shot down flying a B-17, and Wes and I spoke about his dad and his experiences, as well as our own. Just a great weekend. Thanks Wes and Jan!

One of the important things I got out of speaking with the C12 officers was being able to reinforce the relationship I have with them. They promised to continue assisting us when we have a need for them to help. In the two years I've been retired, each one of them, along with the R & I Committee, have instantly responded when I've asked for help wading through the issues that recent retirees need to know and get little or no information from the company about. Your RUPA officers have been able to pass that along to you, so I'm just thankful we've been able to continue that relationship.

If you get the e-blasts from our former President, Phyllis Cleveland, you've also seen the information that the Retired AFA (RAFA) people share with us. If you haven't signed up for e-blasts, go to <https://www.rupa.org/iContact.html>. This is the way that RUPA can send you timely, important info on changes to benefits, including medical and pass travel. Timeliness is the key, so I urge you to do this.

Don't forget to occasionally go to the RUPA website, at <https://www.rupa.org>. The layout is very user friendly and there are lots of links to other sites. You can also read past issues of the *RUPANEWS* via links there, and you can sign up to get the News via email instead of a print copy if you'd like.

Hoping you all have a great Thanksgiving! *Bob Engelman*

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## About the Cover

This great picture of The Airbus A350 was taken by our friend Bob Burns

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### United's Costly A350 Delay



In January, Qatar Airways became the first airline to put the Airbus A350 mini-jumbo jet into commercial service, whisking passengers more than 2,800 miles from Doha to Frankfurt, Germany. By 2017, Delta Air Lines and American Airlines will be flying the new aircraft, as will more than a dozen other carriers including Finnair, Air China, Cathay Pacific, Lufthansa, Air France-KLM and Singapore Airlines. And United Airlines? It won't get its first delivery until 2018.

As airlines around the world deploy the French aircraft makers newest and fanciest airplane, United's older international fleet is losing some of its luster. Wait several years, though, and the last will be first or almost. United has ordered 35 A350-1000s, more than any other airline except Qatar, which has signed for 37.

The A350 is pricy. The model United is buying lists for \$351.9 million, though the company likely is getting a discount. But United and its rivals need the planes. Travelers pay four-figure fares for first- or business-class seats on transoceanic flights, making them among the most profitable for airlines. And these fliers demand amenities that only the latest jets can provide. It's easy to calculate, says Kurt Jensen, a suburban Milwaukee-based vice president at consultancy Air Transport Business Development. Go up in first class, look at the real estate and you can see how the first class is configured. You can take a guess at how many coach seats would occupy that. United's management also likes the new Airbus planes because they burn less fuel, reducing its biggest expense.

The A350-1000 seats up to 440 and can fly almost 8,000 miles. At United, they likely will replace Boeing 747s shuttling back and forth to Asia and are reaching the end of their usable lives. The airline, a subsidiary of Chicago-based United Continental Holdings, hasn't decided yet how many premium seats each of the Airbus jets will offer, but management makes it clear it wants plenty of them. If you take a businessperson traveling to Asia, their company may allow them to book in the front cabin, United CFO John Rainey says. We certainly want to provide the amount of real estate in the front cabin to match the demand that is there.

Rainey says United isn't worried about competitors putting A350s into service before it can, noting that in North America it was the first to launch the 787, Boeing's most advanced aircraft. The company currently flies 18 787s, to places as far away as Melbourne, Australia, and Shanghai, and has 37 more on order. And because jet fuel prices are low, United isn't under as much pressure to put more fuel-efficient planes in the air. We've been very proactive in addressing our fleet needs and replacing our fleet in a methodical fashion, Rainey says. We're using that to our advantage right now as we focus on cities that are perhaps secondary cities in China, like Chengdu, where we're flying today, and we believe that's giving us an advantage that our competitors are not able to avail themselves to right now.

There isn't a standard definition for the long-haul trips United's A350-1000s will fly, though some analysts peg the length at 3,000 miles at minimum. United logged 77,375 voyages of at least that distance last year, up slightly from 2013, federal transportation data show. The airline derived more than 42 percent of its \$38.90 billion in revenue last year from international flights.

**COMPETITION:** The A350s could help United in the competition between the U.S. and China in particular and Asia in general. U.S.-China traffic will grow almost three times faster over the coming two decades than flights within the U.S., according to an Airbus forecast. With their newer fleets and growing networks, Persian Gulf carriers such as Qatar Airways could pose a larger threat to United's long-haul business. In addition to having the biggest A350-1000 order, Qatar Airways is buying 43 slightly smaller A350-900 jets. Etihad, based in nearby Abu Dhabi, plans to purchase 62 of the Airbus planes.

Although the Persian Gulf carriers and United's route networks don't have a lot of overlap now, Adam

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Pilarski, senior vice president at Avitas, an aviation consultancy in suburban Washington, D.C., says, You can fly to Europe or India from here, through Dubai, Abu Dhabi and Qatar, and people do it. There's a danger United sees. Bob McAdoo, an aviation analyst at Los Angeles-based Imperial Capital, says the A350 could help United fly more people to Asia from Newark, N.J., one of United's hubs, which serves metro New York and other East Coast cities.

United and other domestic airlines say the Persian Gulf airlines are distorting aviation markets by relying on billions of dollars in subsidies from their home governments. The world's business elite probably don't care, however. They demand the newest and best. On these super-long routes, United won't have that for years.

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## United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*



With record passenger traffic in the summer of 1955 it was not surprising that United's Telephone Sales Offices were among the busiest spots on the MainLine. Each day an estimated 32,000 reservations calls were handled system-wide. Chicago Telephone Sales (pictured) received as many as 5,000 of those calls. United flew 389,465,000 revenue passenger miles in July 1955, passing July 1954's total by 20 percent.

*Marvin Berryman DENTK A/V Retired - from the August 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](http://www.uahf.org)

## Family Day at the TOC, 2015

United held the annual Family Day open house at the TOC in San Bruno on October 11, in conjunction with Fleet Week in the Bay Area. Georgia Nielsen, founder of RAFA, once again set up a table in the “vendor” area for the United Airlines Historical Foundation, and it was manned by members of some of the retiree groups and their spouses.

Larry Wright, of RUPA, was a big hit in his “taupe” uniform from the 1980’s. (Yes, he can still fit into it, although the shirt was a bit tight across the middle.) He was joined by six members of RAFA who wore various vintage kimus from the old days of flying the Hawaiian routes, and members of RUAEA sat at both our table and their own.

In the picture L to R are: Debi Gould, Georgia Nielsen, Larry Wright (Retired UA Capt.) Carole Loo and Marian Bruns.

Among the thousands of employees, retirees, families and friends who attended was one gentleman who came all the way from Nigeria. Solomon Adio worked as a mechanic at the MOC and is now operating a flight school back in his home country, just as he once did for at-risk youth here in the Bay Area.



It was a glorious early fall day, absolutely perfect for visiting the aircraft that were open for tours, the vintage automobiles on display, shop tours, and listening for the Blue Angels flying overhead. The same event is planned for next year, and it is well worth a visit.

### **Is your information in the RUPA Directory correct???**

**Please check the RUPA Directory to make sure your phone numbers, email address, etc are correct. If not, send updates to Leon, Sec/Treasurer, no later than December 15.**

**E-mail, [rupasectr@aol.com](mailto:rupasectr@aol.com) - or - Snail mail, PO Box 400, Vineburg, CA 95487-0400**



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## The Big Island Stargazers (September) RUPA Luncheon

Another Thursday Lunch at the FishHopper was a fun time for all. Again Bobby Michael serenaded us with his ukulele. As always we reminisced of our past exploits and war stories at UAL and in the military. The bottom discussion related to our recently departed CEO. Linda and Walt Wells, and also Sam Wilson sent their regrets.



Pictured right to left: Don Diedrick, Jen Diedrick, Robert Bounds, Linda Bounds, Bobby Michael, Linda Michael, Dick Slinn, Bill Cochran, Lauren Cochran, Al Rimkus, Linde Rimkus, Joan Baldwin, Gerry Baldwin, Beth Raphael, and Roger Pickard.

As always, if you're visiting here, please join us on the Third Thursday of each month starting at 11:30.

## The Big Island Stargazers (October) RUPA Luncheon

On October 10th thousands of people from around the globe were in Kailua-Kona for the Ironman Triathlon Worldwide Championship. Many athletes and their entourages have now departed and it was a beautiful, quiet day for our October luncheon. Our group was smaller this month as many members took advantage of the quiet travel time before the holidays and flew off to the mainland to visit family and friends. We enjoyed lively discussions around the lunch table and, of course, many war stories were told.



Photo Caption Left to Right: Gerry & Joan Baldwin, Linda & Bobby Michael, Linda Morley-Wells & Walt Wells, Rich & Maureen Hurst

Plans were finalized for our Second Annual Christmas Party which will be held on December 10th at the home of Al and Linde Rimkus. The party will be in lieu of our regular meeting, so if you're visiting the island for the holiday and would like to attend please call this scribe (808-315-7912) for further information.

If you are in town during November, please join us at our favorite restaurant, The Fish Hopper, on the third Thursday of the month. *Linda Morley-Wells*, Scribe

## S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

At 11:30 AM 'sharp', our TC Sunbirds got together at Shrimper's once again for another terrific and enjoyable few hours with the 'guys.' A perfectly gorgeous day in SE FL, one of our Northerners has returned and we still haven't heard the 'H' word down here on Florida's Treasure Coast. All terrific news for the month of October. Six more weeks and we'll be through another Hurricane Season....so we've still got some more HOPIN' 🤔 and Prayin' 🙏 to do. Our Northern friends returning, the Holiday Season, more Football and another New Year....yes, we are NOT done looking forward yet.....and hopefully for a LONG TIME for ALL of us!!!! Of course, in the IMMEDIATE Past, we are still 'celebrating' Jeffie's DEPARTURE and Oscar's ARRIVAL..... let's hope that 'pans out' and we move toward making UAL the Airline of OLD that we remember.....!!!!



Those attending were Left to Right: Dick Starita, Bob Langevin, Ted Osinski, John Pinter (back from CLE), Dave Hoyt, Jack Boisseau, Bill (Norty) Northup and Jim Dowd.

The food was GR8 as always and we were taken care of very well by our server, Connor. During our get 'together', we were able to solve all of issues relating to Real Estate Sales and Relocation, the troubles being experienced by VW, UAL's Rx service being converted to CVS effective January 1, 2016; and the many Dr. appointments that several of us had to 'endure' for a variety of reasons during the past few weeks.

Our Meeting in November will be at Shrimper's on Tuesday, Nov. 10<sup>th</sup>. If you are in the Stuart area around that time, be sure to come and join us. Thinking ahead to December, as usual, we will invite our Ladies to join us in the Spirit of the Holiday Season. Therefore, on Tues., Dec. 8th we will be at Spoto's, a beautiful Waterfront location just West of downtown Stuart. More specific info will be available in our next Magazine. Meanwhile, enjoy the Seasonal change that is starting to occur and continue to enjoy the Football season and the start of the NHL season for you Hockey fans.

*Bob Langevin*, Scribe for the TC RUPA Chapter

### **PICKLES** | Brian Crane



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## Ohio Cleveland Crazies RUPA Luncheon

The October meeting of the Cleveland Crazies was well attended on a beautiful fall day in Northeast Ohio. Our waitress, Shayla, provided us all with great food and comments to let us know that she was ready for this rowdy crowd. Ken Wheeler and Dick Sanders provided us with great jokes and we had many stories that included many Cleveland Crazies for our past. Phil Jach mentioned the possibility of another speaker for next spring and all were in agreement that they would like to have that scheduled.



Those attending our meeting are from left to right in the picture above. Seated: Rich McMakin, Kristin Deem (Ken Wheeler's Daughter), Ken Wheeler, Diane Johnson, and Dick Orr. Standing: Phil Jach, John Hochmann, George Bleyle (in the back), Al Cavallaro, Dick Sanders, Diana Zaleski, Don Karaiskos, Dawn Lang, Bob Lang, and our waitress Shayla. Cheers, *Phil Jach*

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## Dana Point RUPA Luncheon

The Hot Weather ... yes hot for southern California ...I live on the coast just 10 minutes from the harbor and it was 95 degrees at 0930 the day before. When I arrived to line up for the Deck seating at 11:30 the thought was why don't I just go inside book us and have the meeting in the nicely "air conditioned restaurant!" But not one of the early arrivers said a word about ...inside!! Directly we got seated on the Deck by our fine server, Teresa. Umbrellas were up and drinks were quickly brought up!

Present were: Al Pregler, Bill Rollins, Bill Stewart, Bob McGowan, Don Morgan and his wife JoAnn, Joe Udovch, John and Cheryl Arp and Park Ames.

Rusty Aimer arrived by - canoe - about midway through the Lunch to say hello. Yes, he and his friend were paddling around the island on a two person (foot-paddle) canoe! No time for lunch for them.

Bob Fuhrmann came out from inside the restaurant at the end of lunch to say hello and mentioned that he had come with friends and family much earlier before the deck was open.

Welcome to Don's wife JoAnn, hope you can bring Don and yourself to our meeting for future lunches. Don started with United in 1954. He did take early retirement---I missed the date he said. John Grant, who was not present this lunch, got started in 1954.

Jerry Myers checked in by telephone to say that he was very busy getting very large worms out his Liquid Amber Trees! More on that later!

Several members talked about the Tall Ships Parade that were in the harbor last month -- some cases to be on the ships. Fishing continues to be great in about the islands as well as close in for the day boats going out the Harbor. Once again a fine meeting. Next month meeting is November the 10<sup>th</sup>. Cheers, *Ted*

**Don't miss the Big Island Stargazers Second Annual Christmas Party**

**December 10th**

**At**

**Al and Linde Rimkus. For more information call (808-315-7912).**



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## Seattle Gooney Birds RUPA Luncheon

Our group of Gooneys meet at the SEATAC Marriott on the third Thursday of the month. The competition for a good seat starts early with first arrivals before 11. The food is always good and our servers happy to see us. Herb Marks entertained us with jokes. His usual source from either the conservative or liberal side changes from time to time. He's worried that his politics may be changing. Bill Shumway talked about flying the Skyraider at Sand Point Naval Station. Bill Brett keeps us up to date on new happenings at UAL. We're all hoping that Oscar can turn the tide.



Left picture L to R, Dick Anderson, Bill Shumway, Terry Mason (Alaska, Verle Roth's son in law), Verle Roth, Bill Brett, Bud Granley, Herb Marks, Howard Holder, Gerry Pryde, Al Haynes and Chuck Westphahl. Right Picture L to R, Dave Carver, Neil Johnson, Mark Gilkey, standing Fred Sindlinger, Jim Barber  
We'd like to recruit a continuing supply of participants. *Bud Granley*

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## San Francisco East Bay Ruparian's Luncheon

A wonderful lunch was enjoyed by all at Primavera Ristorante in San Ramon, CA. A beautiful plaque, made by Harry Stonelake was presented to Don Merucci for his great work in starting our group last year and all the effort he has put into keeping it going. Many thanks, Don.

Lots of conversation about future travel plans for each member. Jim "Rosey" Rosenbaum recounted his very recent month long trip to South Africa., a "camera" safari including a hot air balloon ride. A very exciting trip with no lion hunting! Everyone who has taken a River Cruise gives rave reviews.



Photo: Front row: Rich Bouska, Georgia Bouska, Don Merucci, Dani and Harry Stonelake. Back row: Grant Adams, Jim "Rosey" Rosenbaum, John Baum, Neil and Tammy Dahlstrom, and Bernald "BS" Smith.

Next luncheon: November 11, the 2<sup>nd</sup> Wednesday at 1:00 PM (1300 hours!) at Primavera Ristorante in San Ramon CA.

ENJOY HALLOWEEN!!

Temporary Scribe, (help, need a volunteer) *Neil Dahlstrom*

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## SAC Valley Gold Wingers RUPA Luncheon

The Sac Valley Gold Wingers met on Sept 21, 2015 at Sudwerk Brewhouse Grill in Folsom, CA. We meet the third Monday of each month at 12:00 noon. We had an outstanding group of 26 retired pilots and their spouses. The service was excellent and the waitress, Julie, always had a delightful demeanor as she served the group.

Now, to be honest, I was not in attendance at the luncheon as I was unable to fly back for the luncheon due to being delayed at the Chicago O'Hare Airport. We had every intention of attending the luncheon. My wife and I missed eight flights from ORD to SFO while flying non-rev and finally were selected on the ninth flight. So, this is what space available flying is all about. No fun! I am happy to report that Lori Muir filled in superbly in my absence. She accomplished everything with last minute notification in such a fine manner.

There was much discussion of having a "Toys for Tots" program during the Christmas season. These toys will be brought to the December luncheon.

Northern California has been devastated with fires during this drought season. As a result, there was a vigorous discussion about providing such items as blankets, pillows, clothing and anything necessary. There will be further talk about this assistance to the victims of the fires in the future.



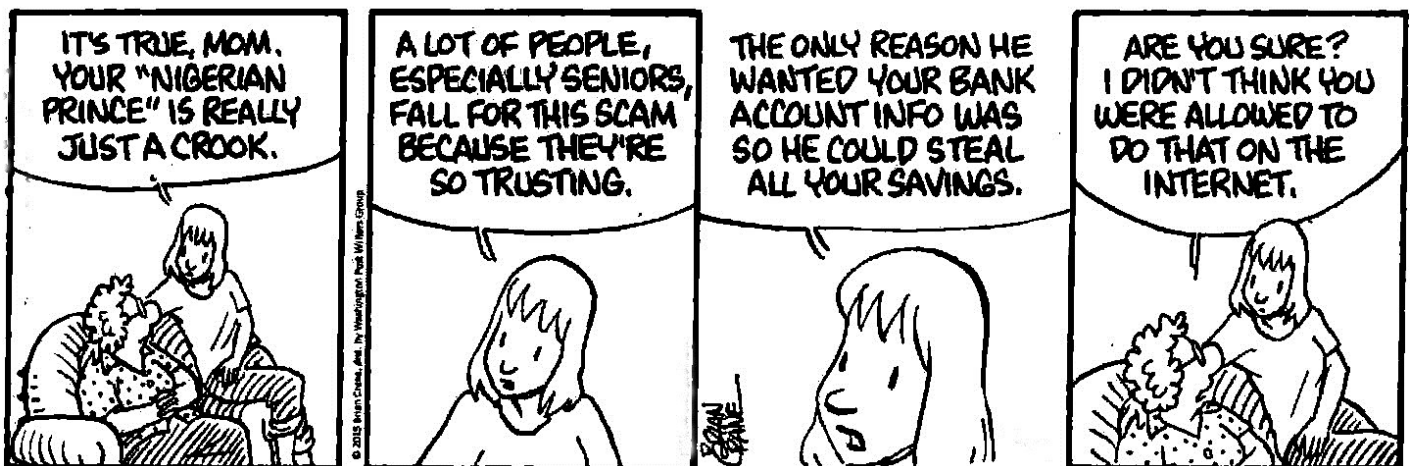
In attendance: Lori Muir and Dave Ulm, Al Fink, Ken Ledwith, Rod and Jan Farley, John and Lari Solomon, Jim and Carol Brennan, John Pettis, Marv Alexander, Avery Wiseman, Karl Winkelbrandt, Dave and Vivian Stolp, Jim Whittington, Hugh Berry, Wayne and Joanie Mooneyham, JC and Gail Brandt, Dan Porter,

Jerry and Ann Blalock.

There was a good time to be had by all. Still Flying High, *John Gorczyca*

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### PICKLES | Brian Crane



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## San Francisco North Bay RUPA Luncheon

Only 16 faithful members and spouses showed up for our October luncheon including two that we had not seen for awhile. Welcome back Ellen and Ken! As always we begin with a short business meeting that included a reminder that it is health care selection time again and the pre-65 retirees information does not apply to us. Delta pilots got a pay raise and the company will be reducing the number of management personal. Not any other exciting news so lets eat.

In attendance: Ellen & Ken Thompson, Deke & Merle Holman, Bob & Doris Donegan, Dan Bargar, Wild Bill Smith, Dick Lammerding, Bill McGuire, Don Madson, Gardner "Bones" Bride, Wayne Heyerley, Jules Lepkowsky, George Hise, and your tired reporter Bill Greene.

Someone left their March 1939 'Aviation' magazine on the table which I have and will bring to the next meeting. Some very interesting reading including the cover, a UAL DC-3 with the new 1,200 horsepower P & W Twin Wasp engines. A Piper Cub ad says the cost is surprisingly low, only \$1,270, 25 miles to a gallon of gas, and 350 miles per quart of oil. Times have changed.



Left Picture: Doris Donegan, Don Madson, Bill McGuire, Dick Lammerding, Deke Holman, Merle Holman, Bill Smith, Dan Bargar.

Right Picture: Gardner "Bones" Bride, Bill Greene, Ellen Thompson, Ken Thompson, Wayne Heyerley, Jules Lepkowsky, George Hise.

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## Thousand Oaks (September) RUPA Luncheon

It was a typical Southern California day, sunny and cloudless (CAVU), but a little on the hot side. The meeting was a little different in that it was on "autopilot." Seems Denny Fendelander was on the road to Morocco and Doug Bielanski was cruising in the Sierras with the Mini Maniacs (Mini Coopers). The representatives from Orv and Wil delivered the latest information in aviation and the airlines but the biggest topic was about Jeff's departure.

Once again our humorist, Claude Giddings, provided a new series of jokes enjoyed by all. Those present included; Harry Albaugh, our newest member, Gene Biscailuz, Gary Babcock, Dale Myers, Ray Engel, Claude Giddings, Bob Mosher, Walt Tyler, and Dave Park.



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## The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again, cheers from the southern Oregon group. We met, as always on the third Thursday at the Pony Espresso in Jacksonville. (The town of Jacksonville is itself a Historic Town from the early days of Oregon) A good group and, as you can see from the pic, a bit open to spoof and good cheer on this Thursday (no, no glass of the grape first!) And, some of our chatter even went beyond airplanes and old Flight Managers... The saddest news is from Dan who is thinking of sending his VERY LARGE Angus bull to McDonalds. Seems he is so large that because of his girth some of the cows have been left 'open.' This may also apply to some of the human folks we sometimes see along the city streets as well. But to the photo, you can tell the ones just drinking plain water.



Seated from the left, Art Lumley, George Elliott, Marty Niccolls, Steve Fusco, Scot Lee, Dan Kurtz, Banjo Bob Keasbey, Jim and Cheryl Jaeger.

Standing from the left, Catherine Diminno, George's daughter, Bob Niccolls, Pam Lumley and last but certainly not least, Leeann Fusco.

As always a good group as it has been for these some twenty years we've been at it. Cheers, **Bob**

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## The Ham Wilson S.E. Florida Gold Coast RUPA Luncheon

We enjoyed the company of a dozen members for the first RUPA meeting and lunch of the new season. During our conversation, the manager of the restaurant came in to inform us that someone had run into a motorcycle in the parking lot and destroyed it. We told him that the bike belonged to one of our guests, Bill Garrett, and it always looks like that. Crisis averted.

The newest retiree, Dan Kurt attended. He put out a resume for a job opening with all the pertinent information on his experience. He included that he is available to work nine days a month just like his last job. Hasn't heard from anyone as yet.

Present this month were Ham Oldham, Dave Dryer, Ralph Rodriguez, Terry Lewis, Bill Garrett, Ed Wheeler, Dan Kurt, Art Jackson, Murray Warren, Gene Anderson, Les Eaton and me, Jerry Bradley filling in for Ned.

Our next affair will be on November 12<sup>th</sup> and our leader, Ned Rankin, will be back from the North for that one.

### Human Mysteries

Less than one third of the human race has 20-20 vision. This means that two out of three people cannot see perfectly.

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## The FAT Flyers RUPA Breakfast

Hello all from the newest little RUPA group in the system. We are actually a small group from the FAT QB Hangar that decided to have a breakfast meeting the same day as our QB meeting. Besides myself (1978-2004) we have Richard Jordan (Marine Col and retreat from World), Scott Gjerman who is still several years from retirement, Dave Goudelock who has 2½ years to go, Stan Rosenthal who retired earlier this year, Randy Bushore (retired Continental and buddy from the Fresno ANG), and other non-UA folks. Our oldest and greatest member is a former Radar Bombardier on B-17's. Wayne flew 30 missions in the lead B-17 over Germany. His first mission was Dec 11<sup>th</sup>, 1944, the day I was born. At 91, Wayne can be found pruning trees, loading his truck, digging ditches and whatever else we country folks do on our country properties.

Today the turnout was poor, not sure why. The discussion centered around Scott's last trip which took about 5 days to fly 2 legs, numerous screw-ups by various departments at UA, and so on. Suffice it to say that it all started when they were asked to take a flight to China with 6 lavs inop. San Francisco didn't have lav motors in stock. Turns out that Continental had motors, but there is no communication between their parts and United parts department. And it just got better from there. Glad to be retired.



Pictured L-R are Dave Goudelock, Randy Bushore, Scott Gjerman and I took the picture. *Paul Nibur*

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## San Francisco Bay-Siders RUPA Luncheon

My calendar says it's fall, but I think Mother Nature has been too distracted to look at hers. We still have 90+ degree weather and certainly no rain. Fortunately for us, Harry's Hofbrau is cavernous and cool.

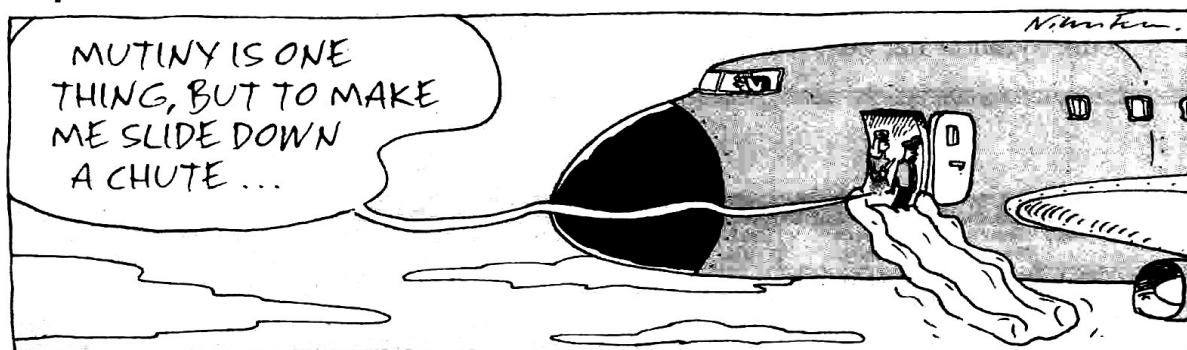
In addition to our regular attendees, we had an out of state visitor... all the way from Florida. We enjoyed catching up with all Barry Bickle has been up to all these years.

Our regular attendees were: Bob Ahrens, Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Rich & Cyndi Erhardt, Barry Hamley, Jeri Johnson, George Mendonca, Walt & Mary Ramseur, Cleve & Rose Spring, Isabell Traube, Gene & Carol Walter, Larry & Pat Wright.

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

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**Carpe Diem** Niklas Eriksson





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## Los Angeles South Bay Luncheon

Our lunch was quite cozy as we only had seven attendees: Loyd Kenworthy, Ron and Mary Matsuda, Richard and Barbara McKay, Sue and Arvid von Nordenflycht. We give special recognition to Ron and Mary for the longest journey to come to our get-together having to drive from Apple Valley. I hope Ron came to check his mailbox at the flight office while he was here. (Hah,Hah) Tom and Helena Reidt had to call in sick as Tom had to have his heart re-synced and our date was the only one available to the doctor. Tom is fine now.

We have heard that January 2016 the Proud Bird Restaurant will close for up to a year for major renovations, so we will be looking for another luncheon place. Does anyone have any ideas? Do we have to stay near LAX or could we hold our luncheons somewhere farther away? Maybe the Long Beach Marina Area? Let me know your ideas.

There is a question about the drug plan as of Jan 1, 2016. Is CVS the new and only provider of drugs or is that optional? I, for one, am using very expensive drugs these days so my info will no doubt have meanings to others as well.

Our next meeting will be the Christmas Party on December 10 from 11 am on. We have extended invitations to all LA pilots and Flight attendants. It is a great time to reconnect with all of our friends.

Happy Halloween, *Arví*

### Don't forget annual enrollment

**Enrollment opens on November 9.** But getting ready starts now.

**New this year: A one-stop online resource.** To make preparing for annual enrolment a little easier, we've created an online resource that has all the latest information. At [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com) you can explore new health plans and enhancements, key dates and deadlines.

**Don't miss the new interactive Benefits Decision Guide.** An all new interactive Benefits Decision Guide will be available for pre-65 retirees at [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com) on October 19. Don't miss it. You'll be able to:

- Review your 2016 health plans options.
- Create a short list of the plans and benefits that interest you most.
- Email this short list to yourself (or your spouse/domestic partner) so they have it when it's time to enroll on YBR (Flying Together > Employee Services > Benefits > Your Benefits Resource) on Nov. 9.

There are a lot of great enhancements offered this year. And you can explore them all at [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com). But one particular change is worth highlighting here.

**Managing your medications has become a whole lot easier.** We have a new pharmacy partner this year, CVS/Caremark. Here are the highlights:

- CVS/Caremark replaces Express Scripts.
- You can consult face-to-face with a pharmacist at CVS locations close to home.
- Consultations are available over the phone if you do not have a CVS located near you. Simply call CVS customer service.
- 30-day and 90-day prescriptions can now both be filled at a local CVS store or through the mail. No more 90-day mandatory mail order. Use mail order only if you choose.
- 30-day scripts may be filled at the CVS network of participating pharmacies, which includes many non-CVS pharmacies. This network totals more than 64,000 stores nationwide.

Learn more at [BenefitsStraightTalk.com](http://BenefitsStraightTalk.com).

## **A few details about the 2016 company drug transition**

The company is sending out the following clarification to all retirees currently enrolled with a Medicare Part D Prescription Plan:

As a Medicare Part D Prescription Drug member, you may have recently received a letter from SilverScript, a member of the CVS Health family of companies, regarding your United Airlines Medicare Part D Prescription Drug coverage. We understand that this communication may have caused some confusion and we'd like to try to clear that up for you so that you can make informed decisions during the upcoming 2016 annual benefits enrollment period for retirees (November 9 through 20, 2015).

United Airlines has chosen SilverScript to administer our Medicare Part D Prescription Drug Plan, replacing Express Scripts, effective January 1, 2016. This prescription drug benefit is tied to the medical coverage you will be offered during annual benefits enrollment period, if you are eligible.

You received the communication from SilverScript, as a result of certain CMS (Centers for Medicare and Medicaid Services) rules, regulations, and timelines. SilverScript needed to inform participating members that their Plan was changing to a new pharmacy administrator.

In their letter, SilverScript gave you a deadline to contact them if you did not want to be enrolled in our Medicare Part D Prescription Drug Plan effective January 1, 2016. Please disregard that deadline date.

During annual enrollment, which begins this year for retirees on November 9th and lasts through November 20th, you will make your medical elections (which include your prescription drug coverage). Should you wish to change or cancel your medical/prescription drug coverage during annual enrollment, you most certainly can.

Beginning on November 9th, you will be able to view and make any benefit option changes online at [FlyingTogether.ual.com](http://FlyingTogether.ual.com) > Employees Services (tab) > Benefits (link) and click on the Your Benefits Resources (YBR) link. You may also contact the United Airlines Benefits Center at 1-800-651-1007, Monday through Friday, 7:00 a.m. – 7:00 p.m. Central time for assistance.

We apologize if this communication caused any confusion. Please feel free to contact SilverScript by calling CVS Caremark Prescription Services at 1-844-819-3074, 24 hours a day, 7 days a week. TTY users may call 711 with any additional questions.

Thanks, Dan Dentzer

Senior Manager: Health & Welfare Benefits

## **United Airlines to launch 787 service to Xi'an, China**



United Airlines today applied to the US Department of Transportation (DOT) for authority to begin seasonal nonstop service between the airline's San Francisco hub and Xi'an, China. If approved, this will be the first trans-Pacific service to Xi'an operated by any airline, and United will be the first US airline to serve the city. United intends to use the world's most advanced passenger airplane, the Boeing 787 Dreamliner, to operate the three-times-weekly service between May 8 and Oct. 27, 2016 (westbound).

United thanks DOT, the U.S. Department of State and the Civil Aviation Administration of China for their negotiations to open nonstop service from the United States to interior points in China. The airline also acknowledges the Provincial Government of Shaanxi and the past and present leadership of the government of Xi'an, the ancestral home of President Xi Jinping of the People's Republic of China, for their forward-thinking air service development efforts.

The proposed flights, subject to government approval, will depart San Francisco International Airport at 1:25 p.m. on Tuesdays, Thursdays and Sundays and arrive in Xi'an at 5:30 p.m. the following days (all times local). The return flights will depart Xi'an's Xianyang International Airport at 10:30 a.m. on Tuesdays, Thursdays and Saturdays and arrive at San Francisco International Airport at 7:35 a.m. the same days. Flying times will be approximately 13 hours, 5 minutes westbound and 12 hours, 5 minutes eastbound.

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## UAL's New CEO pledges to do better!

By Ethan Wolff-Mann

United Airlines CEO Pledges to Stop Being Awful to Customers and Employees. Since taking over as CEO in September, Oscar Munoz is trying to rehabilitate United's image.

In a very unusual move, United Airlines CEO Oscar Munoz owned up to the fact that the company has treated customers and employees poorly and promised to do better by both in an interview with the Chicago Tribune.

This rare display of contrition from an airline comes five years after the Continental-United merger. Munoz said that since then the company has made many improvements, but that in the pursuit of record profits it seems to have forgotten about customers— “and that is at the crux of the problem at United in the last few years.”

Munoz took over leadership of the airline in early September, after former CEO Jeff Smisek suddenly quit amid rumors of corruption. Smisek left the company with an exceptionally generous severance package (\$28 million, free first class flights for life), but apparently without many tears from passengers and employees. In fact, his departure was greeted with cheers at business traveler sites like FlyerTalk, where travelers fumed about how both employee benefits and traveler perks disappeared under his rule.

As the new CEO, Munoz has spearheaded a reconciliation between the airline and the public, recently posting an open letter vowing to do better. “We are committed to re-earning your trust. We want to be the first choice for every trip you take,” the letter states. “We need to do the small things well. We have to deliver meaningful, everyday improvements.”

Though he wasn't clear about how he was going to improve the customer experience of one of the world's largest airlines, he talked about realistic “small wins” that won't cost the airline much to implement. However, he has created a website where people can give feedback, **UnitedAirtime.com**, and get a response. “It's important that we recognize the fact that this integration, this merger, has not gone as well as it could have,” Munoz told the Tribune. “We just have to lay that out there for folks.”



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## Airlines and Train Operator Amtrak Charge for Bags in the United States



Amtrak management is now smelling additional revenue on charging passengers for bags. This policy is making airlines billions, time for trains to follow this money making opportunity. The passenger train operator says that it will start charging \$20 to passengers who exceed restrictions for carry-on and personal items.

Customers are allowed to bring two personal items weighing up to 25 pounds and two carry-on bags weighing no more than 50 pounds. The fee applies to each item above those limits.

U.S. airlines started introducing bag fees in 2008 and now charge a standard fee of \$25 for the first checked suitcase. The fees are more extensive than what Amtrak plans. They generated \$1.6 billion for the airlines in the first quarter of this year.

### Complaints Received By "Thomas Cook Vacations"

"The roads were uneven and bumpy, so we could not read the local guide book during the bus ride to the resort. Because of this, we were unaware of many things that would have made our holiday more fun."

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# The New United CEO talks coffee, bag fees and lousy flights

By Gregory Karp/Chicago Tribune

Like many United fliers in recent years, Oscar Munoz was recently on a lousy flight to Chicago. It was Labor Day, just after his daughter got married and just before he took over as CEO of the airline. He was in the seat he always seems to get, 22A, on a cramped 50-seat regional jet. Two people were denied boarding because the flight was overbooked. The plane was delayed on the tarmac for about a half hour, only to experience further delays upon landing because an airport gate wasn't ready. Then he had what seemed like a "five-hour wait for my luggage to get there."

Yet through that, his most vivid recollection is Jenna. Jenna was the flight attendant on that miserable trip. "Throughout that whole disaster, her smile, her willingness to take care of everybody on that small flight, asking 'more ice, more drinks, anything else I can do?'" As he waited at the baggage carousel, he sidled up anonymously to a young couple and prodded them for complaints, "Can you believe how long this luggage thing is taking?" They agreed but quickly mentioned Jenna. "Wasn't that woman nice on that flight?"

Munoz called that a watershed moment for him as he takes the controls at the world's second-largest airline. "Everybody on that flight remembered that," Munoz said. "The process and systems and investments and all that stuff? Those are all wonderful...but what I've got to start with is people. "If I get maybe 5,000 Jennas working through this, I think I can make it work."

In an exclusive wide-ranging interview with the Tribune, Munoz talked about many topics, including coffee, 8-tracks and why his reaction to having a personal driver in Chicago is, "hell, no." But most topics circled back to the importance of people, namely United customers and his 84,000 employees based in the headquarters city of Chicago and around the world. The time for investing in the people aspect of the air travel is now, he said, when United, like the rest of the airline industry, is on sound financial footing thanks to lower jet fuel prices and full planes.

In the interview, Munoz was long on platitudes but short on specifics, mostly, he said, because he wants employees to hear about new initiatives from him before they read it in the press. Here's what he had to say: The mea culpa. "The journey hasn't always been smooth," Munoz, 56, a longtime United board member and the former heir apparent to the CEO job at railroad company CSX, wrote in an open letter to passengers and employees published in 13 publications across the country. "Simply put, we haven't lived up to your expectations. That's going to change."

To that end, United introduced a new website, UnitedAirtime.com, aimed at creating a dialogue with customers and employees, instead of him trying to respond individually to email, often at 3 a.m. as he's been doing, he said. The email topics are many, including, he said, "congratulations, good luck, let me tell you how you suck."

Culture, scandal and innovation. It's notable that his predecessor, Jeff Smisek, also talked often and at length about the airline's corporate culture when he took over five years ago. But by any objective measure, he failed to turn around the airline's toxic work atmosphere, poisoned by a devastating 2002-06 bankruptcy at United. Likely as a result, United's reputation among the flying public has remained poor, ranking dead last among major North American airlines in customer satisfaction, according to the J.D. Power 2015 North America Airline Satisfaction Study.

Smisek was ousted last month not for management failures, United says, but amid a federal corruption probe in New Jersey. Munoz declined to talk about the brewing scandal regarding United adding a special air route to South Carolina to potentially curry favor with the now-former chairman of the Port Authority of New York and New Jersey, which operates New York-area airports. However, Munoz did call it an "isolated incident" that won't harm the company's brand or finances. He joked, "I will need a ghost writer at some point in time to write the book on this whole drama."

As for fixing the corporate culture that the last regime failed to remedy? The key is not always improvement, which suggests doing the same things better, but innovation, which means doing things altogether differently, Munoz said. Munoz said he knows the window is always closing on his honeymoon period, when employees give him the benefit of the doubt. For now, "people have a little bit of a lighter step, and seem for the first time in a long time to have a little faith in what we're doing," he said. "And I haven't even done anything specific, except to say they are important."

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Triple-Ds. Traveling around the United network to meet with employees in recent weeks, Munoz has encountered what he called "not a happy bunch" that can be described with the "Triple-Ds": disenchanting, disenfranchising and disengaging, he said. "Those three are just killers in regards to a business that is service-oriented," he said. "I need to get those folks reconnected...the people part is my first priority."

On coffee and contracts. As Munoz continues a 90-day meet-and-greet tour around United's network, one flight attendant told him there were just two things he had to get right, coffee and contracts. Though not a coffee drinker himself, Munoz said he is well aware of its importance to fliers. And more generally, how little things matter.

Contracts refers to labor contracts, which affect employee pay and working conditions. United's 24,000 flight attendants are one of two groups whose contracts are left undone five years after United's merger with Continental. Yes, if. Munoz, whose father was a union meat cutter and who dealt with a heavily unionized railroad workforce at CSX, said his philosophy in dealing with contentious issues in labor negotiation is to approach it with a "yes, if" attitude. That is, "Yes, I can agree to that, if we can agree on such-and-such," which Munoz concedes leads to the same discussion but strikes a more conciliatory tone. "This dignity-and-respect aspect of labor goes a long way to resolving these things," he said. "We're going to get those (contracts) done."

Early wins. Munoz wasn't divulging specifics but said he plans "early wins" for customers and employees — things that don't cost the company much but are meaningful to people. For customers, in addition to upgraded coffee, Munoz teased hypothetical changes, including a less complicated and structured boarding procedure, lower bereavement fares and even altering bag fees and flight-change fees. "It's the human approach to customers that I want to bring back," he said, adding the key is to do it in a way that doesn't harm profits because shareholders are another of his constituents he must consider.

Punctuality. Munoz, in a letter to frequent fliers a week after his appointment, pledged to focus on being on time. United has struggled with on-time arrivals for years. Its on-time rate for July was 73.5 percent, according to data from the U.S. Department of Transportation. Only two airlines — Frontier and Spirit — were worse. Delays due to air traffic control issues or weather are beyond United's control, but plenty is, Munoz said. Being on time starts with the workers "under the wing," including maintenance people, he said. United can better take care of the many "small things" involved in getting a flight to its destination on time, he said.

IT and 8-tracks. United botched its combination of the United and Continental reservation systems, the technological backbone of an airline. For months, glitches and poor airport employee training led to rampant flight delays and cancellations. The impact damaged United's profits as corporate customers fled to competitors. Smisek's public appearances for a year afterward amounted to an apology tour, making promises to fix the new United. It has had other tech letdowns since, including in July, when United had a major computer network failure that disabled its reservation and crew management systems, causing the airline to ground its entire fleet. The month before, the Federal Aviation Administration halted United takeoffs because of an automation issue. "We have significant work to be done. We have old, antiquated systems," said Munoz, who seemed comfortable talking generally about corporate technology systems. "Remember the 8-track tape player? Think of that as our core system, and we're living in a world where everybody has an iPhone." He said modernizing older systems takes care and time.

'Hell, no' to a driver. Munoz, who has been named one of the "100 Most Influential Hispanics" by Hispanic Business magazine, said he plans to move to the Chicago area. He currently lives in Ponte Vedra Beach, FL, near CSX headquarters in Jacksonville. "You will see me a very involved citizen of this community," Munoz said. "And it's a great town, so it's easy to do that."

He said he and his wife are looking for a new home in an area that has a strong high school sports program for his 6-foot-1-inch son who plays lacrosse and football. An early contender is Lincoln Park, he said. And as with many Chicago house hunters, the unpleasant driving commute to downtown — his office is in Willis Tower — is a topic of conversation.

Munoz said he didn't like the idea of taking a train because of its inflexibility, but also doesn't like the idea of coming off as "imperialist." "Somebody offered, 'Just have a driver.' ... Hell, no."

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# United Dangles 100-Seat Jet Order to Spur Pilot Accord

by Julie Johnsson and Michael Sasso



United Airlines plans to order a fleet of 100-seat jetliners from either Bombardier Inc. or Embraer SA if it can agree on terms for a two-year contract extension with pilots in expedited bargaining. Reaching a deal would assure labor peace with a crucial union for new Chief Executive Officer Oscar Munoz and bring back some flying now done by regional partners with cramped, less-efficient 50-seat planes. For Bombardier or Embraer, a sale to United would be a significant victory as they try to place their biggest narrow-body models at the largest U.S. carriers.

“This time of senior leadership change is a unique opportunity for us,” United Senior Vice President Douglas McKen wrote in an Oct. 2 letter to union chief Jay Heppner, in a reference to Munoz’s hiring last month after the ouster of predecessor Jeff Smisek. McKen proposed capping the talks at 45 days. An airline spokeswoman, Megan McCarthy, confirmed the overture but declined to discuss the possible negotiating terms at the unit of United Continental Holdings Inc. Dave Kelly, a spokesman for United’s chapter of the Air Line Pilots Association, said: “We cannot discuss offers or proposals.”

United, buoyed by an upbeat investor update on third-quarter profit, rose 6.4 percent to \$55.61, while American depository receipts for Brazil’s Embraer also gained. Bombardier climbed 5.8 percent, the most among Canadian industrials, to C\$1.65 on the prospect of ending a CSeries order drought dating to September 2014. “The big knock on the CSeries so far has been the lack of blue-chip clients,” said Benoit Poirier, a Montreal-based analyst with Desjardins Securities Inc. “Getting United would be a huge coup for Bombardier. It would change the momentum.” Even if United favors the CSeries -- and McCarthy declined to discuss prospects for either planemaker -- a win for Bombardier would also rest on Heppner’s ability to persuade pilots to accept accelerated talks that will leave some contract issues unresolved.

Buying new 100-seat planes for mainline flying would be a lure for pilots, because it would generate jobs and appeal to their interest in cutting-edge aircraft -- an affinity jokingly referred to in the industry as “shiny jet syndrome.” Bombardier and Embraer are both mentioned in a clause in United’s current contract: Taking their largest new narrow-body airliners, the CSeries and E2, would allow United to also add more larger regional planes in 2016 to replace the 50-seaters. McKen wrote that any contract extension “will also include a firm order” of new, small narrow-bodies. He didn’t identify a manufacturer. Messages left for Bombardier and Embraer spokeswomen weren’t returned.

United has struggled to reach unified labor agreements since the 2010 merger between former United parent UAL Corp. and Continental Airlines. Flight attendants, for example, still work under contracts for the predecessor companies. Pilots have such an accord, so an extension would let Munoz’s team focus on trying to reach breakthroughs with attendants and mechanics.

Offering pilots a pay raise and a sleek new aircraft isn’t unusual, but the gambit doesn’t guarantee success. In July, Delta Air Lines Inc. abandoned plans to add \$4 billion of Boeing Co. and Embraer jets after pilots rejected an expedited contract proposal.

In an Oct. 6 letter to United pilots, Heppner said a resolution exploring early negotiations failed by one vote in a September meeting of the union’s master executive committee. Opening discussions for a new contract now aren’t slated until May 2016 at the earliest, he said. Conventional bargaining without the 45-day timeline could take years, he wrote.

If the two sides can’t agree within 45 days, they could mutually agree to extend the talks, United’s McKen wrote. As framed by McKen, the discussions would be limited to a short list of issues involving compensation, benefits and work rules. The provisions include expanding the carrier’s ability to make more ultra long-range flights with its Boeing 787-9 Dreamliners.



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## Victor announces direct flights to Cuba from 19 US cities



SAN FRANCISCO, CA - Victor, the global on-demand private jet charter service that recently debuted in the US, began direct flights to Cuba on October 5, 2015 from major US cities along with curated itineraries that allow guests to experience the best the country has to offer. An exciting partnership between Victor and Cuba Educational Travel (CET), a premiere and federally approved on-the-ground operator that plans unique experiences with some of Cuba's top influencers and tastemakers, means that US travelers have access to the luxuries of the formerly forbidden island for the first time ever.

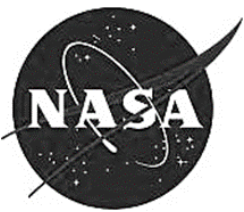
Following the historic re-establishment of diplomatic ties between Cuba and the U.S., the new routes and itineraries by CET abide by all federal guidelines, making the planning process with Victor completely seamless. Guests will enjoy ultra-exclusive experiences such as cigar and rum tastings with Cuba's leading cigar expert and master distiller, a private cocktail reception and viewing with Cuba's leading artists, intimate concerts with renowned entertainers such as the Buena Vista Social Club, Carlos Varela and Gente de Zona, and exclusive dinners with prominent cultural figures, historians or other specialists. Itineraries are customizable to the desires of the traveler and include accommodations in hotels or upscale rented homes, travel in classic American autos from the 1950s, top-notch restaurants and all event and activity programming. Victor members in the U.S. can book direct flights to Havana from 19 major US cities, including Atlanta, Austin, Chicago, Dallas, Fort Lauderdale, Houston, Los Angeles, Key West, Miami, New York City, Minneapolis, New Orleans, Oakland, Orlando, Palm Beach, Pittsburgh, Fort Myers, Tampa and Puerto Rico.

"During the past several months, strengthened relations between the U.S. and Cuba has piqued travel interest for private jet travelers in the U.S.," said Clive Jackson, CEO and Founder of Victor. "We continue to push the boundaries of private aviation by becoming the first private jet charter service to offer unique, exclusive access to Cuban culture and unrivaled programming through our partnership with Cuba Educational Travel."

Victor and Cuba Educational Travel are able to customize programs for single travelers, families or larger groups. Planes approved to fly to Cuba include the Lear 45, Challenger 300 or Citation X for mid-cabin options, or the popular G- IV heavy jet – all of which Victor has plenty of access to through its operator network.

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## NASA developed technology to save commercial airlines fuel, time



WASHINGTON, DC - During the next three years, Virgin America and Alaska Airlines will use the Traffic Aware Planner (TAP) application, to make "traffic aware strategic aircrew requests" (TASAR). "TAP connects directly to the aircraft avionics information hub on the aircraft," said David Wing, TASAR project lead at NASA's Langley Research Center in Hampton, Virginia. "It reads the current position and altitude of the aircraft, its flight route, and other real-time information that defines the plane's current situation and active flight plan. Then it automatically looks for a variety of route and/or altitude changes that could save fuel or flight time and displays those solutions directly to the flight crew." TAP can also connect with the plane's Automatic Dependent Surveillance-Broadcast (ADS-B) receiver and scan the ADS-B signals of nearby air traffic to avoid potential conflicts in any proposed flight path changes, making it easier for air traffic controllers to approve a pilot's route change request.

For airlines with Internet connectivity in the cockpit, TAP also can access information -- such as real-time weather conditions, wind forecast updates and restricted airspace status -- to further increase flight efficiency. The software is loaded onto a tablet computer, which many airline pilots already use for charts and flight calculations.

Wing and his team already have tested the TASAR software twice aboard a Piaggio P180 Avanti aircraft, a high-performance technology test bed owned and operated by Advanced Aerospace Solutions, LLC of

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Raleigh, North Carolina. The system worked well on its initial test flight from Virginia to Kentucky, according to its test pilot, former airline captain William Cotton. "We used it to make a route change request from air traffic control, which they granted," said Cotton. "We got a shortcut that saved four minutes off the flight time." Even four minutes of flight time shaved off of each leg of a trip made by an airline could result in massive fuel and time savings, according to researchers. The software provided similar results as flight tests continued in the northeast corridor. A second round of flight tests was recently completed to ensure readiness for operational use by partner airlines.

The TASAR flight tests came after a dozen pilots provided feedback on the technology in a simulation at the University of Iowa Operator Performance Laboratory in Iowa City, Iowa. In addition, aerospace systems manufacturer Rockwell Collins of Cedar Rapids, Iowa, analyzed TASAR to make sure it is safe and can be readily certified by the Federal Aviation Administration. "We're excited to partner with NASA to test this new technology that has the potential to help reduce fuel consumption and carbon emissions and save our guests time in the air." said Virgin America Chief Operating Officer Steve Forte in Burlingame, California. "Up until now there has been no way to deliver comprehensive wind and congestion data to pilots in near-real time," said Tom Kemp, Alaska Airlines' vice president of operations in Seattle, Washington. "TASAR is a 'super app' that will give our pilots better visibility to what's happening now versus three hours earlier when the flight plan was prepared."

Developers say the new technology won't require changes to the roles and responsibilities of pilots or air traffic controllers, which would allow the system to be implemented fast and start producing benefits right away. "The system is meant to help pilots make better route requests that air traffic controllers can more often approve," said Wing. "This should help pilots and controllers work more effectively together and reduce workload on both sides from un-approvable requests. TASAR takes advantage of NASA's state-of-the-art TAP software, flight information directly from the aircraft and the emerging ADS-B and Internet infrastructure to help pilots get approved to fly the most efficient or time-saving trajectory possible."

NASA researchers expect this and other aviation technologies under development will help revolutionize the national airspace system, reducing delays and environmental impacts and improving passenger comfort and efficiency, even as the demand for air travel continues to grow.

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## 9/11 Living Memorial Plaza



The 9/11 Living Memorial Plaza is a cenotaph located on a hill in Arazim Valley of Ramot, Jerusalem. The plaza, built on 5 acres, is to remember and honor the victims of the September 11 attacks.

The cenotaph measures 30 feet and is made of granite, bronze and aluminum. It takes the form of an American flag, waving and transforming into a flame at the tip. A piece of melted metal from the ruins of the Twin Towers forms part of the base on which the monument rests. A glass pane over the metal facilitates viewing. The names of the victims, including five Israeli citizens, are embedded on the metal plate and placed on the circular wall. The monument is strategically located within view of Jerusalem's main cemetery, Har HaMenuchot.



The folded part of the flag is reminiscent of the collapse of the towers in a cloud of dust. The flag morphs into a six-meter high memorial flame representative of a torch. It is the only monument outside of the United States which lists the names of the nearly 3,000 victims of the 9/11 attacks.

The cenotaph was designed by award-winning artist Eliezer Weishoff. It was commissioned by the Jewish National Fund (JNF/KKL) at a cost of \$2 million. The inauguration ceremony was held on 12 November 2009 with representation from the US Ambassador to Israel, James B. Cunningham, members of the Israeli Cabinet and legislature, family of victims and others.



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## Teamwork, innovation and unity for a sustainable future



GENEVA, Switzerland - The International Air Transport Association (IATA) co-signed an open letter calling on governments to act to help the industry reduce its carbon footprint. The letter was organized by the Air Transport Action Group (ATAG), which brings together all the major players in the aviation sector (airlines, airports, aerospace manufacturers, and air navigation service providers) with the aim of responsibly dealing with industry issues such as managing aviation's climate change impact.

In the letter, signed at the ATAG Global Sustainable Aviation Summit in Geneva, the aviation industry reaffirmed its commitment to its three environment goals:

- 1.5% fuel efficiency improvement per year to 2020
- Stabilizing net carbon emissions through carbon-neutral growth from 2020
- Halving net carbon emissions by 2050 compared to 2005.

The industry is delivering on its commitments. Since the goals were set in 2009 a cumulative 600 million tons of CO<sup>2</sup> have been avoided as a direct result of efforts associated with the industry's four-pillar strategy of improvements in technology, operations, infrastructure, and the implementation of a global market-based measure (MBM). And the airline industry is the first industrial sector to agree on a position asking governments to implement a market-based measure to help it manage its carbon footprint.

Specifically, at the 2013 IATA Annual General Meeting airlines resolved to ask governments for a mandatory global carbon offset program. "A global offsetting scheme would be our preferred MBM. Offsetting is important because it is a legitimate means for the industry to achieve carbon neutral growth. It makes sense for aviation, while it continues to take every step it can for itself, to encourage reductions in other business sectors where the scope for emissions cuts is greater," said Tony Tyler, IATA's Director General and CEO. Addressing the summit, Tyler focused on the importance of teamwork, innovation, and industry unity as the bedrock of the industry's environmental achievements and the driver of future gains. "Flying is a team effort. And that is equally true for reaching our sustainability goals. Innovation has been at the root of our technological and operational improvements. But above all it is the unity of the aviation industry, jointly setting our three climate-change targets, and the four-pillar strategy to reach them, which has enabled us to make significant progress," said Tyler.

The industry's united strategy to achieve its ambitious targets has given it a strong voice to call for governments to agree an MBM to capture carbon emissions, to enact long-overdue air traffic management reform, and put in place policies to accelerate the production of sustainable fuels. A global market-based measure to manage aviation carbon emissions can only be achieved by agreement among governments at the International Civil Aviation Organization (ICAO). "In that context, I welcome and support the remarks of Dr. Aliu, President of the ICAO Council. In particular, his call for avoidance of financial impositions on the aviation industry at COP21, if we are to create the conditions for a positive outcome at the ICAO Assembly. We have only 12 months to go before ICAO makes its decision on that MBM. In the hands of 190 states will be the power to make aviation's carbon-neutral growth goal a reality. It is no exaggeration to say that the eyes of the world will be on them. And the industry is committed to supporting their success," said Tyler.

Tyler concluded with a personal vision on the importance of aviation to delivering a more sustainable world, urging delegates that "to save the earth, take to the air."

"Aviation creates the connectivity that helps make our world a more prosperous place: a source of 58 million jobs and \$2.4 trillion in economic activity. That prosperity drives the innovation that is needed for societies to move forward sustainably. Rising living standards lead to greater technological advances, far more efficient use of resources, and political pressure for environmental safeguards. So aviation's greatest environmental service is to do what it keeps on doing – being a force for good, spreading peace and prosperity around the globe," he said.

**THE DAY  
GOD MADE DOGS,  
HE JUST SAT DOWN &  
SMILED!**

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## FAA expands unmanned aircraft Pathfinder efforts



WASHINGTON, DC - The Federal Aviation Administration (FAA) has entered into a Pathfinder agreement with CACI International Inc. to evaluate how the company's technology can help detect Unmanned Aircraft Systems (UAS) in the vicinity of airports. In testimony before the House Aviation Subcommittee, FAA Deputy Administrator Mike Whitaker said that flying an unmanned aircraft near a busy airfield poses an unacceptable safety hazard. During the hearing titled, "Ensuring Aviation Safety in the Era of Unmanned Aircraft Systems," Whitaker told the congressional panel the FAA signed an agreement to assess the safety and security capabilities of CACI's product within a five-mile radius of airports, and the agency also will collaborate with its government partners.

A steep increase in reports of small unmanned aircraft in close proximity to runways is presenting a new challenge for the FAA. It is the agency's responsibility to identify possible gaps in safety and address them before an incident occurs.

The CACI partnership is part of the larger UAS Pathfinder Program, which the FAA announced in May 2015. Pathfinder is a framework for the agency to work closely with industry to explore the next steps in unmanned aircraft operations beyond those proposed in February in the draft small UAS rule. "Safety is always the FAA's top priority, and we are concerned about the increasing number of instances where pilots have reported seeing unmanned aircraft flying nearby," said Whitaker. "We are looking forward to working with CACI and our interagency partners to identify and evaluate new technologies that could enhance safety for all users of the nation's airspace."

"CACI is proud to partner in the FAA's Pathfinder cooperative research and development agreement to address the escalating Unmanned Aircraft Systems safety challenges that airports are facing nationwide," said John Mengucci, CACI's Chief Operating Officer and President of U.S. Operations. "The agreement provides a proven way to passively detect, identify, and track UAS – or aerial drones – and their ground-based operators, in order to protect airspace from inadvertent or unlawful misuse of drones near U.S. airports. This CACI-built solution will help ensure a safe, shared airspace while supporting responsible UAS users' right to operate their aircraft."

CACI's prototype UAS sensor detection system will be evaluated at airports selected by the FAA. The agency and its federal government partners will work with the company to evaluate the effectiveness of the technology, while also ensuring that it does not interfere with the safety and security of normal airport operations.

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## Google, NASA, FAA to provide UTM update at Drone World Expo



SAN JOSE, CA - Drone World Expo will open with an insightful and informative conversation from leaders from NASA, Google, and the Federal Aviation Administration who will provide an update on the vision for safety enabling low-altitude UAS operations for commercial markets. The keynote will be held on Tuesday, November 17 at the San Jose Convention Center and will be moderated by Gretchen West, Senior Advisor on Technology and Innovation for Hogan Lovells and National Advisory Chairperson for UAVUS, who will also serve as Master of Ceremonies for Drone World Expo.

"The Unmanned Aircraft Traffic Management program (UTM) is a cutting edge program that will safely integrate drones into the airspace with other aircraft seamlessly. The collaboration between government and industry is propelling this program forward, but it is not without challenges," West said. "I'm looking forward to the panel discussion at Drone World Expo to explore what more can be done by both industry and government to ensure the success of UTM and drone integration for all users."

Panelists will include:

- Dr. Dave Vos, Project Wing Project Lead - Google X. Prior to joining Google X in 2014, Dave was CEO, CTO and Founder of Athena Technologies, a company that developed and produced navigation, guidance,

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flight and engine control systems for the unmanned aircraft market until it was acquired by Rockwell Collins in 2008. Vos was an Ernst and Young Entrepreneur of the Year Winner in the Washington DC Region in 2007 and holds several patents in nonlinear control systems, failure detection systems, optimal power control systems and more. He recently served on the FAA UAS Aviation Rulemaking Committee for Integration of Unmanned Aircraft into the National Airspace System as well as on the NASA Unmanned Systems Advisory Committee.

- Parimal (PK) Kopardekar, Manager, NASA's Safe Autonomous System Operations (SASO) Project. The goal of the project is to develop autonomy related concepts, technologies, and architectures that will increase efficiency, safety, and capacity of airspace operations. At NASA, PK has initiated many innovative research initiatives including reduced crew operations, net-enabled air traffic management, autonomy for airspace operations, Shadow-Mode Assessment using Realistic Technologies for the National Airspace System (SMART NAS), and low-altitude airspace management system focused on UAS operations.

- Marke "Hoot" Gibson, Senior Advisor on UAS Integration, Federal Aviation Administration. The position of Senior Advisor on UAS Integration was established to focus on external outreach and education, inter-agency initiatives and an enterprise-level approach to FAA management of UAS integration efforts. Gibson previously served as Executive Director of the NextGen Institute, which provides professional services to the UAS Joint Program Development Office. He has also owned his own aviation consulting firm, and held numerous senior command and staff positions during a 33-year U.S. Air Force career.

"We are thrilled to be hosting this important keynote discussion at Drone World Expo, which will center around the challenges with implementation, timelines, industry involvement, and progress and successes from both industry and government," said Joel Davis, President, JD Events, producers of the event. "We look forward to hearing what is possible now and what lies ahead. This extraordinary panel will share the latest information on how drones can enhance our attendees' businesses today and what traffic management for unmanned aircraft will look like in the future."

Each day of Drone World Expo will kick off with a keynote presentation, followed by a full day of panels and case studies. The exhibit hall will be open 10 am – 6 pm on Tuesday, November 17 and 10 am – 5 pm on Wednesday, November 18 with a networking reception on the show floor the last hour of the expo each day.

Drone World Expo, the defining event for the commercial applications of UAS technology, will take place November 17-18, 2015 at the San Jose Convention Center.

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## Airbus Perlan Mission II glider soars into history



REDMOND, OR - The Perlan 2 glider, the world's first engineless aircraft designed to reach the edge of space, achieved its successful first flight in September in a historic moment about 5,000 feet above Robert's Field, the Redmond Municipal Airport in Oregon. This was the first test flight of the aircraft, which next year will attempt to set a new world altitude record for any airplane. The goal of this project is to open up a world of new discoveries related to high-altitude flight, climate change and space exploration.

"Airbus Perlan Mission II is a historic endeavour in the truest spirit of aviation's earliest pioneers," said Tom Enders, Chairman and CEO of Airbus Group. "The knowledge gained from this project will impact how the world understands and addresses climate change. But it will also help Airbus continue to innovate ways to fly higher, faster and cleaner, on Earth and possibly beyond."

The Perlan 2 glider was developed by The Perlan Project, a volunteer-run, non-profit endeavor headed by leaders in aerospace and engineering. It is supported by Airbus Group and a group of other sponsors that includes Weather Extreme Ltd., United Technologies and BRS Aerospace. "We're extremely excited about the successful first flight of the Perlan 2 glider," said Ed Warnock, CEO of the Perlan Project. "This marks a major breakthrough in aviation innovation, one that will allow winged exploration of the atmosphere at the edge of space and lead to new discoveries to unravel some of the continuing mysteries of weather, climate change and ozone depletion."

Jim Payne and Morgan Sandercock piloted the first flight, which was the first of many for the Airbus Perlan

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Mission II team as it prepares to soar the aircraft to the edge of space in Argentina in 2016. The Perlan 2 is a pressurized sailplane designed to ride air currents that, in certain mountainous regions near the north and south poles, can reach into the stratosphere. Next year's flights are expected to reach 90,000 feet, exceeding even the altitudes achieved by the U-2 and the SR-71.

Despite having no engine, the glider's true flight speed at that altitude will be more than 400 mph and the air density will be less than two percent of what it is at sea level. The crew will breathe pure oxygen provided by a rebreather system, similar to what astronauts use in space. In addition to its two-person crew, the aircraft carries scientific instruments to provide new insight into climate change and our upper atmosphere. Because it lacks an engine, Perlan 2 can explore the edge of space without polluting the atmosphere it will study, opening up human knowledge on several fronts:

- **Understanding Weather** – What happens at the highest levels of the stratosphere impacts weather around the globe, and Perlan 2 will be able to directly observe important atmospheric phenomena that previously have only been speculated about.
- **Predicting Climate Change** – Perlan 2 will collect and share data with atmospheric scientists worldwide, to improve climate models and more accurately predict climate change and its potential solutions.
- **Diagnosing the Ozone Layer** – Perlan 2 can take untainted air samples from the stratosphere to measure the levels of ozone-damaging chemicals and assess whether the ozone layer is replenishing or still depleting.
- **Future of Aviation** – Many of the high-altitude weather phenomena Perlan 2 will encounter have implications for aircraft performance and safety, especially as commercial aviation strives to operate aircraft at higher altitudes.
- **Future of Space Travel** – Perlan 2 will operate in atmospheric conditions roughly similar to those on Mars, providing insight into how wingborne aircraft could operate above the Martian surface.

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## Aircraft cabin interior market worth \$25.60 billion by 2020



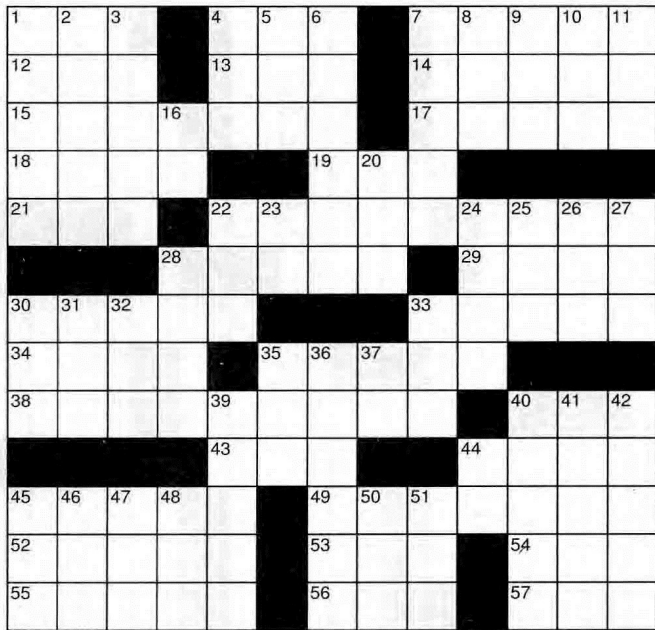
The report "Aircraft Cabin Interior Market by Product (Seating, Windows & Windshield, Cabin Lighting, IFEC, Galley, & Lavatory), Aircraft Type (NBA, WBA, VLA & BGA), Fit (Line Fit & Retro Fit) & Geography - Global Forecast to 2020" was released by MarketsandMarkets.

The market is projected to reach \$25.60 Billion by 2020, at a CAGR of 12.48% during the forecast period. The aircraft cabin interior market is classified into three major segments, namely, by product, aircraft type, and fit. The product segment is further categorized into seating, windows & windshield, cabin lighting, IFEC, galley, and lavatory. On the basis of aircraft type, the market is segmented into narrow body aircraft, wide body aircraft, very large aircraft, and business general aviation. The fit type segment is further classified into line fit and retrofit.

A number of factors such as growth in regional economies, increase in demand for air travel, and modernization of aircraft programs among others drive the aircraft cabin interior market. On the other hand, factors such as high amount of investment, alternative modes of transportation, and uncertain financial environment are restricting the growth of this market. However, increase in global air traffic and influence of low-cost airline carriers provides new growth opportunities for market players.

The wide body aircraft segment is estimated to hold the highest share of 46.75% in the aircraft cabin interior market in 2015, followed by narrow body aircraft segment that is estimated to account for a market share of 39.18% in the same year.

As of 2015, North America is estimated to hold the largest share of the Aircraft Cabin Interior Market, in terms of revenue, followed by Europe. The Asia-Pacific aircraft cabin interior market is expected to grow at a CAGR of 14.54% from 2015 to 2020, owing to rise in air travel in emerging economies such as China and India over the past few years. On the other hand, the aircraft cabin interior market in Latin America, the Middle East, and Africa are smaller in comparison to other regions, but they are witnessing significant growth during the forecast period, thereby becoming worthy market prospects.



**ACROSS**

- 1. "Inspect...rudder pedals and \_\_\_ brakes for operation and security." -*FAA-P-8740-15A*
- 4. "To and \_\_\_"
- 7. Time to start saving daylight
- 12. "The propellers built heretofore are \_\_\_ wrong." -*Orville Wright*
- 13. Backup tank, briefly
- 14. Apply glycol
- 15. Spruce Goose's maximum altitude (*November 2, 1947*)
- 17. Like military forces
- 18. "See? Nothing \_\_\_!" -*John King*
- 19. Adjust plugs
- 21. Compass letter
- 22. "Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity" -*Pilot/Controller Glossary*
- 28. 50 DOWN legibly



- 29. Kind of bar Buccaneers and Renegades avoid
- 30. "See the Inoperative Component \_\_\_ for adjustments to minimums due to inoperative airborne or ground system equipment." -*AIM 1-1-9*
- 33. "Oh, I have slipped the surly \_\_\_..." -*John Gillespie Magee, Jr.*
- 34. Inverted too
- 35. "The friendly \_\_\_"
- 38. First thing to tell Approach
- 40. Buddy
- 43. "Ensure that all applicable ADs have been \_\_\_ and properly recorded." -*FAA-P-8740-15A*
- 44. "Prismatically colored or whitish circle...with the sun or moon at its center." -*AC 00-6A*
- 45. Like Greenwich's meridian
- 49. "Night means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air \_\_\_." -*FAR 1.1*
- 52. Record flight time, again
- 53. NDB part

- 54. "I got \_\_\_!" -*Embry-Riddle student*
- 55. "An airplane can be overloaded by the installation of \_\_\_ radios." -*FAA-H-8083-25*
- 56. Arkansas' Magnolia Municipal ID (*or back then*)
- 57. Pacific elev.

**DOWN**

- 1. In terms of pilot usage, it's a non-sense
- 2. Devices first used to dampen cannon recoil, 1915
- 3. One-time owner of a Lockheed Jetstar named "Hound Dog II"
- 4. Type of marker
- 5. Dirt strip hazard
- 6. 21% of atmosphere
- 7. "At night...\_\_\_ the eyes to darkness prior to flight." -*FAA-H-8083-3A*
- 8. First transatlantic hot air balloon crewmember Lindstrand, 1987
- 9. Saint Helens' peak
- 10. "Encounters with structural \_\_\_ require immediate remedial action." -*FAA-H-8083-25*
- 11. Behaved like compass turning from south
- 16. UFO driver
- 20. B-17 nose designs
- 22. "We \_\_\_ what we repeatedly do." -*Aristotle*
- 23. Deke Slayton's age, as second-oldest astronaut in space (*Rom.*)
- 24. "Only one AWOS, \_\_, or ATIS will be licensed at an airport." -*FAR 87.527*
- 25. Operated
- 26. "The equal sign signifies the \_\_\_ of the TAF." -*AC 00-45E*
- 27. Trade-A-Plane contents
- 28. "Correct any excess \_\_\_ or looseness of...linkage or cables." -*AC 65-12A*
- 30. "Use a \_\_\_ bar." -*FAA-P-8740-21*

- 31. 9 DOWN clue's turbofan hazard
- 32. "Below" in NOTAMs (*AIM 5-1-3*)
- 33. Flying fertilizer?
- 35. First American military woman in space Helms, 1993



- 36. Rotax-powered Diamond
- 37. "All \_\_\_ and VR MTRs are shown." -*Sectional chart*
- 39. "The symbol for the ohm is the Greek letter \_\_\_." -*AC 65-9A*
- 40. First airline to fly the Boeing 747, 1966
- 41. Astronaut Shepard's
- 42. "All times are \_\_\_." -*Sectional chart*
- 44. First USAF Gen.



- 45. Word part before flight
- 46. Mexico's Reynosa airport ID (*or prehistoric king*)
- 47. "Seasonal change...occurs...because of the Earth's t- and its revolution around the sun." -*AC 00-6A*
- 48. "The downward deflected aileron...produces -e drag." -*FAA-H-8083-25*
- 50. Record repairs
- 51. Papa's predecessors

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## USA: Self-parking car technology lacks consumer trust



As automakers increasingly integrate self-parking features into new vehicles, Americans say they are not ready to give up control. According to a new survey from AAA, nearly 80 percent of American drivers are confident in their parallel parking abilities and only one-in-four would trust this technology to park their vehicle. Despite this, AAA testing found self-parking technology outperformed unassisted drivers in four key areas.

"Autonomous features, such as active park assist, are rapidly being introduced into new vehicles, yet American drivers are hesitant to let go of the wheel," said John Nielsen, AAA's managing director of Automotive Engineering and Repair. "While the vast majority of Americans say they would not trust self-parking technology, AAA found these features performed well in tests and warrants consideration of new car buyers."

In partnership with the Automobile Club of Southern California's Automotive Research Center, AAA tested self-parking features on five vehicles: a 2015 Lincoln MKC, a 2015 Mercedes-Benz ML400 4Matic, a 2015 Cadillac CTS-V Sport, a 2015 BMW i3 and a 2015 Jeep Cherokee Limited. Compared to drivers that manually parallel parked with the aid of a standard back-up camera, AAA found:

Drivers using self-parking systems experienced 81 percent fewer curb strikes.

Self-parking systems parallel parked the vehicle using 47 percent fewer maneuvers, with some systems completing the task in as little as one maneuver.

Self-parking systems were able to park a vehicle 10 percent faster.

Self-parking systems were able to park 37 percent closer to the curb.

"AAA's testing found that self-parking technology outperformed manual parking in number of curb strikes, number of maneuvers, speed and accuracy," said Megan McKernan, manager of the Automobile Club of Southern California's Automotive Research Center. "While Americans report feeling confident in their parallel parking abilities, this technology proves there is room for improvement."

While the tested self-parking systems performed well and parked quicker and more accurately than an unassisted driver, the technology is not without flaws. AAA found that some systems parked the vehicles exceedingly close to the curb, leaving wheels and tires vulnerable to scratches and costly repairs.

"AAA recommends that drivers leave six-to-eight inches between the vehicle and the curb when parallel parking," warned Nielsen. "With some systems leaving as little as a half-inch buffer, AAA urges automakers to increase this distance to prevent vehicle damage."

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## What to take to bed with you - not a joke.



Put your car keys beside your bed at night. If you hear a noise outside your home or someone trying to get in your house, just press the panic button for your car. The alarm will be set off, and the horn will continue to sound until either you turn it off or the car battery dies.

Next time you come home for the night and you start to put your keys away, think of this: It's a security alarm system that you probably already have and requires no installation. Test it. It will go off from most everywhere inside your house and will keep honking until your battery runs down or until you reset it with the button on the key fob chain. It works if you park in your driveway or garage.

If your car alarm goes off when someone is trying to break into your house, odds are the burglar/rapist won't stick around. After a few seconds, all the neighbors will be looking out their windows to see who is out there and sure enough the criminal won't want that. And remember to carry your keys while walking to your car in a parking lot. The alarm can work the same way there.

It could also be useful for any emergency, such as a heart attack, where you can't reach a phone. My Mom has suggested to my Dad that he carry his car keys with him in case he falls outside and she doesn't hear him. He can activate the car alarm and then she'll know there's a problem.

# No, You Do Not Have to Drink 8 Glasses of Water a Day

By Aaron E. Carroll



If there is one health myth that will not die, it is this: You should drink eight glasses of water a day. It's just not true. There is no science behind it. And yet every summer we are inundated with news media reports warning that dehydration is dangerous and also ubiquitous. These reports work up a fear that otherwise healthy adults and children are walking around dehydrated, even that dehydration has reached epidemic proportions. Let's put these claims under scrutiny.

I was a co-author of a paper back in 2007 in the BMJ on medical myths. The first myth was that people should drink at least eight 8-ounce glasses of water a day. This paper got more media attention (even in *The Times*) than pretty much any other research I've ever done. It made no difference. When, two years later, we published a book on medical myths that once again debunked the idea that we need eight glasses of water a day, I thought it would persuade people to stop worrying. I was wrong again.

Many people believe that the source of this myth was a 1945 Food and Nutrition Board recommendation that said people need about 2.5 liters of water a day. But they ignored the sentence that followed closely behind. It read, "Most of this quantity is contained in prepared foods." Water is present in fruits and vegetables. It's in juice, it's in beer, it's even in tea and coffee. Before anyone writes me to tell me that coffee is going to dehydrate you, research shows that's not true either. Although I recommended water as the best beverage to consume, it's certainly not your only source of hydration. You don't have to consume all the water you need through drinks. You also don't need to worry so much about never feeling thirsty. The human body is finely tuned to signal you to drink long before you are actually dehydrated.

Contrary to many stories you may hear, there's no real scientific proof that, for otherwise healthy people, drinking extra water has any health benefits. For instance, reviews have failed to find that there's any evidence that drinking more water keeps skin hydrated and makes it look healthier or wrinkle free. It is true that some retrospective cohort studies have found increased water to be associated with better outcomes, but these are subject to the usual epidemiologic problems, such as an inability to prove causation. Moreover, they defined "high" water consumption at far fewer than eight glasses.

Prospective studies fail to find benefits in kidney function or all-cause mortality when healthy people increase their fluid intake. Randomized controlled trials fail to find benefits as well, with the exception of specific cases — for example, preventing the recurrence of some kinds of kidney stones. Real dehydration, when your body has lost a significant amount of water because of illness, excessive exercise or sweating, or an inability to drink, is a serious issue. But people with clinical dehydration almost always have symptoms of some sort.

A significant number of advertisers and news media reports are trying to convince you otherwise. The number of people who carry around water each day seems to be larger every year. Bottled water sales continue to increase.

This summer's rash of stories was inspired by a recent study in the *American Journal of Public Health*. Researchers used data from the National Health and Nutrition Examination Survey from 2009 to 2012 to examine 4,134 children ages 6 to 19. Specifically, they calculated their mean urine osmolality, which is a measure of urine concentration. The higher the value, the more concentrated the urine. They found that more than half of children had a urine osmolality of 800 mOsm/kg or higher. They also found that children who drank eight ounces or more of water a day had, on average, a urine osmolality about 8 mOsm less than those who didn't. So if you define "dehydration" as a urine osmolality of 800 mOsm/kg or higher, the findings of this study are really concerning. This article did. The problem is that most clinicians don't.

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I'm a pediatrician, and I can tell you that I have rarely, if ever, used urine osmolality as the means by which I decide if a child is dehydrated. When I asked colleagues, none thought 800 mOsm/kg was the value at which they'd be concerned. And in a web search, most sources I found thought values up to 1,200 mOsm/kg were still in the physiologically normal range and that children varied more than adults. None declared that 800 mOsm/kg was where we'd consider children to be dehydrated.

In other words, there's very little reason to believe that children who have a spot urine measurement of 800 mOsm/kg should be worried. In fact, back in 2002, a study was published in the *Journal of Pediatrics*, one that was more exploratory in nature than a look for dehydration, and it found that boys in Germany had an average urine osmolality of 844 mOsm/kg. The third-to-last paragraph in the paper recounted a huge number of studies from all over the world finding average urine mOsm/kg in children ranging from 392 mOsm/kg in Kenya to 964 in Sweden.

That hasn't stopped more recent studies from continuing to use the 800 mOsm/kg standard to declare huge numbers of children to be dehydrated. A 2012 study in the *Annals of Nutrition and Metabolism* used it to declare that almost two-thirds of French children weren't getting enough water. Another in the journal *Public Health Nutrition* used it to declare that almost two-thirds of children in Los Angeles and New York City weren't getting enough water. The first study was funded by Nestlé Waters; the second by Nestec, a Nestlé subsidiary.

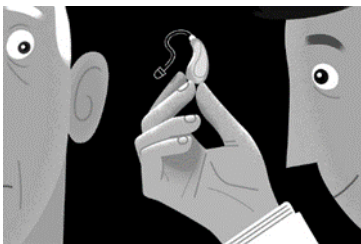
It's possible that there are children who need to be better hydrated. But at some point, we are at risk of calling an ordinary healthy condition a disease. When two-thirds of healthy children, year after year, are found to have a laboratory value that you are labeling "abnormal," it may be the definition, and not their health, that is off.

There is no formal recommendation for a daily amount of water people need. That amount obviously differs by what people eat, where they live, how big they are and what they are doing. But as people in this country live longer than ever before, and have arguably freer access to beverages than at almost any time in human history, it's just not true that we're all dehydrated.

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## The Hurdles to Getting Hearing Aids

By Jane E. Brody/The New York Times



At a chamber music concert in Woodstock, N.Y., I noticed the hearing aids discreetly tucked behind the ears of the man sitting in front of me. Intrigued, I asked about them, knowing that, with tinnitus and diminished hearing in one ear, the day would come when I will need such a device. He gently removed one to show me the tiny receiver that fits in his ear, attached by a very slender tube to the small, flesh-colored behind-the-ear case that housed a miniature microphone, amplifier and battery. Manipulating the tiny aids requires some dexterity, he said, "but they're a lot more comfortable than the first aids I had, which felt like peanuts stuck in my ears."

His name was Mark Hammel and, as a practicing psychologist with what he calls a "biopsychosocial approach to health," he told me he has far too often treated people whose lives could be much improved by hearing aids but who don't wear them. The reasons are many, including the "unfortunate fact that audiologists using hearing test cutoffs sometimes tell people they don't need a hearing aid yet, even though functionally they do," he said. Hearing loss is usually gradual, and people often fail to recognize when it becomes severe enough to warrant hearing aids. Some deny that they have a problem, and instead accuse others of mumbling when they know people are talking but can't understand what is being said. Still others regard hearing aids as unattractive devices that make them feel and look old in a society that prizes youthfulness.

However, Deborah Touchette, an audiologist and owner of the Paradise Hearing & Balance Clinics in California, said, "What many people with hearing loss don't realize is that the signs of the untreated hearing



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loss are more noticeable to others than hearing aids.” But perhaps the more important reason people fail to get hearing aids when they are needed is the cost, which is rarely covered by insurance and not at all by Medicare, unless the device is for a child. Properly fitted, up-to-date digital aids for both ears, like those Dr. Hammel wears, cost thousands of dollars. (His were \$5,600, which is fairly typical.) Many people, especially older people living on fixed incomes, can’t afford them and can’t understand why such a basic health need is overlooked by private and government insurance. (The same lack of insurance coverage is often true for eyeglasses, incidentally.) “It’s so preposterous,” Dr. Hammel said. “Knee replacements, shoulder replacements, organ transplants, which can cost tens of thousands, are covered, but not hearing aids. Are you kidding me?”

When I checked the Medicare.gov site, I found that Part B, which is intended to cover medically necessary and preventive services, “covers diagnostic hearing and balance exams if your doctor or other health care provider orders these tests to see if you need medical treatment. Medicare doesn’t cover routine exams and hearing aids or exams for fitting hearing aids. In 2015, you pay 100 percent for routine exams and hearing aids. You also pay 20 percent of the Medicare-approved amount for the doctor’s services for covered exams, and the Part B deductible applies.” This is the financial dilemma now facing an aging population in which one adult in five – nearly 50 million Americans – has hearing loss, double the number since 2000 and likely to keep growing, according to the Hearing Health Foundation. By the foundation’s calculations, the number of people with hearing loss exceeds that of people with Parkinson’s disease, epilepsy, Alzheimer’s disease and diabetes combined.

It is also not unusual for people to purchase hearing aids that then spend all or most of their time in a drawer. Partly this results from a common misconception: Unlike eyeglasses, which can usually give the user something close to 20-20 vision, hearing aids do not restore normal hearing. They simply amplify sounds – all sounds, not just the ones the wearer wants to hear — and they become less effective the farther you are from the sound source. Still, they are far better than not being able to hear and becoming increasingly isolated as a result.

With modern digital hearing aids that are properly fitted and adjusted, the volume and the kinds of sounds the wearer hears can be modified, amplifying only the sounds needed to improve the person’s hearing. Here’s a case in which bargain shopping really doesn’t pay. As a friend told me, “The aids my grandmother could afford were so awful she didn’t use them. But my mother paid for much better ones and now she wears them all the time and is thrilled with how much better she can hear.”

Modern aids can also be synchronized wirelessly with Bluetooth to a smartphone. Some have a directional microphone, enhancing the audio signal in front of the user more than sounds coming from the sides. Some aids can also be fitted to improve hearing in the increasing number of theaters, sports arenas, and concert and lecture halls equipped with hearing loops. (A hearing loop is a thin copper wire that radiates electromagnetic signals, which can be picked up by a tiny receiver built into most hearing aids and cochlear implants.)

There are many types of devices, each with its own pros and cons. Some fit completely in the ear, others behind the ear. Some fill the ear canal, others only partly. Prices for one aid range from about \$1,200 to \$2,800, although people with bilateral hearing loss (usually everyone with an age-related problem) do better with aids in both ears. The cost should include the fitting and one or more adjustments. Check the Consumer Reports buying guide for detailed information at [www.consumerreports.org/cro/hearing-aids/buying-guide.htm](http://www.consumerreports.org/cro/hearing-aids/buying-guide.htm).

Critical to being properly fitted is to be examined first by a medical doctor, preferably an ear, nose and throat specialist, who can check for correctable medical conditions like impacted ear wax. Next is a thorough audiological exam, conducted in a soundproof room, that checks each ear for the ability to hear consonants and whole words. If an aid is deemed necessary, the audiologist should discuss your various hearing needs and situations that you find most challenging, and describe the different options and costs. Finally, after getting the selected aids, practice using them is critical, with return visits to the prescriber for needed adjustments.

# LETTERS

**BARRY BICKLE**—Lake Forest, FL

Here is the background to DC-6 story. May, 1964, I had been on the line about 2 weeks when I flew a trip with Captain Larry Towel out of Chicago. We had a 2-hour layover in EWR and went to the employee cafeteria for lunch. We ended up in line behind 2 MOHAWK pilots. Captain Larry engaged these guys in conversation and soon there was much laughing and gesturing. Finally, Larry and I sat down to eat and he told the story saying that this MOHAWK crew had seen the outside portion of the event.

As a reminder of DC-6 days, the main cabin door escape slide was simply a canvass chute with 2 nylon strap handles on either side close to the bottom. Also, there was an escape rope that could be pulled out of the upper door frame. The escape slide would be attached to the door frame area with long nylon straps after the agent closed the main cabin door. It was the Flight Engineer's job to check that the straps were properly attached.

So, after engine start, the salute, and selecting the flaps to T/O position, the F/E would go check the slide. One thing to remember from that era was that you ALWAYS wore your uniform hat.

Now the event. Engines were started, flaps set and a clearance to taxi to RW29. The new engineer (2 months senior to me) puts on his hat and departs to

"check the slide." Just after he leaves the cockpit, the phone rings which the Captain answered, the "stewardess" reports the slide strap is caught in the door and she can't get it attached. Captain says no problem, F/E is on his way, he will fix it. Captain hangs up phone and continues to taxi without telling the F/O who starts the pressurization process by closing his sliding window. Meanwhile back in the cabin, the F/E is pulling on the strap trying to free it from the door. Unable to do so after several attempts he decides to open the door, "just a little" to free the strap. Captain Larry and the F/O recognize this because of the change in pressurization, but they are busy with engine run up on engines 3 & 4. Back in the cabin, when the door locks released, the door popped open and said engineer's hat flew off and landed on the ramp. Now think of the F/E thought process. On probation, cardinal rule, THOU SHALT NOT EVER BE WITHOUT THY HAT WHILE IN PUBLIC VIEW, plus, it's worth \$18.75 on the payroll deduction plan.

Now the view from the MOHAWK crew. They see the main door open, a pilot, in uniform, pulls the escape rope down from the door frame, and slides down to retrieve his hat. He returns to the rope and starts the hand over hand climb back up to the door, but since timing is everything, he starts climbing just as the guys in the cockpit start the run up on engines 1 & 2. The result is, as described by the Mohawk crew, a ballet of sorts, with said engineer swinging in the breeze. Also, with the pressure of the prop wash, the "stewardess" was not able to hold the door open without the aid of 2 male passengers to hold open the door and assist the FE back into the cabin.

End of story as it was told to me. Hope you enjoy.

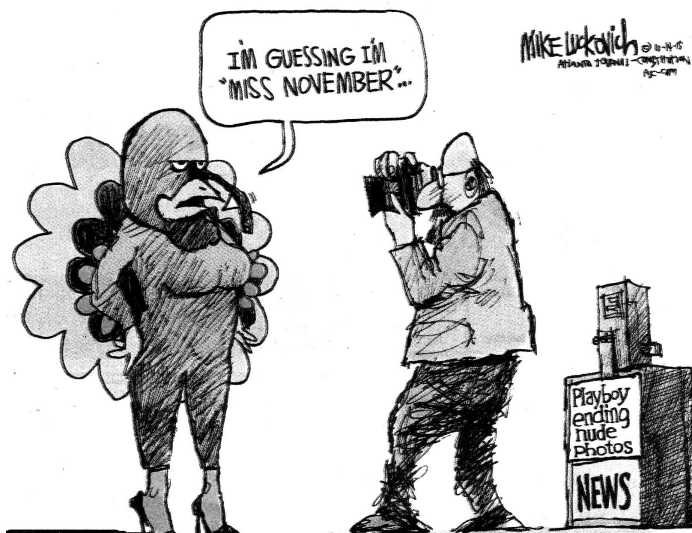
**RICH BOUSKA**—Livermore, CA

Another year, another letter. We didn't get all that much snow here in Northern California last winter, but I still managed to get in 12 days of skiing at Sugar Bowl.

We have a nasty wood pecker trying to make Swiss cheese out of our house in Soda Springs. Anyone know how to get rid of the little sucker? He is never around when I'm out with the gun.

We were on last year's RUPA Cruise through the Panama Canal. We had a good group, 35, to travel with and went from Fort Lauderdale through the

## Happy Thanksgiving



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Canal to San Diego, with many stops in between and a total of 16 days of travel. We are already booked for the next RUPA Cruise which is a 10 day cruise from Boston to Montreal. You can find more information about that cruise elsewhere in this issue; we hope many of you can see your way to join us on this cruise.

Unlike some parts of the country, California is suffering from a severe lack of water. To keep my yard green, I purchased a 210-gallon water tank for my pickup and hauled 28,000 gallons of recycled water from the sewer plant to the house here in Livermore. The water is free and it saves the city from having to pump it over the hill to San Francisco Bay. We also saved 2,600 gallons of wash machine water which went to water my citrus trees.

We go every year to the 310<sup>th</sup> Bomb Wing Reunion. This year it was held in Dayton Ohio. We flew B-47's in the 310<sup>th</sup> and there is a beautiful 47 at the Air Force Museum at Wright Patterson AFB. Besides touring the Wright-Patt Museum, we visited all the Wright Brothers shops and museum to reacquaint ourselves with the origins of flight.

United now has a new CEO. He talks a good line; let's just hope he can come through with some positive action. We've been down that road before.

Well, this is my 80<sup>th</sup> year, still running on the original parts God gave me. I hope they last a little longer so I can do this again next year.

Thanks to Cleve, Leon and Cort for all they do for us. Check to Leon. *Rich*

**NEIL BRETTHAUER**—Marco Island, FL

Time rolls swiftly along and it's time for the RUPA dues to be paid and the annual update to be submitted. I never imagined that my big reward for surviving fifteen years past the mandatory age 60 retirement would be that I won't have to take my shoes off for the TSA anymore!

Vicki and I started the year by taking a wonderful cruise out of Miami on NCL's "Getaway" through the eastern Caribbean. A highlight was lunching at Sunset Beach on St. Maarten watching KLM's -400 land as we sat only a few yards off the end of the runway and just off the centerline.

In June, we attended the annual Cleveland Crazies reunion and, as usual, enjoyed reconnecting with members of the best domicile the real United ever had. We spent part of the summer at our digs in

Palatine, IL but also returned to Marco for the 4<sup>th</sup> of July festivities and a few days in Key West with good friends. It was then back up north and some time in Traverse City, MI visiting some of our old cruising haunts around that part of Lake Michigan. It is much cheaper by auto than by the old 40 foot Tollycraft.

My health remains quite satisfactory; no by-passes, no artificial joints, no excess aches and pains. I did have the cataracts removed from both eyes and with the installation of new multi-focal lenses, I now have 20/20 vision again. What a treat to give the glasses to the Lions Club!

Again, my heartiest "Thank you" to all the great volunteers who give of their time to make RUPA the great organization it is. I still rank the "RUPANEWS" as my favorite monthly magazine. Regards, *Neil*

**JIM DOWD**—Stuart, FL

Hi Leon, you and Cleve are priceless on behalf of RUPA. Many thanks from the bottom of my heart. Too bad we didn't go through Marana at the same time!

Due to dealing with the blood disorder MDS we did not go to our summer digs in Montauk, NY, plus are also dealing with the Florida heat and humidity for the entire summer for the first time. Not fun!

Best regards, *Jim*

**HERB GIEFER**—Evergreen, CO

Hard to believe that it's been 12 years since I last set the parking brake on a B777.

Retirement has been good - very enjoyable & busy. Skiing (still pretty good), golf (not that good), riding my Honda Shadow 750 and my mountain bike, keeping the big yard in shape and messing around with the grandkids keep me out of trouble....mostly.

Highlight of the past year was a week in an ocean-front villa near Tulum, Mexico with all the kids & grandkids....11 of us.

Last year we attended the 50 year reunion of my Navy squadron, VP-42, in Pensacola, FL. The aviation museum there is awesome...see it if you haven't.

Hoping that UAL's new CEO can turn things around. Thanks to all the RUPA workers.

Cheers, *Herb* EWR DEN ORD JFK IAD SFO

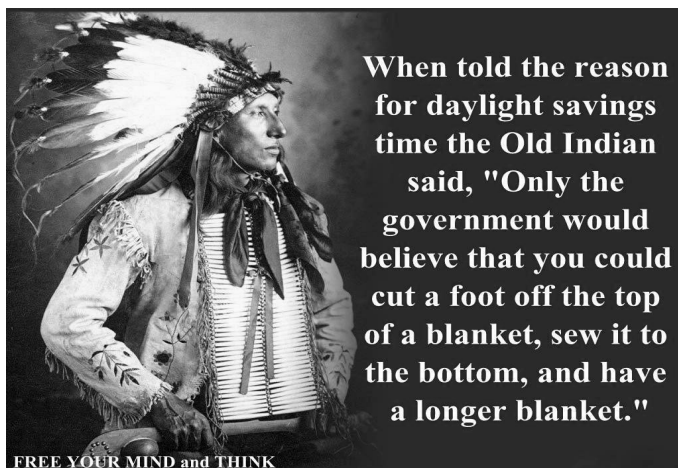
**BOB GILLETTE**—Stone Lake, WI  
Boy, another year has gone by. They keep picking up speed! I'm not even sure I sent an update last year. (Sorry if I had you worried!)

We're both doing good, with just minor aches. I'm still flying the Maule, and a 75 year old (built the month of my birth) Luscombe. We have our own 2,400 foot runway back in the woods five miles south of Stone Lake. We don't plow it during the winter, so I have hydraulic wheel/skis for the Maule in winter. (You can see the runway on Google Earth) The hangar has LAKEWOOD LODGE written on it for the lost pilots.

The Summers are a busy time with maintenance of the airport, and the log/stone buildings on this old retired resort, but we try to get out flying an hour or two a week. I'm still president of our local EAA Chapter and fly Young Eagles whenever I get a chance.

During a couple of months in early Spring we try to get out to Southern CA to work on the old Jaguars, and Volvo, that we left there when we retired and moved to Wisconsin. That gives us a chance to get out of the snow and thaw out a bit. One of the highlights of the time in Long Beach is a chance to attend RUPA Luncheons in El Segundo and Dana Point! It's great to have a chance to visit with old friends. We live in North Central/Republic/North West/Delta territory, so there are no United pilots that I know of in the area. Our nearest "Luncheon" is in Chicago, although Judy and I have them quite often, alone, right here at "Lakewood Lodge."

The L.A. traffic and rat race, along with the increased travel hassle has prompted us to buy the old fire house in Stone Lake. We plan to use it as a place to work on and store the cars, so we will eventually move everything closer to home.



**When told the reason for daylight savings time the Old Indian said, "Only the government would believe that you could cut a foot off the top of a blanket, sew it to the bottom, and have a longer blanket."**

FREE YOUR MIND and THINK

We host our EAA Chapter Picnic here in September. It is a four day event (Sept. 10-14 this year), and is open to anyone interested in aviation. We have a campground, so if you're in Northern Wisconsin at that time, and need an "airplane fix," stop for a free burger and beer, and a lot of hangar flying! The airport I.D. is 14WS.

Once again, thanks to Cleve, and all of the workers who make this publication happen. I always check the last page first, to make sure my name isn't there! I'll have my Secretary (Judy) send my dues.

**Bob & Judy** (Mostly LAX)

**H. DAVID HARRIS**—Crystal Lake, IL.  
Quoting Charles Dickens concerning this last year, "It was the best of times it was the worst of times, it was the season of light it was the season of darkness."

"IT WAS THE BEST OF TIMES." Kathy and I were married 50 years on October 10, 2014. We celebrated by flying all the family out to Arizona for a week of fun and adventure. We rented a Casita at the Hilton Squaw Peak, rented a 14 passenger van, visited the Grand Canyon, rode horseback through the mountains and dined exquisitely on Waygu beef at the Marriott Phoenician. It was the best of times: our two children their spouses plus six grandchildren.

"IT WAS THE WORST OF TIMES." In December our fine and accomplished son John was hospitalized briefly for pneumonia and bronchitis. He was released from the hospital after three days and given a clean bill of health; even though his blood tests showed elevated Troponin levels. He was never treated for heart problems or heart damage or discharged with any heart medications. John resumed his busy life as a VP and director of an international company.

The morning of February 10<sup>th</sup> we received the phone call no parent ever wants to hear. Our sweet, accomplished son, husband and father of four had passed away suddenly from a heart attack.

Nothing seems right with the world ever since. Sadness and grief abounds. We are just sleep walking through life now. Wonderful friends have supported and sustained us as much as humanly possible. Grandkids from both sides keep us going. John's wife Laura is amazing caring for the fatherless household and four children ages 17-8.

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Kathy has had three non-life threatening surgeries since, adding to the pressure. The stress put me into the hospital in March with A-Fib. It has been a very difficult year to say the least. Our United RUPA group here in Crystal Lake and the Chicago area has been a bright light in the storm of grief. For that I am thankful. Keep up the *RUPANEWS*, read it cover to cover.

*Dave*, ORD-DTW-ORD, 1965-2003

**DAVE HOYT**—Stuart, FL

September marked 15 years of retirement and one full year as a full-time resident of FL. Ellie and I bought a house in the "Summerfield" community in Stuart, FL. A golfing community that I was looking forward to, but due to my second back operation in 3 years have had to give the game up. The latest operation was very involved and the Dr. said that golf would be the worst thing I could do for the lower back. Two doctors did the work stating it was the most difficult one either had done in the last 6 months. The very excruciating pain I was in: read barely able to walk, sit, or sleep has been a 100% reversal. Thank God for the results. Just no golf = very strict discipline not to. However, a couple of RUPA buddies suggested just 10 golf balls and the putter to the practice green. Will see. Right now I am gun-shy to even put a club in my hand and am content watch matches on TV.

I thought the move to Florida from Connecticut would be utopia. Not so as my wife is having a very difficult time adjusting and she is not a happy camper. We had a deal for her to give it 2 years and with 14 months here, no progress. Oh well...Time will tell and I hope next year's news will be happier on the Florida move. If not, always other options.

*Dave*

**JIM HUFF**—Vancouver, WA

In January my wife Vera (Stewardess class of Aug '54, Cheyenne, WY.) fell out of bed in our condo on Molokai, resulting in a severe concussion and fractured tail-bone. After three trips to E.R. on Molokai, she was Life Flighted to Queen's Hospital on Ohau. I had called our daughter, Deborah, in PDX to come help out. She arrived at Queen's from PDX about one hour after Vera got there. They spent five days getting numerous exams and tests from many fine physicians (mostly just out of med-school). Fortunately, there was no severe brain damage, but

some minor paralysis and loss of balance. Initially, extreme hallucinations while on Molokai, and the first few days at Queen's, which, after recovery she remembers distinctly. After returning to Molokai she had to use a walker, then after several weeks of physical therapy, a cane. By May, after our return to our home here in Vancouver, she was still using a cane, but by mid-August she was back to completely normal. She is back playing golf (where she "out-drives" most of the men including myself) on our home course here at FairWayVillage.

Just returned from services in DFW for my 104 year old aunt Ebby Halliday, who starting there in 1945 turned a one woman residential real estate office into the largest privately owned Realty in the state of Texas, and 10<sup>th</sup> largest in the nation. The 70 year old company, which has 1,700 sales associates, worked on 19,200 transactions in North Texas last year with a sales volume of \$6.64 billion. At her memorial services at Park Baptist Church on Northwest Highway there in Dallas, there were "thousands" in attendance. One of the remembrance speakers was former First Lady Mrs. Laura Bush, whose mother-in-law Barbara Bush said "Ebby is the First Lady of Dallas!"

Due to the changes made by "Continental" to our pass policy, I lost 26 years of "pass boarding priority" it took us 13<sup>1/2</sup> hours to get from SFO to PDX on our return from DFW via SFO.

I will celebrate 26 years of retirement on 10-28-15. I'm in pretty good shape, for the shape I'm in!

Glad to see my friend, and former F/E for me on the 727 is our new RUPA President!

"Mahalo" to all previous and present RUPA officers, and numerous volunteers for their services to RUPA. Best regards, *Jim*

**GEORGE JOHNSON**—Seattle, WA

This past year has gone well for the Johnson household. We decided in May to sell our sailboat to our next-door neighbor. (They are still speaking to us!!) We went to the "dark side" and now have a power boat. After a cruise to the San Juan Islands in July, we decided to keep the boat at Friday Harbor year around. We now have a mission for the airplane! It's a 15 minute walk from the airport to the dock.

In July we celebrated our 50<sup>th</sup> wedding anniversary, guess I wasn't a real airline pilot!

I did a Flight Safety recurrent in the Lear in July.

Also have done some contract trips in a Cessna 560XL.

We are really proud of our Grandson, Eddie, he made the Ohio State Marching Band after his fourth try!

Thanks to all the volunteers whot keep RUPA going. Dues paid on line.

*George & Veronica*

JFK, EWR, CLE, ORD, SEA, DTK, SFO

**TED KRYDER**—White Pine, TN

Greetings to all my fellow pilots. I got my CFI renewed in Aug...halleluia! Really proud to be 83 as of October 1 and still do what I have always loved to do. Laura and I travel back & forth between Raleigh NC and White Pine Tn. Life is grand life is great life is good! No time to be sad or angry, just enjoy each day as it comes.

Another year has FLOWN by.....at least time is in our line of work! I don't take any meds, can still do my farm work and help Laura take care of all her daughters....you know how needy girls are ! Ha Ha!

I have my twin engine for sale because we choose to take the low road instead....easier, cheaper, and frankly we stop a lot to see the sights!

I did do a co-pilot fly last week from Morristown to Lakeland Florida and had a super duper time. Seemed strange to have a schedule but it was brief & blissful!



Thanks for keeping us all in the loop...I read the *RUPANEWS* from cover to cover & then some!

May we always have a tailwind! The check is in the mail! *Ted*

**MRS. JOAN LEONARD**—St. Charles, IL

It is with regret that it has taken from January 2007 until now to thank you all for the love and support extended to me and my family after Bob's passing, but at the same time I write with gratitude to have the *RUPANEWS*, keeping me in touch with Bob's co-workers and buddies,

many of whom I know and enjoy reading their news.

As many of you know, St. Charles River Corridor Foundation was a big part of Bob's life along with UAL. The Foundation established an annual Bob Leonard Walk/Run event culminating in the dedication of a bronze sculpture by artist Bob Wilfong entitled "If I Could But Fly."

<https://www.stcharlesil.org/5184> and [stcrivercorridor.org](http://stcrivercorridor.org).

Thank you for the memories, United friends!

*Joan and family*

**MIKE LOYD**—Fair Oaks, CO

The number 89 keeps popping up in the household, its either my age, IQ, or body temp. Before I changed my last name, it was Lojovich, just to upset some of you older jocks. I wear a black baseball cap, and inscribed in front it says World War II Veterans. The comment from many is "U were in WWII?" "My reply is, "It's my father's cap."

My bride and I have 5 kids, 9 granddaughters, and 4 grandsons. Many have Masters and one has two. I worked hard for a high school diploma but in 1943 I got my draft notice and 1 Jan 1944, I was in Navy boot camp. I spent a couple of years on the battleship Alabama. In the Pacific we operated out of Ulithi Islands, our biggest operation was bombarding Okinawa. I was discharged 1946 and used the GI Bill to learn how to fly. I ended up with an ATR, and my certificate number is 743737. I flew the 737 for many years, retired off of it, and liked the 4 or 5 takeoffs and landings a day.

If you aviators are in da neighborhood, drop in, the drinks are very cheap. *Mike*

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**JOHN G. POWERS**—Seattle/Palm Desert  
"I am what I am, but ain't what I used to be," a  
Waylon Jennings lyric that I identify with.

My skis have been sitting in a Mammoth Lakes  
locker for the last two (three?) years, tennis racquets  
got donated, hiking shoes gather dust, bicycle will  
not go up hill. Closed my log after retirement flying  
with 450 glider flights as CFG and 1,875 Pawnee  
flights towing gliders. Last glider flight was check-  
out in a 40 to 1 glider, where the pilot is laid out at  
about a 30 degree angle tennis shoe to ball cap. Af-  
ter roll out as I struggled to exit, my exertion appar-  
ent, young fellow of 55/60 came by to help me get  
out.

Having said that, life is good. More time at the li-  
brary, read all of David McCullough's books, his  
latest "The Wright Brothers" was most enjoyable.  
Summers are spent in Seattle where the children,  
grandchildren reside. Winters are enjoyed in Palm  
Desert with the lovely Karin. My post tennis pas-  
sion is duplicate bridge, two or three times a week  
and once a month the *RUPANEWS* for which I say  
"thank you" to those who make it happen.

*John*, 1955 - 1989

**PAT SHEEHY**—Cupertino, CA

Well, I haven't written for a couple of years now so  
I want to report that I am in fine health 15 years out  
from setting the parking brake for the last time.

Travel is a little more limited now except for the  
occasional trip to visit grandkids in Denver and re-  
latives in Honolulu. I did just get back from a walk-  
about in the west of Ireland with a hiking buddy.  
John and I went through Chicago SA and even got  
first class to Shannon. One good thing has come  
out to the merger – many more European destina-  
tions. There being the drought in California, we  
enjoyed hiking in the rain and taking long showers.  
Oh, and the Guinness really is better in Ireland. The  
return 18 days later was back to reality – middle  
seat in coach through Newark to SFO.

So thanks to all of the RUPA volunteers, and espe-  
cially to Cleve and Leon for their service longevity.  
Best of health to all. *Pat & Pauahi*

**CURLY SLOBODIAN**—Ellensburg, WA

Hello Leon; My dues check is in the mail and once  
again, thanks to all of you involved for the fine job  
you do!

Having just passed 18yrs in retirement, we seem to  
be missing the Airline environment less and less—  
particularly for what has been happening lately!  
One day we may try to get on an airplane again, but  
in the meantime we are enjoying our travel trailer,  
much less confusion.

This year's highlight was a three week trip to Cana-  
da in late July visiting relatives in Lethbridge, AB.,  
several places in Saskatchewan and ending up in  
Brandon, Man to visit Annette's sister before head-  
ing home. The main reason for the trip was to at-  
tend the 50<sup>th</sup> Anniversary of the International  
Ukrainian Festival held in Dauphin, Man the first  
weekend in August—three days of perogies, cab-  
bage rolls and beer helped us enjoy the fantastic  
music, costumes and dancing. Most of the enter-  
tainers were from Canada, but there were two  
groups from the Ukraine as well. Overall, it was a  
spectacular event, and we came away with mixed  
emotions –feeling great about the event, but feeling  
sorry for what the Ukrainian people are going  
through right now. This hits home, as we have over  
fifty relatives over there, and we keep in fairly close  
contact with a lot of them!

Overall, the trip was uneventful, but we did have  
some excitement. The second day out, while in the  
RV in Lethbridge, the campground attendant came  
banging on our door to advise us that our daughter  
had just called and said our property back home was  
on fire. As half of Eastern Washington seemed on  
fire when we left, we were on pins and needles till  
we were able to call her back. Thankfully, the fire  
started adjacent to some recreational property North  
of Spokane and the wind was blowing the fire away,  
no damage done!!

That's it for this year. If anyone is thinking of visit-  
ing Canada, now is the time—we enjoyed a 26%  
exchange rate. Being a cheap, *frugal Ed*, airline pi-  
lot, the beer and gas were more affordable!

Regards to all, *Curly* (SEAFO)

**AL SNOOK**—Parker, CO

Hi Cleve, I do this so seldom that I am not really  
sure if it won't get lost in that "cloud" they talk  
about all the time. No big deal either way, but I did  
send my check to Vineburg so I can continue to re-  
ceive the *RUPANEWS*. Great magazine which I  
read from cover to cover every month. I can't be-  
lieve it has been 15 years since I retired except  
when I see that I have lost 15 years of seniority for

travel. ☹

My wife, Marcia, and I celebrated our 50th wedding anniversary this year.....the woman is a saint..... and headed for Kauai to celebrate. Been fighting a battle with urothelial (bladder) cancer for almost 20 years now and still on this side of the grass. I got lucky and got in a study at the University of Colorado Cancer Center last month that is designed to fight the type of cancer I have so they “run” my life for the time being, but I am very positive about its possibilities for lengthening my life. ☺

I keep as busy as I want to be mostly with volunteering at our church here in Parker.....teach Sunday School to 4/5th graders; confirmation to 6th graders; Men’s Bible Study to a group of 10-15 men in our church; take meals to the shut-ins. After almost six years I have stepped down as Secretary for our DEN Nest of Birds of a Feather (an AA meeting for recovering pilots) and I miss the guys and gals already, but it just got to be too much for me as I fight my “health battles.”

Been in Boy Scouts now for 37 years here in Parker and have loved every minute of it, but mostly work with Life Scouts who are working on their Eagle Project trying to reach that rank of Eagle Scout that is so coveted in the Scouting Program. Colorado is a great place to be a Scout.

Thanks to all of you who make this organization run so smoothly and work so hard for the rest of us.  
Best regards, *AL*

**JOE UDOVCH**—Laguna Hills, CA

Hi to all my RUPA compatriots and especially our



hard working officers and *RUPANEWS* editor, Cleve Spring.

My number 79 coming up in November, and just like everyone says it doesn’t get any easier growing old these days. I am still slowly recovering from my broken and replacement hip surgery as a result of a bicycle accident over a year-and-a-half ago, but at least I can move around now without the use of a cane as a result of getting some exercise doing regular swimming. I am encouraged by the progress related to me by Jack Frisch, one of our regular DANA POINT Luncheon attendees, who pretty much had the same surgery and reports that he has gotten back on the bicycle and skis, which is my goal as well.

Here in California, we are lucky to have a beautiful shoreline and the festivals which occur in the various harbors along the coast. My eldest daughter, Cathy, had her milestone 50<sup>th</sup> birthday in September, and so we took two of my daughters and grandkids on board one of the Sailing vessels during the DANA POINT TALL SHIPS PIRATE BATTLE festivities, wherein the various vessels fire at each other with dummy cannons while sailing outside the harbor. These Pirate Battles start firstly in San Diego, and move up the coast to Monterey and possibly San Francisco, and were particularly noteworthy to me, because if I had tried to board with a cane, I would not have been allowed, and so just had to be sprightly enough to jump between ships at dockside.

During the Labor Day Holiday, we traveled to the Bay Area, staying a few days in Oakland and a few in San Rafael. The reason for the trip was to connect with family and friends who were also celebrating milestone birthdays. Because it was a special time for everyone, we decided to go to Berkeley and Alice Waters’ famous restaurant, Chez Panisse, where we were properly wine and dined.

Because we needed to also visit with my Cousin Joe in Sonoma (we were both named after the same uncle, common in European countries), we shifted base of operations to the West Bay side of the Richmond-San Rafael Bridge. There, we also visited with our “favorite attorney” J.R. Hastings, who also attends regular RUPA Luncheons in Petaluma. I had both my eldest, Cathy, and youngest daughter, Carynn, who is a very lively disabled Down Syndrome individual along on that trip, and besides exploring the Mission in Sonoma, we were headed up



to Santa Rosa to visit the Charles Schulz Museum. Sparky Schulz, of course, is the creator of the Peanuts comic strip, and an interesting guy in his own right, having been a hockey player, and building his own ice rink for all the locals to use. I grew up reading his cartoons and the always entertaining Snoopy, the World War I Flying Ace and his battles with the Red Baron. For those of you living near Santa Rosa, there is more to do than visit all the great Sonoma/Napa/Mendocino wineries, and although I had my share of wine during the visits, both of my daughters are non-drinkers and so we did not do the winery tours on this trip. And one of the nice things about our visit with Jim Hastings was the fact that he had the opportunity to meet my daughter Carynn and to understand why we consulted with him in the first place for his lawyerly advice on how to structure my Trust to protect my family.

Phyllis Cleveland's updates on retiree benefits and medical news are greatly appreciated. As a matter-of-fact, kudos and thanks to all the volunteers who keep RUPA going. Cheers, *Joe*

**MIKE WARDE**—Plantation, FL

Hi, my first letter to RUPA. Retired 12 years, 72 now.

I'm flying part time Ellipse 500. 8 years. As far East as Beirut, South to Rio. Lots of 700 mile legs!

First wife, Dr. Bev putting up with Mike after 47+ years. She retired from FAU two years ago.

Three grands, two in Atlanta, one in MT. Shasta.

Health, running slower and lifting lower.

Bev and I attended Navy Tail Hook, USS Hancock, CAG 21, A4 Skyhawk and VA212 reunion in Reno. Great to be with all of the above!

Thank you, *Mike*

**JOE WILDBERGER**—San Francisco, CA

Hi Cleve and all: I think I actually sent my renewal payment by email - hopefully Leon will get it.

Had a relatively quiet year. My shoulder has been bothering me for years so I finally went to a shoulder doctor and he, of course, wants to give me a new shoulder. Now I've just got to carve out some time for the recovery so that I can get it done.

Just got back from a cruise from Rome to Istanbul. We didn't stop at one of the Greek isles because of the refugee problem - thousands of them trying to

get on ferries at the port. It's a really sad situation - saw a couple of rafts in the ocean with people trying to get to one of the Greek isles. Istanbul was fine - no sign there of any difficulties, although I've read that some cruise ships have stopped going there.

Lots of changes at UAL - not sure it's going to make any difference, but one can always hope.

Thanks for all you guys do to keep us informed.

Best, *Joe*

**CHRIS WITTENFELD**—Bonney Lake, WA.

Hello RUPArians, Fall has arrived and time for my yearly **Info-Selfie**.

Here in Washington State we had a very dry sun filled summer, allowing for a lot of fair weather hiking, mired only by an occasional smoky haze and smell, caused by the many devastating wildfires. The few fall rains and cooler temperatures have reduced the fire hazard; but western Washington is still under an extreme drought condition, eastern Washington in a sever drought. The long range forecast is for a warmer and drier winter; maybe another low snow year; I sure hope not, haven't seen good powder skiing for a long time.

I found 3 more alpine lakes this year with 1 to 3½ pound trout; all 3 lakes had no trails to them, making for some beautiful but difficult cross-country hiking. After more than a decade of fly-fishing I finally did it; I stumbled and snapped my fly rod, not once but twice in a week. Now, if that wasn't enough, the newly purchased fly rod snapped first time out while landing my third 12-inch trout in less than 25 minutes. I may have to start using a broomstick; duck tape and bailing wire if this keeps up.

*Do what you can when you can; keep moving, be flexible, creative, good health, happiness and financial peace to all. Crazy Crystal Chris*

## IN MEMORIAM

**PHILIPP H. BAUMANN**

Philipp H. Baumann (81) passed away August 19, 2015 after a 15-year battle with colon cancer.

Phil was born in Flushing New York May 11, 1933. He graduated from high school in Woodbury, Ct. in 1952. During his high school years he learned to fly



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at the Danbury Ct. Airport paying for flight hours servicing aircraft at Danbury airport.

Phil graduated from University of Connecticut with a degree in Mechanical Engineering. Being an ROTC graduate he was commissioned a 2<sup>nd</sup> Lt in the USAF in 1957, and was sent to pilot training. He received his wings in 1958 at Lorado AFB, TX. Phil flew many AF aircraft, but his primary job was flying the F86D/L and the F102 for the Air and Space Defense Command, 331 Fighter Interceptor Squadron at Big Springs, TX. In 1963 he returned to the University of Connecticut to obtain his Master's degree in Engineering.

In 1967 Phil left the Air Force and was hired by United Airlines. He was assigned to LAX as a 727 S/O. In 1972 he returned to Connecticut to be close to his extended family. Phil flew out of JFK and EWR for the remainder of his 32 years with UAL. He flew Boeing 727, 737, 757, & 767. He also flew the DC8 and the DC 10. Phil loved United and all the marvelous people he met there.

After retiring, Phil was very active in his church and the Ridgefield Volunteer Fire Dept. He also served on the Ridgefield town ethics commission for 10 years.

Phil is survived by his loving wife of 58 years, Rita, 2 sons, and 3 grandchildren.

### **DOUGLAS R. LUND**

Douglas R. Lund died in his home on September 21, 2015, surrounded by his family.

Doug was born May 12, 1944, in Chicago, Illinois. His family moved to Florissant, MO, in 1947, where he grew up and graduated from Ferguson High School in 1962. He attended University of Missouri and graduated in 1967. During this period he took flying lessons at Lambert Field in St. Louis. Upon graduation from college, he immediately enlisted in the Air Force where he served in Alaska flying F-102s, in Korea flying 02s, and at McGuire AFB flying C-141s. While at McGuire he married his wife, Brenda. He left the Air Force in January, 1973, and took his family to Hayward, CA, where he pursued his ATR rating in a DC-3. Upon earning this rating in 1973, he was hired by Pocono Airlines and flew Beech 99s out of Scranton, PA. He was hired by United Airlines in 1979 and moved in Chicago, IL, where he was based for the twenty-five years he worked for United. He retired in 2004, a captain in

the 747.

Doug spent his free time riding his bike all over the Chicago area. One time he actually drove out to South Dakota and rode his bike 500 miles home to Chicago! He also enjoyed reading, music, and woodworking. He spent his later years making furniture and remodeling his home. He and Brenda moved to Phoenix, AZ, after her retirement in 2011, to be close to their children and grandchildren. They loved camping and spent much of their time visiting state and national parks in the southwest.

Doug is survived by his wife of 43 years, three children, and two grandchildren. He will be dearly missed.

### **JAMES B. MC GREGOR**

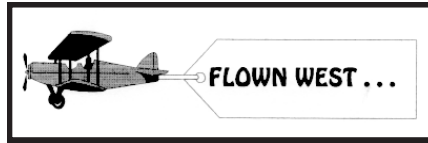
My father, James (Jim) McGregor, 93, died on June 6, 2015. He graduated from Ryan School of Aeronautics in San Diego as a commercial pilot in 1941. He worked as a production test pilot for the Ryan Aeronautical Company until he was hired as a First Officer by United Airlines in September 1942, flying DC3's from Burbank to San Francisco. In 1943, Jim was assigned to United's Military Contract run between San Francisco and Australia with many island stops along the way, flying C-87's and C54's. In 1945, he was promoted to Captain, flying DC3's up and down the California Coast and to Denver. In 1952, Jim started climbing the transition ladder -- DC4, DC6, CV340, DC7, B720, DC8, DC10, and in 1973, his favorite, the B747. He flew routes from San Francisco to Chicago and East Coast cities, and to Honolulu. Jim retired as the Senior United Airlines B747 Captain, flying his favorite run between San Francisco and Honolulu in November 1981.



In retirement Jim traveled the World and had many adventures with his wife, Evy (my mother now deceased), who was his high school sweetheart and first passenger when he obtained his private pilot license.

It is with the utmost of respect and honor that I have thought my father to have been very lucky in his life led by great timing and much enhanced by United Airlines, the friendships he formed at UA, and the golden age of flying.

Daughter, Janet McGregor Hillier



|                    |               |
|--------------------|---------------|
| Philipp H. Baumann | Aug. 19, 2015 |
| L. B. "Bud" Boyd   | Sep. 14, 2015 |
| Mark E. Lemmer     | Sep. 2015     |
| Douglas R. Lund    | Sep. 21, 2015 |
| James B. McGregor  | Jun. 06, 2015 |
| *Robert J. Nippolt | Sep. 20, 2015 |
| David G. Suits     | Sep. 14, 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

November, 2015 Edition

**From:**

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



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

**To:**

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## **RUPANEWS Deadline: 15th of Each Month**

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### RUPA's MONTHLY SOCIAL CALENDAR

#### Arizona

Phoenix Roadrunners (2<sup>nd</sup> 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 (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant* - 949-496-2691

Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - *Hacienda Hotel* - 310-541-1093

Monterey Peninsula (2<sup>nd</sup> Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747

SAC Valley Gold Wings (3<sup>rd</sup> Monday)—*Sudwerk Brewhouse Grille*

San Diego Co. (2<sup>nd</sup> Tuesday)—*San Marcos CC* - 760-480-7420

San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590

San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*

San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*

The FAT Flyers (2<sup>nd</sup> Friday, 0730) *Yosemite Falls Café, Clovis, CA*

Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA* 805-497-4847

#### Colorado

Denver Good Ol' Boys (3<sup>rd</sup> Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO* - 303-364-8678

#### Florida

N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797

S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL* - 561-756-4829

The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*

S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112

Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*, 808-315-7912 or 808-334-1883

#### Illinois

Greater Chicago Area Group (2<sup>nd</sup> Tuesday, March, July and November)

(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)

The Joe Carnes 31North-Illinois RUPA Group (2<sup>nd</sup> Tuesday, January, May and September)

#### Nevada

Las Vegas High Rollers (3<sup>rd</sup> Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175

Reno's Biggest Little Group (4<sup>th</sup> 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 & October)—*Rock Spring Golf Club, West Orange, NJ* - psofman@gmail.com

#### Ohio

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

#### Oregon

The Columbia River Geezers (2<sup>nd</sup> 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 (3<sup>rd</sup> Thursday)—*Pony Express, Jacksonville* - 541-245-6896

#### Washington

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

#### Washington D.C.

Washington D.C. Area (3<sup>rd</sup> Thursday, Jan, Apr, Jul, Oct)—*Amphora Restaurant, Vienna, VA* - 540-338-4574