
rupanews



Journal of the Retired United Pilots Association

**Merry Christmas
and a
Happy New Year**



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President's Letter

Season's Greetings. By now snow is falling in some regions of the country as many of our RUPA "Snowbird" brethren are migrating south toward warmer climates for the winter solstice. As we approach the end of 2015 we hope this issue of RUPANEWS finds all Ruparians in the Christmas spirit of giving and good will.

RUPA is thriving thanks to a major recruiting drive this fall. We have added 31 new members this month (a record) as well as 3 rejoins. Please encourage your friends to sign up so they can keep up with happenings at UAL and with their former colleagues.

As we are all aware, UAL's new CEO suffered a heart attack in September. We all wish Oscar Munoz a swift and complete recovery. The word from the trenches is that Oscar is a really nice man and very different from that slick, indicted crook who gave us ConU Airlines. It appears Oscar will return to the helm of UAL early next quarter as of this writing.

Pilots Bill of Rights II. For those who are still addicted to the thrill of flight post UAL, it is gratifying to read that the US Senate has brought to the Senate floor a new bill. Through rare bipartisan support, almost 70 senators have co-sponsored a bill to allow airmen exercising private pilot certificate to fly light A/C without the bureaucracy of taking a 3rd class medical. Thanks to grass roots efforts by AOPA, EAA, Pilot Unions including AAPA, SWAPA, Netjets Pilots Union and even ALPA LEC Council 34, this stands a chance to pass. To some RUPA members this may not be applicable or of interest, but for many it means continuing their passion for flight into their golden years. Thanks to all RUPA members who wrote their senators in support.

We are pleased to announce yet two more forming RUPA lunch groups. One for the gap area between NYC and DC, and another for the Atlanta, GA area. The first should cover the geographic area of south Jersey and Philadelphia. If you are interested in helping this developing group or would like to attend a lunch please contact Capt Charles A "Bud" Bernat budsjets@comcast.net.

The second group is in the Atlanta, GA area led by Captain Tom Braswell. If you live in that region and would like to either help or join, please contact Tom (CaptTom777@aol.com). Captain Gordie Cohen has been working diligently to get the DFW group airborne. If you live in that area of Texas and would like to attend, please contact him at: avateur01@gmail.com. Again, RUPA solicits and encourages any member in other geographic areas to set up a regional lunch group.

We would like to welcome our newest RUPA members and invite them to attend their local breakfast/lunch groups:

Capt. Roxy A Alden (IAH) Magnolia, TX / Capt. James A "Jim" Anderson (ORD) Capron, IL
Capt. Charles A "Bud" Bernat, Jr (EWR) Forked River, NJ / Capt. Herbert Terry Blake, (ORD) Cedar Hill, TX
Capt. Joseph A Conforti (EWR) South Easton, MA / Capt. Richard J Connelly (EWR) St Augustine, FL
Mr. Bruce L Edwards (IAH) Houston, TX / Capt. Steve Ellis (ORD) Junction City, WI
Clifford E Fogle (LAX) Claremore, OK / Capt. Larry D Gourley, (IAH) Beloit, KS
Capt. Michael D Harbeck (ORD) Delphi, IN / Capt. R. Corydon "Cory" Haven (IAH) Louisville, CO
Capt. Calvin J King Jr (ORD) Germantown, TN / Capt. Kim R Kropat, (SFO) Dacula, GA
Capt. Dennis M Kudlak (CLE) Erie, PA / Capt. Scott D Lofman (ORD) Miami, FL
Capt. Robert W "Bob" Morrow (SFO) Vacaville, CA / Capt. Donald G "Don" Nichols (ORD) Santee, SC
Capt. Peter A Novak (ORD) Lake Barrington, IL / Capt. Richard M Osburn (LAX) Green Valley, AZ
Mr. Donald A "Don" Salamone (DEN) Castle Rock, CO / Capt. Mark W Seal (EWR) Bayport, NY
Capt. James "Jim" M Shelor (EWR) Northport, NY / Capt. James "Jim" W. Smart III (DCA) Great Falls, VA
Capt. Harry R, "Rob" Squiers, Hayes, VA 23072 / Capt. Joel Turpin, (JFK) Hampton, NJ
Capt. Anthony John "Tony" Twardziak, Jr (SFO) Arvada, CO / Capt. A Fred Wilcoxson (EWR) Larkspur, CO
Capt. Bruce Paul Wimberley (EWR) El Segundo, CA / Capt. Anthony G. Quartano (IAH) Humble, TX
Capt. Donald G Nichols (ORD) Santee, SC

A warm welcome back to RUPA:

Captain Clifford Keeton Barnes, (DCA) Elberta, AL

Captain Douglas M "Doug" Horne (JFK) Seagrave Beach, FL / Captain Michael L. Spink (SFO) Auburn, CA

There will be no *RUPANEWS* next month (Jan), as it is that time of year for the Annual RUPA directory.

Leon asks you to check your 2015 edition and send him any updates, ie email, spouse, address, phone number changes for the 2016 directory: rupasectr@aol.com

Until February, a very Merry Christmas and Happy New Year to all.

Regards, *Cort*

Vice President's Letter

Sheesh! Another month has passed. I'll say a few words about the Ham Wilson S.E. Florida Gold Coast RUPA luncheon I attended at the Pompano Airpark this past Thursday, without stealing the scribe's thunder. They're always the second Thursday of the month, if you're in the area.

There were several comments from members after I made a short recruiting pitch for any in attendance who may not be RUPA members. One item was a request for more people to send in their annual update when they pay their dues. Everyone agreed that those letters are a highlight they look forward to in the News. Last issue I read a short note from a widow of a captain I flew with out of LGA when I was a new-hire door guard on the old 737. He was just plane, no pun intended, fun to fly with, and it was nice to read her letter in which she also mentioned how much she enjoys reading our annual updates. So...please take just a few minutes every so often to write and tell us how you're doing and what you're up to.

Others were happy to read the information that our amazing editor, Cleve Spring, puts in each issue, about things like pass travel and benefit changes, and health-related articles. I don't know where Cleve finds some of them, but they sure are interesting.



I had told newly retired 747-400 captain, Dan Kurt, that I was going to drive my '67 Corvette to lunch, and he said he'd do the same. So we had two 1967 roadsters parked side by side, Dan's in Nassau Blue and mine in Silver Pearl. Then Bill Bonner rode up in his orange 1972 Corvette, and we had a nice little car show going on in the parking lot!

I hope this finds you all well and that you have a wonderful holiday season. Til next year! *Bob Engelman*

Now listen up and pay attention!!!

Please quit sending your dues checks to the *RUPANEWS* Editor.

Send them to: **RUPA, PO Box 400, Vineburg, CA 95487-0400**

Or

Got to the RUPA website www.rupa.org and pay with a credit card



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

This 1955 map of the Chicago area showing the location of the two airports - Midway Airport (lower center.) and O'Hare Field (upper left) were used by United and other scheduled airlines. Beginning on October 30, 1955, United shifted 10 incoming and 10 departing flights from Midway Airport to O'Hare. At the time this was the largest number of flights operated by any airline at O'Hare. United offered non-stop service to New York, Washington DC, Detroit, Denver, Des Moines, Cleveland & Toledo and through-service to other major cities.

O'Hare covered 6,400 acres (10 times the size of Midway) with the Terminal area covering a square mile. In November 1955, the four Runways in operation ranged in length from 5,500 to 7,350 feet. The master plan included six 8,100 ft. runways. In 1955, four Ramp Positions were assigned to United. Approximately 70 United Employees were assigned to O'Hare including: R.D. Hoen, Station Ground Services Manager and John Kersey, Passenger Services Manager. United leased Ticket Counter & Office space on the second floor of the Terminal building. United's ground-level north-wing space included Crew Quarters, Communications, Cargo, Load Planning and Dispatch offices.



By Marvin Berryman DENTK A/V Retired - Excerpted from the October 1955 "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

Monterey Peninsula (October) RUPA Lunch Bunch

We had 15 folks show up for our lunch today. Pete and Donna Walmsley hosted us at Quail Lodge per usual and we thank them whole heartedly. Those attending were Jack Cowles, Barrie Nelson, Milt Jines, Don Roszel, Will and Fran Bloomgren, Phil and Pat McClain, Carlos and Judy Quintana, Phyllis Cleveland and Jane and Jon Rowbottom.

Carlos and Judy are again hosting our annual Christmas Luncheon at the Monterey Peninsula Country Club Beach House on December 9th. The cost will be \$32 per person with wine costing \$10 per glass and \$5 for soft drinks. Judy will be collecting the money at our November 11th Luncheon at Quail Lodge. The seating is limited to a total of 50 guests so make your plans early. Priority will go to our local RUPA Members. Visitors from other locations will be welcome on a space available basis.

We followed that with a lively discussion of the upcoming Open Enrollment Period. We went around the group and shared our individual supplemental insurance plans and discussed the upcoming RX changeover to CVS. Luckily we are served by CVS on the Monterey Peninsula.

Barrie entertained us with a number of Canadian jokes and Carlos had some great Corsair stories from his days in the Marines. Pete and Donna recently returned from a trip to Nova Scotia which included a tale of trying to get urgent care in Canada for Donna's stubbed toe. They wanted \$750 UP FRONT to see a doctor!!

Jon Rowbottom, Scribe

Monterey Peninsula (November) RUPA Lunch Bunch

We all formed up at Edgar's at Quail Lodge hosted by Pete and Donna Walmsley on Veterans Day. Joining us today were Will and Fran Blomgren, Dave Mackie, Jack Cowles, Don Roszel, Ed and Pat Manning, Web Wallof and his daughter Rebecca, Lee and Nancy Casey, Diane Ellis, Brett Morris, Phyllis Cleveland, Pete and Donna Walmsley, Milt Jines Barrie Nelson, Mike Donnelly and Jon and Jane Rowbottom.

We had 11 Vets present and we listened to each share their military service with the group. Pete and Jack Cowles even had some photos from their days on active duty. We all learned a little more about our members and there were some great stories. Pete also suggested we bring some memorabilia from United to share with the group. We also determined that #1 on our seniority list is Web Wallof hired in 1956 and our junior member is Phyllis Cleveland with a 1984 seniority date. We had 2 Navy Vets, 3 Air Force, 3 Marines, 2 Air National Guard and 1 Canadian Air Force pilot. The luncheon was enjoyed by all.



10 Veterans are in this picture. The 11th, Milt Jines, left early. Seated L to R Jack Cowles and Jon Rowbottom. Standing L to R Lee Casey, Barrie Nelson, Dave Mackie, Pete Walmsley, Ed Manning, Mike Donnelly, Brett Morris and Will Blomgren.

December 9th will be our 6th Annual Christmas Luncheon at the Monterey Peninsula Country Club Beach House beginning at 11:30 hosted by Carlos and Judy Quintana. In years past we have had RUPA Members from the San Francisco Bay Area drive down to join in our festivities. We look forward to another fun time with our friends. Our best wishes to all our RUPA Members for a wonderful Thanksgiving Holiday!

Jon Rowbottom, Scribe

Southwest Florida RUPA Luncheon

Our 9 November 2015 luncheon was held at the Fort Myers, FL Olive Garden restaurant with a very efficient Griselda as our server. This was the first luncheon of our season. The weather on the SW coast of Florida has continued to be an unusually warm 86 degrees but who's complaining with blue skies and tropical breezes. Seems like summer has extended into fall.

We have learned that one of our very loyal members, Ray White, is now receiving home care due to Alzheimer's and Parkinson's disease, according to his wife Twila. They attended every luncheon in the past until about a year ago. Ray was based in Chicago and retired in 1988. We also remembered another one of our members who attended our luncheons, Jim Goodson, who passed away in May 2015. He served in the Korean War while in the Marine Corps and also retired from United in 1988.

Our group was relatively small this time with thirteen attendees but this provided a very manageable setting for discussions on all sorts of topics. All the snow birds are not down here yet.



Those attending were left to right: Mamie Thompson, Janice Crittenden, Faith Osborn, Dot Prose, Don Sullivan, Gene Chapman, Harvey Hallberg, Wallis Alves, Rip Curtiss, John Laut, Jim Sutton, Gary Crittenden and Jim Good.

Attendees were reminded of the upcoming RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL. The date to mark on the calendar is Thursday 8 April 2016. The fly-in runs from 5 – 10 April 2016. More reminders will be forthcoming.

Hope to see everyone and guests at the next luncheon on 11 January 2016. The two following this luncheon are 8 Feb and 14 Mar. We are only doing four a year and this seems to be working given that many return North for the summer months. All welcome! Yours truly, *Gary Crittenden and Dot Prose*.

<p>I WANT YOU TO SEND</p>  <p>Your dues checks to: RUPA PO Box 400 Vineburg, CA 95487-0400</p>	<p>—Or—</p> <p>You can also pay by Credit Card by going to www.rupa.org and click on the <u>Membership</u> tab and then click on</p> <p>Pay Dues Online</p> <p>Please don't send your checks to the RUPANEWS Editor</p> <p>Update your personal Information, such as address changes, (Attention Snowbirds!!!!) by sending them to:</p> <p>RUPA PO Box 400, Vineburg, CA 95487-0400</p> <p>— or —</p> <p>E-mail: rupasectr@aol.com</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>Check your RUPA Directory to make sure we have your Correct Information</p> <p>Always include your file number with any communication</p>
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The RUPA Washington Area Eddie O'Donnell Luncheon

The October 15, 2015 luncheon for our members and guests was held at the Amphora Restaurant located in Vienna Virginia. Officially starting at 11:15, time to sip wine and randomly talk with each other, and with lunch beginning at 12 noon. We had a plated lunch of Sautéed Breast of Chicken with Shallot Chardonnay Sauce. Followed by a plate of ice cream. The serving was very tasty and plentiful.

Our program, Maestro Horace Lip Sync, world renowned Kazoo Soloist, called at the last minute to cancel because he had Blown Out His Hummer. E.K. filled in the time by informing us about the various changes that are coming to our medical plans.

We had 30 attendees: Jon Beckett, Linda Cerisano, Hal Cockerill, Gary Cook, Linda Cook, Gil Coshland, Pat Coshland, Kevin Dillon, Paul Gilson, Betty Goodman, Bob Goodman, Larry Grube, Joan Henderson, Mike Henderson, Tony Keffer, Fred Keister, Roger Lemieux, JoBeth Lynch, Lew Meyer, Dolores Miller, Ed Miller, Camille Moore, Bill Nolan, Edna Nolan, Ward O'Brien, Faith Osborn, Cathy Reinhard, Don Reinhard, Billy Sherrod, Skip Strickler, Betty Williams, E.K. Williams. Joan Henderson, Camille Moore and Billy Sherrod (Aug 22 retiree) were first timers.

A special thanks to: E.K. Williams for all that he does for the group. Gary Cook and Hal Cockerill for handling the check-in and Lew Meyer for handling the 50/50 drawing.

Our next scheduled luncheon will be for members only at the Amphora Restaurant on Thursday, January 21, 2016. *Jon P. Beckett*

San Francisco North Bay RUPA Luncheon

Our group met as usual at the Primavera Ristorante in San Ramon, CA. Today was November 11, Veterans Day. Since all of our members were veterans, a full round of "Thank You for Your Service" was said all around the table and a remembrance "Thank You" to all you former service members through-out the country.

Our numbers were smaller than usual, but the flow of conversation was as loud and boisterous as usual. Steve Filson told of his past experiences purchasing 20% discount tickets for First Class travel. Grant Adams filled us in on his recent adventures near Pahrump Nevada. We had an informal change of command ceremony since our original commander Don Merucci and his wife are fleeing California for the more friendly confines of Reno Nevada. You folks in Reno keep an eye out for Don and sign him up as soon as he arrives.



In attendance L to R, Rich and Georgia Bouska, Neil Dahlstrom, Steve Filson. Grant Adams and Tammy Dahlstrom.

Next luncheon: December 9, the 2nd Wednesday, at 1:00 PM at Primavera Ristorante in San Ramon, CA; Come join us if you are in the neighborhood. Scribe, *Rich*

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

A typical Florida day for our lunch with 19 retirees attending at Galluppis Patio Bar and Restaurant. Our fall has been a little warmer than usual as Florida set the nations record temperature at 90 degrees the other day.

We finally got everyone attending in a group picture. We missed Jerry Bradley. He was recuperating at home after a recent operation, but the 19 of us attending traded sea stories during lunch.

Seated L to R; Jim Good, Ned Rankin, Ed Wheeler, Ham Oldham, Bob Engelman, Lyn Wordell, Ed DeChant,



Standing L to R; Dennis Didonna, Les Eaton, Dan Kurt, Bill Garrett, Bill Bonner, Richard Farmer, Dan Petrovich, Dick Baese, Rick Valdes, Jim Morehead, Mike Ward. Picture taken by Stan Maumwald (ret. NWA)

With the holiday season rapidly approaching we hope everyone enjoyed their Turkey, and Seasons Greetings to all. *Ned Rankin*

Seattle Gooney Birds RUPA Luncheon

The Seattle Gooney Birds met at the SEATAC Marriott for lunch and camaraderie. Al Black asked our two waitresses to come back together after lunch and we gave them a rousing Thanks for the years of service they have provided us. One of them said she liked to work for us because we were such good tippers! I never thought that I would hear that description of a group of airline pilots, but we must have mellowed in our twilight years. Herb Marks only had one joke for us, but it was a good one.

In attendance were: Mark Gilkey, Fred Sindlinger, Herb Marks, Neil Johnson, Al Black, Jim Barber, Chuck Westfphal, Bill Lamberton, Al Haynes, Dick Anderson, Bill Shumway, Jack Brown, Bill Stoneman, Rob Robison, and Bill Brett. *Bill Brett*

PICKLES | Brian Crane



The Greater Chicago Area RUPA Group Luncheon

We couldn't have picked a prettier CAVU day for our last luncheon of 2015 at Nick's Pizza & Pub in Crystal Lake. An odd omission was the orange barrels and barricades at the intersection which created many problems last time, but construction's been completed, no more potholes holding hands---just nice expanded and newly-paved lanes. Wonders never cease in the Land of Lincoln.

We filled up the room pretty nicely---had a great turnout of 49 RUPA members and guests this time around to dine together, enjoy TINS tales, and of course, compare ailments and fixes. As it was the 240th birthday of the U.S. Marine Corps and the day before Veterans' Day as well, we had a good representation of service folks in attendance.



Nick's food was predictably great. Many thanks go to our server, Imelda, who was able to get everyone's orders correct and delivered with seeming ease, despite the noisy conversations in the room.



Enjoying lunch, aviation stories, and friendship were: LeRoy & Eva Bair, Jim & Corinne Boyer, Bruce Carey, Fred Chamberlain, Norm Clemetsen, Clarence Copping, Jim Downing, Carl Eberle, Allan Englehardt, Walt & Jan Fink, Jim Gesler, Bob Helfferich, Jim Higbea, Denny Holman, Dick Kane, Chip Little, Bob McCormick, Rob McCutcheon, Rick Miller, Bob & Shirley Moncur, Don Mosack, Jack Mumaw, Dick Murdock, Jim & Jan Noble, John & Miriam O'Connell, Glen Peterson, Tyler Peterson, Ron Rogers, Dave Runyan, Dave Schultz, Dick Schultz, Ole Sindberg, Gene Stepanovic, Bill Thompson, Orrin Towner, Jim & Mary Jeanne Trosky, Gus Tuit, Ken Voelker, Lyman Walter, Wayne Walusiak, Ron Wilson, and Tom Workinger

Our next scheduled Greater Chicago Group luncheon and meeting will take place at Nick's on Tuesday, March 8th, 2016. RUPA members and guests are cordially invited to attend. YHS, *Walt*

Denver Good Ol' Guys RUPA Luncheon

Our October meeting was held the Third Tuesday of the month as usual. All enjoyed a catered lunch followed by Stanley Boehm, our Humor Meister, setting the proper tone for the meeting.

We had no new business or news so next we introduced new members. First new member, Al Bielansky, spoke giving a brief outline of his career which included extensive flying as a line pilot as well as several years as a Standards Captain and line Check Airman and military flying with The Air Force Reserve. Next, Joe Rozic, a well-known former Denver pilot who has recently returned to live in the Denver area was introduced. Joe will be outlining his flying career in a future meeting. Stan Boehm spent a few minutes talking about the annual picnic held in August. Rick Madsen has volunteered to work on coordinating the picnic next year.

Bob Blessin addressed us concerning his life and career. Bob had an unusual background. He was born near Vancouver, Canada. His maternal grandfather, one of the Germans invited to Russia by Catherine The Great to help improve Russian agriculture, had eventually become the owner of a sugar beet processing facility.

During the communist revolution in Russia he fought against the reds attaining the rank of general in The White Russian Army. After the communists won the war it he decided to leave Russia. The extended family were leaving Russia by train when the train was searched by the communists. Bob's grandmother had hidden on her person the gold the family had acquired to preserve some of their wealth. When she learned that the reds were going to search the passengers and return any with contraband to The Soviet Union she put the gold in a trash can on the train. After the search of the passengers was over she was able to retrieve the gold from the trash can. After some time in Europe the family immigrated to Canada.

Bob's father was a German soldier in WWI who had immigrated to Canada after WWI with the objective of avoiding his sons having to be involved in Europe's future war which he foresaw. When WWII broke out he had not yet become a Canadian citizen. Consequently, the Blessin family was required to move away from the Canadian coast. They moved to interior Canada where Bob attended elementary school. Due to the father's status as a German citizen Bob was harassed and bullied by other school children. When the war was over the family was allowed to move back to the Vancouver area. Bob served in the Canadian Air force eventually attending pilot training and flew fighters in both Canada and Europe. After discharge from the Air Force Bob moved to Phoenix, AZ to work with his uncle selling real estate. He was hired by United as a Flight Officer in 1964. Bob spent his entire career in Denver. He flew all three seats in the DC-6 and 727. He flew as Captain and Line Check Airman on the DC-10 where he finished his career in 1995.

Attending were: Joe Collard, Bob Crowell, Dave Markham, Gary and Marian Gore, Nick Hinch, Al Dorsey, Chris Bruce, Ron and Patty Juhl, Ross Wilhite, Bill Hanson, Mack Connelley, Russ Ward, Cliff Lawson, Don Stearns, Woodie Matheny, Denis Getman, Tom Hess, Darrel Ankeny, Casey and Gail Walker, Paul Mattson, Bob and Ann Blessin, Jack Davis, Dick Shipman, Ted and Rose Wilkinson, Al Bielanski, Don and Chris Johnson, Rick Bebee, Stanley Boehm, Tom and Sue Johnston, Joe Rozic, George Maize and Bill and Eve Hoygaard. Your Co Scribe, *Tom Johnston*

San Francisco North Bay RUPA Luncheon

Only nineteen members and one guest made it to the Tolay Restaurant located in the Petaluma Sheraton hotel for the Nov. luncheon. I suspect that we have lost a few to one of the new RUPA groups springing up in Northern California.



Picture on Left L to R. Merle and Deke Holman, Bill Greene, Galen Wagner, Wayne Heyerly, Jules Lepkowsky, George Hise, Don Madson, John and Carol Reed.

Picture on Right, L to R. Jim Mansfield, Woody Lockhart, Michael Bassett(guest), Sam and Mickie Orchard, Doris Donegan, Bruce Milan Dick Lammerding. (Missing, Bob Donegan and Gardner "Bones" Bride)

The meeting was called to order by our fearless leader Bob. The most important item on the agenda was the yearly vote to decide if we wanted to donate toys to the USMC Reserve Toys For Tots program. As always the vote was all in favor of donating. We were reminded that it is time to select your health insurance again for next year. George reported that the expire date on food containers is nothing more than a marketing ploy to get you to throw that item away and purchase another one.

Thanks to our server and bartender Wendy for the great service. *Bill Greene*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

November is a GR8 month here in So. FL.....our Northern RUPA buddies start to return to the Stuart area, our Hurricane Season will soon be over, Thanksgiving will be here in less than 2 weeks, the Pro & College Football Seasons are generating a lot of excitement and anticipation, RECORD Heat in our area this year, and then CHRISTmas and New Years are right around the corner as well. Yes, for the most part, LIFE is GOOD!!!

We had another terrific Luncheon at Shrimper's....the WX, service (Cody), conversation and food were ALL Outstanding. Some of the topics that were discussed were Medical Ins. Programs, the VW Payoff Program that is being offered, the travels of some of our Members, individual Medical issues being experienced by 'some', Fuel Burn experiences from our UAL flying days and some very funny stories about some of the OLD Captains who we all flew with. Just GR8 BS from a good group of UAL'ers.....and the most PROMINENT was the 'Anticipation' of United's new Attitude and Culture (hopefully 🤞) now that Oscar is on the scene....but we'll see how that plays out. We can HOPE, can't we? It's Lookin' and Soundin' Good/Promising so far.



Seated from Left to Right: Jack Boisseau, Jim Dowd, John Pinter and Dave Hoyt.
Standing from Left to Right: Don Jefferson, Bob Langevin, Len Chamberlain and Dick Starita.

In the Holiday Spirit, our December Luncheon (on Tues., Dec. 8th) will be Co-Ed (Wives or Lady friends are invited) and will be held at Spoto's Oyster Bar on the Shores of the St. Lucie River here in Stuart. Our starting time will be 11:30 as usual. So, if you happen to be in the Stuart area on the day(s) (2nd Tuesday of each month) of our Luncheons, please join us, we'd love to have you. If you need any information or have any ???, my Email address is: BobL34997@aol.com.

That's all for now, but I do want to wish everyone a Happy and SAFE Thanksgiving Holiday along with a Merry, Joyous and Blessed CHRISTmas. Your Treasure Coast RUPA Scribe, *Bob Langevin*

The Columbia River Geezer's RUPA Luncheon

Eight Columbia River Geezers showed up for lunch Wednesday, Nov 11, Veterans Day. We all enjoyed salads and pizza at CPK's... California Pizza Kitchen.

Discussions regarding travel were going on at each end of the table. Doug Howden just returned from Spain on United using a 20% discounted round trip ticket. He was a little upset however that the return flight from Spain had seats available and there he was with a paid for 20% reduced positive space ticket. Steve Barry, who retired in July, was attending his fourth consecutive Geezer luncheon. Steve retired as a 400 Captain out of SFO and is now, at the ripe old age of 65, trying to define the rest of his journey. He does miss the flying but not the commuting. Bill Englund is usually in Arizona this time of the year, but he and his wife have decided to brave the elements here in OR and spend Christmas at home. Rich Warden is still managing

and steering several different Corporate Jets around the country. In fact, he just returned from eleven days of flying. He found the time to divide the eleven days by adding 3 days of recurrent training/PC right in the middle of his 11-day trip. Rich has a son who is a highly qualified pilot and is in the process of filling out employment applications at several different airlines. Sam Richardson is preparing to go down under, Auckland, New Zealand, as he and his Kiwi wife do every Oregon winter. Man! do I miss those AKL layovers, SYD too. Sam just underwent Cataract surgery and is now sporting 20/15 vision. He pointed out however that there is a tradeoff, in that, he now has to wear “cheaters” to read. Hey! We all have to wear something to see these days. Candy and I just returned from spending 9 days on the East Coast followed with 3 days in SFO. For travel we used a combination of 20% PS and vacation passes. I must exclaim, regarding the size of the Newark terminal... it's HUGE!!! United flights departing from EWR directly to destinations all over the world. Our flying travels worked out well for us, in and out of PDX, ORD, EWR and SFO. Besides New Jersey we enjoyed a little time, 2 nights and 3 days, in NYC. The Big Apple is still a busy place. Times square, during the evening, was rocking with humanity, the city and subways were more crowded than I remembered. We checked out of our hotel the day before the NY marathon was to take place. There were sure a lot of fit athletes staying at our hotel. We use an “App” on our iPhone to find a very nice hotel, with reasonable pricing for NYC. The App is called Hotel Tonight. We also used the App for booking a very nice hotel on Nob Hill in SFO. Great pricing.

Tony Passannante was also planning on making our Geezer luncheon. However, he received a call the day before and was now winging his way towards Rio de Janeiro.

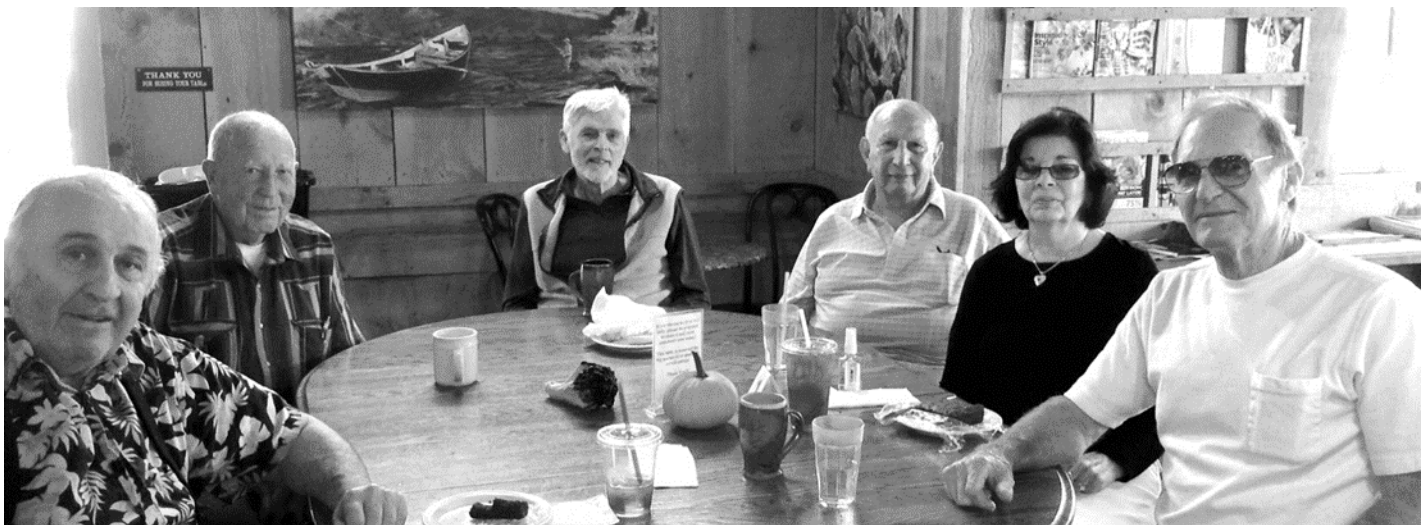
Unfortunately, I forgot my camera so sans photo. Actually, I left the camera at my sister-in-laws in New Jersey, contemplating returning there during the Christmas holidays.

Attending today's luncheon were the following Geezers... Steve Barry, Rich Warden, Doug Howden, Bill Englund, Dick Ionata, Fred Krieg, Sam (Gordy) Richardson and yours truly Ron Blash.

Wishing you all a great Turkey Day. Gobble Gobble! *Ron Blash*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Cheers to all from Southern Oregon. Amidst the beauty of the Fall colors here in the Rogue Valley our group met in Jacksonville. A smaller group this month, but thanks to Harvey Saylor and his trusty phone, a photogenic one. And yes, the correspondent is noted as missing lunch. Time to head to the Chetco River camp for enjoyment of the Fall season on the river. Not a good excuse maybe, but better than ‘the dog ate my homework’....



Among the usual suspects, seated from left to right, Banjo Bob Keasbey, Dan Kurtz, Harvey Saylor, Steve and Leann Fusco and last, but certainly not least, Jim Jaeger. *Bob*

Thousand Oaks RUPA Luncheon

A few pilots must have been diverted or had been blown off course by the strong Santa Ana winds today. Those who arrived entered the holding pattern at the Sunset Terrace in Janns Mall at 11:30. Being the day after Veterans Day we honored and remembered those who served (22 million in the U.S.) especially those who did not return.

Formation lead, Doug Bielanski, started the meeting with lots of aviation news and proposed regulations. Among these were a fuel additive that acts as a fire retardant, something we hope not to have to depend on. There is a design proposal for stacked seats in the cabin. Maybe they should just hang passengers on a rack like the dry cleaning store. They could really pack them in, and they could board and deplane with the press of a button.

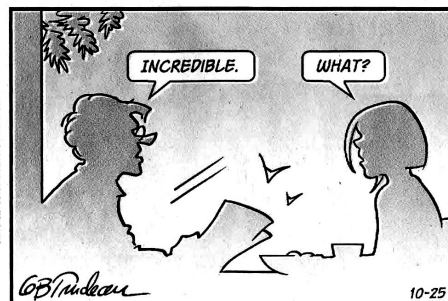
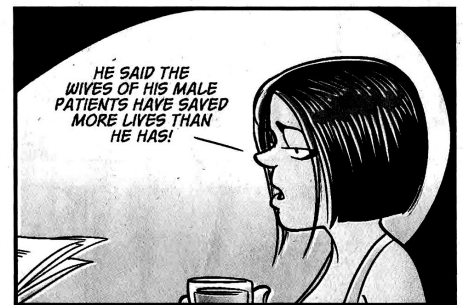
LAX is now the busiest airport in the country. Mike Herriott says he uses Cheapoair.com for backup flights. I used Spirit to get out of DTW after waiting all day to catch a United Express flight. Small airplanes fill up fast. The cost was \$25 one way plus fees. The seats were pretty cramped, nothing is free even water but it beats walking. Many flying stories and conversations ensued. I think everyone had a good time remembering people, places and situations. Kent O'Brien said he went for a short interview to get his Global Entry designation that allows you to enter the country from overseas on an expedited basis. Info is available online.



Pictured left to right are myself, Doug Bielanski, Kent O'Brien, Mike Herriott, Dale Myers, Bill Cornick, Jerry Adams, Jim Hall, Larry Lutz and Harry Albaugh. Ray Engel arrived too late for the photo.

Our next meeting will be Jan 14, 2016 if you want to mark your calendars. Regards, *Denny Fendelander*

DOONESBURY *Garry Trudeau*



The San Francisco Bay-Siders Luncheon

Our November luncheon fell on the day after we had some long-awaited rain in the Bay Area, so the Ruparians attending all arrived with smiles on their faces.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Rich & Cyndi Erhardt, Bill Hartman, Dick & Jeri Johnson, Bob Kallestad, George Mendonca, Hank Morales, Bob & Dee Norris, Craig Norris, Jerry Paulsen, Walt & Mary Ramseur, Cleve & Rose Spring, Gene & Carol Walter.

We were especially happy to welcome newly retired Hank Morales to his first RUPA luncheons. We hope he will become a regular. We were also pleased to see longtime members, Bill Hartman and Jerry Paulsen, who we hadn't seen in quite some time.

As always, conversations ranged from the next RUPA cruise to the vagaries of pass travel. It seems that members have better luck when travelling on international flights than on domestic.



L to R, Rose Spring, Chuck Stamschror, Jeri & Dick Johnson, Cleve Spring, Hank Morales, Rich and Georgia Bouska.



L to R, George Mendonca, Gene Walter, Jerry Paulsen, Bob Kallestad, Rich & Cyndi Erhardt, Bob & Roz Clinton.

Not in pictures, Bill Hartman, Bob & Dee Norris, Craig Norris, Walt & Mary Ramseur and Carol Walter.

We wish you all a very Merry Christmas and a Happy New Year

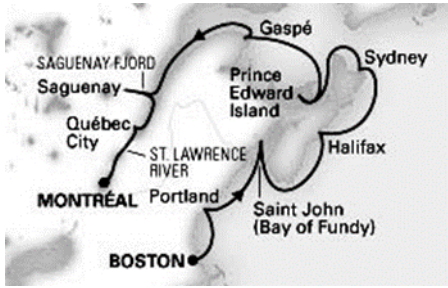
Our Luncheons are always on the second Tuesday of the month 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA.

Dana Point RUPA Luncheon

Quite a pleasant day in the harbor. Our group gathered under the Umbrellas at opening time of 1130.

On Deck today were: Al Pregler, Bill Rollins, Bob Fuhrmann, Butch Trembly, Carlos Bernhard, Denny Giese, Jack Frisch, Jim Grosswiler, Joe Udovch, John and wife Cheryl, Ron Dye, Rusty Aimer and Ted Simmons.

2016 RUPA CRUISE



There has been a price increase for this cruise; **fortunately, Jerry is able to keep the prices as published here, but there is no guarantee how much longer he can keep them; hopefully for a few more months.** As of this date, over 46 RUPA members and their friends have signed up to sail with us. Because of the size of our group, Holland will give us an additional cocktail party (that makes 2 free parties) and a dinner in the Canelletto restaurant.

Come join us on this RUPA Cruise which is the "TEN DAY CANADA & NEW ENGLAND DISCOVERY" cruise with Holland America, departing Boston Massachusetts August 24, 2016 and arriving in Montreal, Canada September 3rd. After Boston the first port of call is Portland Maine, then on to Saint John (Bay of Fundy) New Brunswick, Halifax Nova Scotia, Sydney Nova Scotia, Charlottetown Prince Edward Island, Gaspé Quebec, Cruise the gulf of St. Lawrence, Saguenay Quebec and the Saguenay Fjord, Quebec City Quebec, and then to Montreal. I'm sure most of us have heard of the Bay of Fundy. It has the world's highest vertical tidal effect, 50ft every 6+ hours, so with a stop here we should be able to witness the river flowing backward some time during the day. There are other key port highlights on this cruise. Halifax: Known for its craggy coastlines, fabled Peggy's Cove, and the striking German village of Lunenburg, so meticulously restored it has been designated a UNESCO World Heritage Site. Nova Scotia is home to over 160 historic lighthouses and these majestic beacons can be found throughout the province. One of Nova Scotia's most well-known lighthouse and maybe the most photographed in Canada is Peggy's Point Lighthouse. Sydney: A hundred thousand Gaelic welcomes await you in Nova Scotia, Latin for 'New Scotland'. There are highland villages to visit, the scenic Cabot Trail to explore, and the Fortress of Louisbourg to inspect - where every barn, barracks, pipe and drum corps appear just as it did when King Louis' troops occupied the site in 1744. Charlottetown: PEI may be Canada's smallest province but it is big on history and attractions. It is here that the famous Conference of 1864 was held which resulted in the creation of the Canadian confederacy. Learn all about it on a walking tour of Charlottetown, the provincial capital. Quebec City: Holland America Line's #1 rated port for the past few years. It is a tree-lined "Champs-Elysees", buttery croissants, the lilt of French, and a grand chateau on the river. Is this Canada or France? It is both - a bastion of French culture in North America where impassioned Quebecois hold dear their history, language and culture.

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

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

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

Prices include at least one cocktail party and a bottle of sparkling wine in your cabin.

A deposit of \$600pp is required to hold the cabin of your choice and is fully refundable until 75 days prior to departure. If you have made a future cruise deposit, your deposit requirements for this cruise have already been taken care of. If lower prices become available, you will be rebooked at the lower rate.

For more details on this cruise, go to the Holland America website; Under Plan a Cruise, select Canada/New England, select Aug. 2016 for the Date, and select 9-16 days for the Duration. Check out the 10-Day Canada & NE discovery Cruise aboard the MS Rotterdam. There definitely is an advantage to booking early as you can request the particular cabin you want. Go to the Holland America web site and click on: On Board, then click on: Rotterdam deck plan and you will see all the decks and the various cabin layouts and categories as well as the all the public areas on the ship. This departure date is too early in the year to be a Fall Color cruise but who knows, there may be some color.

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

One reason we selected this cruise is it does not require a long overseas flight to or from the departure or arrival points. Submitted by: Rich Bouska, Phone: 925-443-4339. rbouska1@comcast.net

Latest travel information from the company!

ZED travel moves to one platform; new airlines being added. We have begun transitioning all of our other-airline ZED agreements to the [myIDTravel](#) platform. Not only will this give you a one-stop, streamlined process, but you will be able to view flight statuses with happy, sad or neutral face indicators, see the policies and procedures from the other airlines and request a refund, all within the same tool. (If a particular carrier doesn't use [myIDTravel](#), you will still be able to buy tickets through the tool, though you won't be able to view their loads.)

With this new tool we recently introduced our first Brazilian carrier for pass travel, Azul (AD), and have reinstated agreements with Scandinavian Airlines (SK) and Air France (AF). Two new carriers—Virgin Australia (VA) and Virgin America (VX)—are coming by year-end; we'll be reinstating Hong Kong Express (UO); and we are negotiating with additional carriers to give you even more travel options.

In 2016 we will be reviewing all our travel agreements with the intention of adding business cabin whenever possible. However, some carriers don't offer business class to their own employees and therefore can't provide it to us.

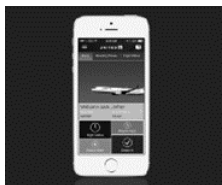
If you have any questions, send them to the Employee Travel Center team at etc@united.com.

Got a question about registering pass riders and buddies? Check the new Manage Pass Riders Q&A and Reference Guides

Employee Travel Policy and Procedures Representative, Human Resources. *Michelle Pritchett*

United app now works for employee pass travel

Have you ever wished you could use our award-winning mobile app to manage your pass travel? Now you may link your u-ID to your MileagePlus number, making it possible to use the app without having to manually enter your PNR.



Simply go to [employeeRes](#) > Quick Links > Employee Profile and add your MileagePlus number to your profile.

Once that's done, all your trips -- including buddy, myUADiscount, standby and company business bookings -- will appear in the United app. You'll be able to use the app to:

- Check in,
- View your boarding passes and flight status,
- View the seat map and assign/change seats for positive-space travel,
- View your position on the standby/upgrade lists and
- View passenger boarding totals.

And if you're a United Club member you'll be able to enter the club with only your boarding pass -- no need to show additional credentials.

In the coming months, we'll make it possible to book employee travel through the United app. This is another way we're upgrading our tools to give our employees a better travel experience.

Change in prescription drug coverage

Please be aware of a change in prescription drug coverage. Mail order drugs were previously handled by Express Scripts but as of January 1, 2016, will be handled by CVS Caremart.

Contact numbers are:

Express Scripts: 800-864-1425 CVS Caremart: 844-635-340 UAL Benefits: 800-651-1007

Web sites: Benefitsstraighttalk.com YBR.com United.com

The plan is called "Silver Scripts." Most prescriptions will be automatically carried over. Between December 8-15 we will receive a prescription card. Upon receiving this card, call CVS (844-635-3401) to update your payment method (credit card) and to enroll in auto-refills.

New prescriptions or ones that didn't automatically carry over, can be called in to CVS pharmacy direct (actual store) by your doctor. We can now get 30 or 90 day prescriptions at actual store.

Fast and Free In-Flight Wi-Fi Is Uncharted Territory for Airlines



As broadband Internet service becomes increasingly widespread and free in public places, it has remained, to travelers' annoyance, stuck in the slow lane on airplanes. But with recent developments in technology, sluggish in-flight Internet speed is starting, however fitfully, to change. Still, it might not catch up to passengers' expectations, as many are accustomed to a superior Internet experience on the ground. "Connectivity is indeed getting better on flights, but it's a very slow process, which is

frustrating to business travelers who increasingly rely on the service," said Chris McGinnis, founder of TravelSkills, a blog that focuses on the business passenger, and an inveterate user of Wi-Fi while airborne. "The thing that they must realize is that in-flight Wi-Fi is still a very new product, and the expectation that you'll get a good, strong signal like you do at home or office needs to be reined in," Mr. McGinnis added. "Airlines are partially to blame for inflating expectations."

JetBlue recently announced that more than 150 of its planes had been equipped with satellite-based Wi-Fi, and the remainder of the fleet is scheduled for installation by next year. The airline said the broadband Internet, provided in collaboration with ViaSat, a satellite broadband and wireless services company, is "similar to what customers have at home." What's more, the service, same as peanuts and a soda, will be free. Deals with Amazon, The Wall Street Journal and other sponsors will help the airline pick up the tab. JetBlue currently offers a free basic plan.

This summer, Virgin America announced it was collaborating with ViaSat for its new planes and promised to deliver Internet speeds "typically up to 8 to 10 times faster than any other in-flight Wi-Fi system," much like the experience on land. For Virgin, the scope is limited, with 10 planes getting furnished by next June. (Gogo, the dominant service provider in the industry, will remain on Virgin's other aircraft for the time being.) Wi-Fi will be offered free through most of the rollout period before a price structure is put in place.

Because JetBlue holds a 5 percent market share in the United States and Virgin America's share is even smaller, it is unclear what impact their strategy will have industrywide. The four primary carriers are either committed to or exploring heightened Internet speed — some by shifting to the more desirable satellite option — and are increasing the number of planes with the service as older aircraft are retired.

"Connectivity is the biggest issue on major carriers," said Mr. McGinnis, who pointed out that more consistent service is possible for airlines with smaller fleets. Handicapping the field, Tim Farrar, a satellite and telecommunications analyst, foresees American Airlines as most likely to advance its technologies. Mr. Farrar, president of TMF Associates in Menlo Park, Calif., cited American's "ongoing fleet replacement program that gives the opportunity for new installations."

The oft-criticized Gogo will be part of the industry's gradual shift to satellite. Gogo's air-to-ground system has been the common method for fliers to connect on five United States-based airlines that represent more than 70 percent of the market share. Gogo's latest satellite component, called 2Ku, will go into effect this quarter; its largest commitment is from Delta Air Lines. "There is a reason Gogo struggles performance-wise," said Seth Miller, a travel industry analyst, noting that systems become overloaded because of bandwidth that is not infinitely available. "Gogo has probably been slower than I would like in reacting to the consumer," he added, though he detects improvement. Gogo expects 2Ku to increase bandwidth 20-fold and support streaming video as smoothly as it would on the ground.

Satellite may be the more effective generator of Internet access, but Mr. Miller, who focuses on in-flight connectivity and contributes articles to the travel website Runway Girl Network, points out that it can take years to launch a satellite into space. "Technology will have trouble catching up with the bandwidth issue," he added. "It never happens fast enough for consumers. There's always going to be a lag there."

The average fixed broadband speed was expected to double from 2014 to 2019. But travelers who desire fast and less costly — or free — service should maybe be careful what they wish for. The fee-based format effectively caps Wi-Fi usage on a plane, which keeps systems from becoming bogged down. Fewer customers means faster Internet speed for each.

Sponsors can defray part or all of the costs, like the model JetBlue is testing, at least in the short term. Southwest, which has staked its reputation in part on free checked baggage, has not taken the same approach

with free Wi-Fi, though its current fee is a relatively low \$8 per flight. Gogo, which does not service Southwest and sets the prices on the airlines that it does service, costs \$5 for one hour and \$16 for an all-day pass. Customers pay an average of \$13 a day. Gogo has not indicated whether fees will be affected when 2Ku is put in effect. Mr. Farrar suggested that airlines could lean on sponsorships, but added, "there is a limit to how much money you can get." Without sponsors, Mr. Miller said, "I don't think there's any airline out there who wants to take it to a loss leader yet."

Mr. Farrar is aware that there is pressure from customers for cheaper or eliminated rates, but thinks the big four airlines will resist. "A year from now, we probably won't see a dramatic change with the major carriers," he said. "They are still trying to figure it out. They don't move very quickly." If one big airline breaks ranks, the others might consider following, Mr. Farrar said. "In the meantime, they will try to hold on to making money if they can." In fact, Mr. McGinnis is skeptical that JetBlue's plan for free service will endure. "Putting Wi-Fi on planes is expensive," he said, "so I do not expect the freebies to last."

United will add Wi-Fi to 787-8s, improve performance

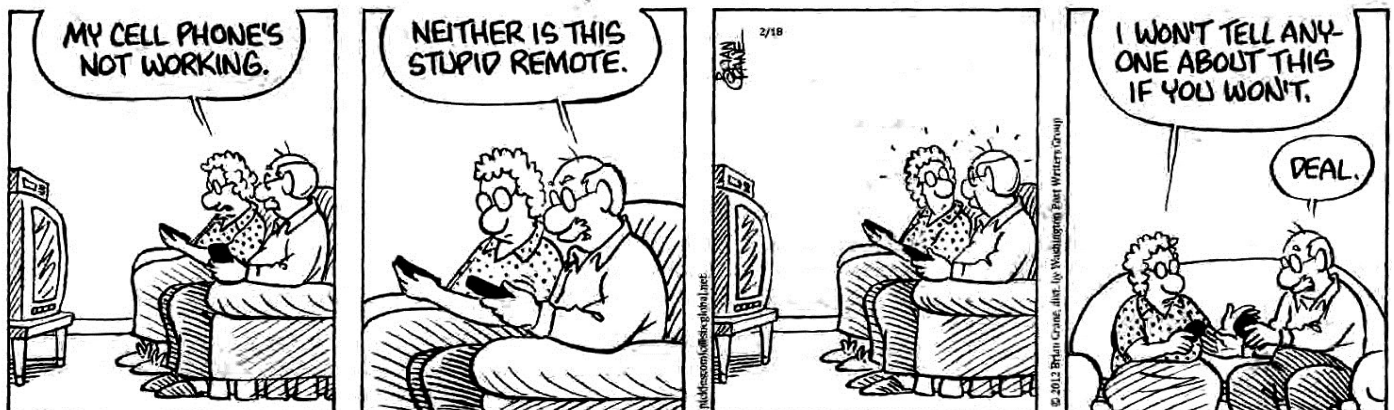


We have begun adding Ku-band Wi-Fi to our Boeing 787-8s and will take advantage of the down time for each of the 11 aircraft by completing a wide range of other work intended to improve performance of the fleet. We operate 12 787-8s; one of them, aircraft #913, was delivered with Wi-Fi, as are all the 787-9s. We will add the Wi-Fi on the 11 others, starting with aircraft #912, and we expect to complete installation in the second quarter of 2016. The first visit, which started Nov. 2, is planned to take 25 days. Only one 787-8 at a time will undergo the modifications along with the reliability work. For each aircraft we are incorporating all open reliability improvements, which is up to 100 Boeing Service Bulletins. We are ensuring that every known component upgrade, system upgrade and repair that improves the reliability is incorporated on every aircraft prior to returning it to service so we can provide the operation with a more mechanically reliable fleet.

Project Engineer Mariya Ivleva noted that we identified issues to address on the subfleet based on our own results and analyses and in conjunction with Boeing, which is working with us and other operators to improve reliability for all 324 787s that are now in service worldwide. Then we created work packages for each aircraft that address its individual characteristics and operating history, as well as what we could most effectively accomplish during the Wi-Fi visit.

Boeing and its suppliers for the 787 have been aggressively developing modifications to improve the reliability of the 787, and we are incorporating these modifications as they become available. Our efforts, combined with an array of other initiatives and programs, have been steadily improving our key metrics for the fleet. "The combined team has worked to reduce the number of cancellations and long delays by almost half since 2013, but we still lag the industry in our 787 performance," said Tech Services VP John Wiitala. "These modifications will continue to help us to improve our 787 reliability." Our progress on Wi-Fi installations is bringing us closer to our plan to provide Wi-Fi connectivity plus at least one other entertainment option that includes choice on all mainline and two-cabin United Express aircraft, as well. For the most up-to-date information on Wi-Fi availability on all fleets, please visit united.com/Wi-Fi.

PICKLES | Brian Crane



Oscar says: 'I'll be back soon. Thank you for your prayers.'



Dear United team, Thank you for all the thoughts and prayers you sent to my family and me over the past few weeks. I am excited to tell you that I am on the road to recovery. My time away will be a little longer than I would like, but based upon discussion with my doctors I will be back in the first quarter.

I'm personally grateful to Brett and the entire management team for their leadership and for embracing United's new direction. I know each one of you is committed to achieving our full potential, continuing to focus on building and delivering our shared purpose of making United not only the best airline to fly, but also the best place to work.

While I have been part of the United family for only a short time, I've built many valued and strong relationships so far, and I can't wait to come back.

As I'm sure you can appreciate, this has been a difficult time for me and my family. Your messages of encouragement have helped profoundly. I look forward to seeing you in 2016 to continue working together to build a great airline. Sincerely, *Oscar*

United opens new club lounges as part of \$100M investment



United Airlines will unveil new United Club lounges in both Atlanta and San Francisco, offering customers modern designs with stunning panoramic views of the airfield, comfortable seating to work or relax, fresh and healthy food choices, complimentary beverages and plentiful power outlets throughout. "Our customers deserve the very best travel experience, and our new clubs are not only beautiful spaces, they are also very functional and will provide the perfect settings for customers to relax, refresh and recharge before their flights," said Jimmy Samartzis, United's vice president of food services and United Clubs. "We are

investing over \$100 million in our United Club locations over the next few years to offer customers the added comfort and convenience they expect during their trips." Both new lounges will feature the modern United Club design.

Atlanta: The nearly 5,000-square-foot Atlanta United Club opened in November. The club features stunning panoramic views of the airport as well as seating for more than 100 people, giving travelers a comfortable and convenient airport getaway where they can unwind during their journeys. The modern design also features vintage aviation artwork throughout the club, and visiting customers may dine on complimentary fresh-food choices, including yogurt and fresh fruit; muffins in rotating flavors of cinnamon and blueberry; sliced red bell peppers with hummus; rotating seasonal soups; and spicy Bloody Mary trail mix. The Atlanta club is located between gates 11 and 12 at Hartsfield-Jackson International Airport's Concourse T, on the mezzanine level.

San Francisco: At just over 6,000 square feet, the newest United Club at San Francisco International Airport also opened in November. The club will offer a bird's-eye view of airport operations and a gallery of photos of United's history. Comfortable seating can accommodate more than 130 people who will be able to enjoy a complimentary menu with seasonal choices, such as fresh zucchini, yellow squash and cherry tomatoes; hearty butternut squash soup; dressed spinach salad; and a variety of fresh meats and cheeses. The club is located in the newly renovated Terminal 3 East Concourse, and operates in addition to United Club locations in Terminal 3's Concourse F and in the airport's International Terminal G.

Like remodeled United Club locations in Atlanta, Chicago, San Diego, Seattle, Boston and London, the new San Francisco location offers additional work stations and abundant power outlets for customers to work with greater ease and comfort. Members may also enjoy complimentary beverages and Wi-Fi, as well as premium wines and spirits.

Over the next three years, United plans to renovate and update United Club locations throughout its network. Starting in 2016, the airline will begin extensive renovations at locations including New York/Newark, Chicago O'Hare, Los Angeles, Fort Lauderdale, Dallas-Fort Worth and Guam.

The 787 is Helping United Shrink LAX and grow SFO

From The Cranky Flier



There's been plenty of talk about how the 787 is going to provide all kinds of opportunity for airlines to do new and cool things, but if you want to see it in action, look no further than United. The airline has found the 787 to be versatile enough that it is ideal for shrinking its Los Angeles operation while also expanding its San Francisco flying. So far, these moves are both good for the airline and for travelers.

United still has two hubs on the West Coast, though many are right to question whether Los Angeles still counts. San Francisco is the big one, and United absolutely dominates there. The 787 is helping to significantly expand the airline's presence, making it an even more attractive hub. But first, let's talk about that Los Angeles operation.

United used to be the most dominant carrier in Los Angeles, but American and Delta have been making Los Angeles a priority while United has been more about the status quo. I suppose at least one airline should be rational here, though it's strange that it's United. United's long-haul operation in LA has three pillars – London, Tokyo, and Sydney. In the last few years, we've seen the addition of Shanghai and Melbourne to round out the group. But as United has reorganized its network, it found it was using airplanes that were far too big on these routes.

To Sydney, United was still using its massive 747s. Only in the last year or so did United finally decide to put a 777 on the route. But next year? It goes down to a 787-9. Melbourne used to be a tag on from Sydney on those big 747s. But with smaller airplanes, the airline didn't need to run that expensive tag anymore. Now, United has simply put another 787-9 nonstop to Melbourne.

In Japan, the Tokyo route has seen several airplanes over the years, but it has recently settled on the 787-9 as well. Shanghai started with a 777 and that was clearly too much capacity. The 787-8 went on that route very quickly, though that has now moved up to a 787-9.

And then there's London. This legacy Pan Am route has been a 777 for a while now, but it will also be going to a 787-9 next year.

The upshot here? United will have a single, smaller long-haul widebody type in operation from LA. That's great for scheduling, crewing, and maintenance simplicity. It also means there's no longer any First Class for sale on those routes. This is a right-sizing to match what United has done elsewhere in Los Angeles. Without the 787, United would have either had to continue flying airplanes that were too big or it could have canceled the routes outright. With that possibility, this seems like good news for travelers.

San Francisco is a different story. This is the home of the Pacific fleet, the location of most of United's 747s. And that heft is not going to change. So while the 787 is helping United to shrink LA, it's going to be used to help grow San Francisco. Sure, the 787 can help better match the right-size airplane to the right route. (At some point next year, for example, the Seoul/Incheon, Sydney, Taipei, and Tokyo/Haneda flights will all drop to a 787-9.) But its primary use in San Francisco is to add new destinations.

The first hint of this was when United decided to start flying a 787-8 from SFO to Chengdu in China. That's a long, thin route that wouldn't have worked on another airplane. (Or even if it would have, United wouldn't have taken that risk.) That Chengdu flight started 3 times weekly and has grown since.

But that was just a taste of what was to come. Earlier last month, United announced it would fly from San Francisco to Tel Aviv, Auckland, and Xi'an.

Xi'an is a lot like Chengdu in United's network. It's a 13+ hour flight that will be tried 3 times a week on the 787-8. Again, it's a route that probably can't work on another airplane, but with the 787, it's at least worth trying.

Note to Self

just because it pops
into my head
does not mean it should
come out of my mouth

I imagine we'll continue to see more of this type of growth in China.

The Auckland route is one that's been rumored for years. United used to serve Auckland, but it's been ages. And ever since Qantas pulled out of Auckland-LA back in 2012, Air New Zealand has been the only airline to fly between New Zealand and the mainland US. (Hawaiian flies from Honolulu.) You'd think that since United and Air New Zealand are alliance and codeshare partners, the former's flight to San Francisco would be sufficient. But this isn't a joint venture, and United sees real opportunity to run its own metal. I tend to agree. Auckland will run three times weekly in the off-peak summer on a 787-8. In peak winter, it will go daily on a 787-9.

And then there's Tel Aviv. Once American ends its Philly flight soon, there will only be nonstop options to Israel from New York (JFK and Newark), Boston, and Los Angeles. San Francisco, however, has an important tech link with Israel, and there is a fair bit of traffic in the market that would likely jump at this flight. But is there enough traffic for a 777? Eh, probably not. (And it's too far for a 767, as is the case with all these other routes.)

So we have a tale of two cities... and one airplane. United is using the 787 to shrink in LA without abandoning it. Yet it's finding the 787 is a great way to grow what it has in San Francisco even further.

UAL could be close to placing a big order for Embraer 100-Seat jets.

By Adam Levine-Weinberg



Brazilian aircraft manufacturer Embraer has had great success in the U.S. market lately. As the regional airline industry has migrated toward 76-seat jets, it has captured a slew of orders for its E175 jet from legacy carriers like American Airlines and United Continental and their regional airline partners. For the past few years, more than half of Embraer's commercial aircraft deliveries have gone to the U.S.

Embraer now has its eyes on an even bigger prize in its top market. The company believes it could soon land orders for its larger -- and more profitable -- E190 and E195 jets in the U.S.

For the past 10-20 years, U.S. network carriers like United and American have mainly operated planes with 120-130 or more seats, while contracting out with regional airlines to fly numerous planes with 76 or fewer seats. This has left a big void in the 100-seat range. This is a legacy of the wide gap in pilot pay between mainline carriers and regional airlines. It was more economical to contract out to a regional airline for a 70- to 76-seat jet (or even a 50-seat jet) than to pay mainline wages for a somewhat larger plane. However, the growing regional airline pilot shortage is raising the cost of regional airline capacity and limiting its availability. In this context, 100-seat planes are starting to look more attractive. Additionally, most legacy carrier pilot contracts cap the number of 76-seat jets that can be flown by regional airlines, but allow this cap to rise if the airline also adds 100-seat jets.

Delta Air Lines was farsighted about these trends, and made plans in 2012 to add 88 used 110-seat Boeing 717s to its mainline fleet. By contrast, while American Airlines has 20 99-seat Embraer E190s, that represents just 2% of its mainline fleet. United doesn't have any planes in the 100-seat segment today.

United Continental has already publicly stated that it is interested in adding smaller jets like the E190 and E195 to its fleet. Under United's pilot contract, for every five jets in that size class that it flies with mainline pilots, it can add four 76-seat jets to its regional fleet -- up to a maximum of 70 additional regional jets.

American Airlines hasn't said whether it is considering expanding its 100-seat jet fleet. At the moment, it has hundreds of larger aircraft on order and is working through a major merger integration process. But if United makes a big move toward using small mainline planes, it would increase the likelihood of American Airlines eventually growing its 100-seat jet fleet.

Embraer is the likely winner. The head of Embraer's commercial airplanes unit stated that he thinks his company could get an initial deal within the next six months -- presumably from United. His confidence probably stems from the fact that Embraer doesn't face much competition in this segment. Bombardier's CS100 is the main alternative, but it is significantly more expensive than any of Embraer's products. Airlines

may also be worried about Bombardier's long-term health, as massive cost overruns for CSeries development have severely damaged its financial position. The big choice for United is between buying the current-generation E190 or E195 from Embraer, buying used E190s (which are quite cheap right now), or waiting a few years for the next-generation E190-E2 and E195-E2. Those planes will enter service in 2018 and 2019, respectively.

Former United Continental CFO John Rainey said back in June that the company was evaluating the E2-series jets. However, United probably doesn't want to wait until 2018 or later to start adding planes in the 100-seat range. Thus, Embraer's best strategy might be to offer 20-30 current-generation E-Jets at a big discount for delivery between late 2016 and 2018, followed by early deliveries of E2-series jets beginning in 2018. It's quite possible that United Continental will instead buy some used E190s -- it has shown growing interest in mid-aged used planes in the past year or two. However, even if it buys used planes to meet its near-term needs, United may also order some E2 jets for delivery a few years from now. And in 10-15 years, it would probably replace the used E190s with new E2-series jets.

A big deal could move the needle. Embraer is a relatively small aircraft manufacturer. This year, it expects to build about 100 commercial jets. Thus, a single big order can have a significant impact on Embraer's finances. If United opts to buy 88 new Embraer planes -- which would unlock the ability to add 70 large regional jets under its pilot contract -- it would boost Embraer's backlog by nearly a year. If American Airlines eventually followed suit, that would magnify the impact.

Furthermore, the E190 and E195 planes are more profitable for Embraer than the smaller E175. The E2-series E-Jets will be even more profitable -- since they incorporate newer technology, they can command higher prices. That makes these potential orders even more valuable than the big E175 orders Embraer has bagged in recent years. Obviously, there's no guarantee that a deal will materialize (or that it will come in the expected six-month timeframe). However, this is a huge opportunity for Embraer to gain a bigger foothold in a lucrative piece of the U.S. aircraft market where it has previously been marginalized

United Airlines' Guam service so bad, attorney general gets involved



In response to what they describe as chronic customer complaints of "subpar and declining flight services," the Attorneys General of Guam and the Commonwealth of the Northern Mariana Islands (CNMI) are calling out United Airlines. In a letter to United's acting CEO, they're asking the airline to fix a whole litany of nagging issues plaguing the Guam-Honolulu route.

The list of complaints includes loss of free in-flight meals and entertainment, increased baggage costs, old planes, frequent breakdowns and insufficient flight crews. Attorneys General Elizabeth Barrett Anderson of Guam and Edward

Manibusan of the CNMI say they want to initiate dialogue with the airline to improve the Honolulu flight, the most direct route from Guam to the US mainland.

Guam's AG was not available for an interview, but in the letter to acting United CEO Brett Hart, the AG's also say Guam-to-Honolulu should be considered an international flight that comes with free meals and baggage. They say the inequities are even more glaring because the fare from Guam to Honolulu is double that of the Narita-Honolulu flight, even though the routes are about the same distance.

The two AG's even suggest that United's level of service might have Guam customer's longing for the old pre-merger days of continental Micronesia. They write that united has never met the level of Continental, a carrier which they say was deeply rooted in this region, and invested in its people.

United managing director for business development Sam Shinohara said he has not yet seen the letter and declined comment at this time.

**NEVER LAUGH AT
YOUR
WIFE'S CHOICES.
YOU'RE ONE
OF THEM.**

US Department of Justice sues Delta & UAL over Newark slot sale



Business Travel Coalition (BTC) welcomed the news that the US Department of Justice (DOJ) is suing Delta Air Lines and United Airlines to block a slot sale at Newark Liberty International Airport, a sale which DOT contends is in violation of Section 1 and Section 2 of the Sherman Act. United is seeking to build on its 73 percent of takeoff and landing slots at Newark by purchasing 24 slots from Delta.

“This is an important day for business travelers who have been on the losing end of the Big Three U.S. carriers’ stranglehold at Newark where they control 91 percent of the slots and charge some of the highest fares in the country. DOJ no doubt has viewed with alarm the behavior of the Big Three in a radically consolidated industry,” stated BTC founder Kevin Mitchell. “The highest and best use of those slots would be if they were in the hands of low fare airlines like Frontier, Allegiant, JetBlue or Spirit,” added Mitchell.

“Recent criticism of the airline industry underscored, the Big Three, through their hyper-aggressive efforts to reduce price transparency, undermine consumer protections and frustrate airline new entry, have raised serious concerns in the U.S. Congress, at DOJ, and yes, among U.S. presidential candidates. There are remedies available to policy makers to fix airline behavioral problems caused, in part, by industry consolidation,” continued Mitchell.

The Disturbing Truth About How Airplanes Are Maintained Today

By James B. Steele



Not long ago I was waiting for a domestic flight in a departure lounge at one of the crumbling midcentury sheds that pass for an American airport these days. There were delays, as we’ve all come to expect, and then the delays turned into something more ominous. The airplane I was waiting for had a serious maintenance issue, beyond the ability of a man in an orange vest to address. The entire airplane would have to be taken away for servicing and another brought to the gate in its place. This would take a while. Those of us in the departure lounge settled in for what we suspected

might be hours. From the window I watched the ground crew unload the bags from the original airplane. When the new one arrived, the crew pumped the fuel, loaded the bags, and stocked the galley. It was a scene I’d witnessed countless times. Soon we would board and be on the way to our destinations.

As for the first airplane, the one with the maintenance problem—what was its destination going to be? When you have time on your hands, you begin to wonder about things like this. My own assumption, as yours might have been, was that the aircraft would be towed to a nearby hangar for a stopgap repair and then flown to a central maintenance facility run by the airline somewhere in the U.S. Or maybe there was one right here at the airport. In any case, if it needed a major overhaul, presumably it would be performed by the airline’s staff of trained professionals. If Apple feels it needs a “Genius Bar” at its stores to deal with hardware and software that cost a few hundred dollars, an airline must have something equivalent to safeguard an airplane worth a few hundred million.

About this I would be wrong—as wrong as it is possible to be. Over the past decade, nearly all large U.S. airlines have shifted heavy maintenance work on their airplanes to repair shops thousands of miles away, in developing countries, where the mechanics who take the planes apart (completely) and put them back together (or almost) may not even be able to read or speak English. US Airways and Southwest fly planes to a maintenance facility in El Salvador. Delta sends planes to Mexico. United uses a shop in China. American still does much of its most intensive maintenance in-house in the U.S., but that is likely to change in the aftermath of the company’s merger with US Airways.

The airlines are shipping this maintenance work offshore for the reason you’d expect: to cut labor costs. Mechanics in El Salvador, Mexico, China, and elsewhere earn a fraction of what mechanics in the U.S. do. In part because of this offshoring, the number of maintenance jobs at U.S. carriers has plummeted, from

72,000 in the year 2000 to fewer than 50,000 today. But the issue isn't just jobs. A century ago, Upton Sinclair wrote his novel *The Jungle* to call attention to the plight of workers in the slaughterhouses, but what really got people upset was learning how unsafe their meat was. Safety is an issue here, too. The Federal Aviation Administration is supposed to be inspecting all the overseas facilities that do maintenance for airlines—just as it is supposed to inspect those in America. But the F.A.A. no longer has the money or the manpower to do this.

One of the fastest-growing of the offshore repair sites is on the perimeter of El Salvador's Monseñor Óscar Arnulfo Romero International Airport. Named for the archbishop who was assassinated during Mass in 1980, the airport has become a busy hub, owing largely to a steady influx of foreign jetliners needing maintenance and repair. Jets flying the insignia of US Airways, Southwest, Jet Blue, and many smaller American carriers are a common sight as they touch down and taxi to the Aeroman complex at the edge of the field.

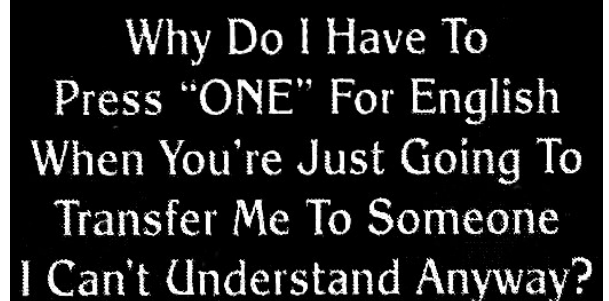
Aeroman was once the repair base for El Salvador's modest national airline. It has mushroomed into a complex of five hangars, 18 production lines, and numerous specialty shops that perform virtually all phases of aircraft overhaul. The company has picked up the familiar multi-national technobabble, describing itself as a "world leader in providing aircraft-maintenance solutions." About 2,000 mechanics and other employees work in the company's tightly guarded airport compound, encircled by a fence and barbed wire.

The airplanes that U.S. carriers send to Aeroman undergo what's known in the industry as "heavy maintenance," which often involves a complete teardown of the aircraft. Every plate and panel on the wings, tail, flaps, and rudder are unscrewed, and all the parts within—cables, brackets, bearings, and bolts—are removed for inspection. The landing gear is disassembled and checked for cracks, hydraulic leaks, and corrosion. The engines are removed and inspected for wear. Inside, the passenger seats, tray tables, overhead bins, carpeting, and side panels are removed until the cabin has been stripped down to bare metal. Then everything is put back exactly where it was, at least in theory.

The work is labor-intensive and complicated, and the technical manuals are written in English, the language of international aviation. According to regulations, in order to receive F.A.A. certification as a mechanic, a worker needs to be able to "read, speak, write, and comprehend spoken English." Most of the mechanics in El Salvador and some other developing countries who take apart the big jets and then put them back together are unable to meet this standard. At Aeroman's El Salvador facility, only one mechanic out of eight is F.A.A.-certified. At a major overhaul base used by United Airlines in China, the ratio is one F.A.A.-certified mechanic for every 31 non-certified mechanics. In contrast, back when U.S. airlines performed heavy maintenance at their own, domestic facilities, F.A.A.-certified mechanics far outnumbered everyone else. At American Airlines' mammoth heavy-maintenance facility in Tulsa, certified mechanics outnumber the uncertified four to one. Because heavy maintenance is labor-intensive and offshore labor is cheap, there's a perception that the work is unskilled. But that's not true. If something as mundane as the tray of a tray table becomes unattached, the arms that hold it could easily turn into spears.

There are 731 foreign repair shops certified by the F.A.A. around the globe. How qualified are the mechanics in these hundreds of places? It's very hard to check. In the past, when heavy maintenance was performed on United's planes at a huge hangar at San Francisco International Airport, a government inspector could easily drive a few minutes from an office in the Bay Area to make a surprise inspection. Today that maintenance work is done in Beijing. The inspectors responsible for checking on how Chinese workers service airplanes are based in Los Angeles, 6,500 miles away.

Lack of proximity is only part of the problem. To inspect any foreign repair station, the F.A.A. first must obtain permission from the foreign government where the facility is located. Then, after a visa is granted, the U.S. must inform that government when the F.A.A. inspector will be coming. So much for the element of surprise—the very core of any inspection process. That inspections have had the heart torn out of them should come as no surprise. It is the pattern that



**Why Do I Have To
Press "ONE" For English
When You're Just Going To
Transfer Me To Someone
I Can't Understand Anyway?**

has beset the regulation of drugs, food, and everything else.

What effect does all this offshoring have on the airworthiness of the fleet? No one gathers data systematically on this question—which is worrying in itself—but you don't have to look far in government documents and news reports to find incidents that bring your senses to an upright and locked position. In 2011, an Air France Airbus A340 that had undergone a major overhaul at a maintenance facility used by U.S. and European airlines in Xiamen, China, flew for five days with 30 screws missing from one of its wings. The plane traveled first to Paris and then to Boston, where mechanics discovered the problem. A year earlier, an Air France Boeing 747 that had undergone major maintenance at another Chinese facility was grounded after it was found that some of the plane's exterior had been refinished with potentially flammable paint.

In 2013, yet another Air France aircraft, this one an Airbus A380 en route to Caracas from Paris, had to make an unscheduled landing in the Azores when all the toilets overflowed and two of the airplane's high-frequency radios failed. The Air France pilots' union said the incidents occurred on the airplane's first commercial flight after heavy-maintenance work in China. The company that performed the work also does maintenance for American. (Air France has denied that the problems were associated with maintenance done in China.)

In 2009, a US Airways Boeing 737 jet carrying passengers from Omaha to Phoenix had to make an emergency landing in Denver when a high-pitched whistling sound in the cabin signaled that the seal around the main cabin door had begun to fail. It was later discovered that mechanics at Aeroman's El Salvador facility had installed a key component of the door backward. In another incident, Aeroman mechanics crossed wires that connect the cockpit gauges and the airplane's engines, a potentially catastrophic error that, in the words of a 2012 Congressional Research Service report, "could cause a pilot to shut down the wrong engine if engine trouble was suspected."

In 2007, a China Airlines Boeing 737 took off from Taiwan and landed in Okinawa only to catch fire and explode shortly after taxiing to a gate. Miraculously, all 165 people on board escaped without serious injury. Investigators later concluded that during maintenance work in Taiwan mechanics had failed to attach a washer to part of the right wing assembly, allowing a bolt to come loose and puncture a fuel tank. China Airlines does maintenance work for about 20 other carriers.

Airline mechanics at U.S. airports who perform routine safety checks and maintenance tasks before an airplane takes off report that they are discovering slipshod work done by overseas repair shops. American Airlines mechanics contended in a lawsuit last January that they had been disciplined by management for reporting numerous safety violations they uncovered on airplanes that had recently been serviced in China. Mechanics in Dallas said they had discovered cracked engine pylons, defective doors, and expired oxygen canisters, damage that had simply been painted over, and missing equipment, among other violations. An American spokesperson denied the allegations, contending that the airline's "maintenance programs, practices, procedures and overall compliance and safety are second to none." Citing a lack of jurisdiction, a federal judge dismissed the lawsuit. The F.A.A., however, is investigating the allegations.

With huge subsidies, the Chinese government has created an aircraft-maintenance industry almost from scratch—building hangars, hiring mechanics, and aggressively courting airlines to have work done in the People's Republic. Even engine repairs and overhaul—the highly skilled aircraft-maintenance work that has remained largely in the U.S. and Europe—may follow heavy maintenance to the developing world. Emirates, the airline owned by the Gulf states, is constructing a \$120 million state-of-the-art engine-repair-and-overhaul facility in Dubai.

Not everyone in official Washington is oblivious to what has been happening. The inspector general's office of the Department of Transportation has repeatedly called for the F.A.A. to demand more stringent reporting requirements. It needs to know where maintenance work is being done, and by whom. In 2003, the inspector general called on the F.A.A. to require drug testing of workers at foreign repair stations as a condition of F.A.A. certification. Twelve years later, the agency still has no such requirement. Similarly, there are no mandatory security checks for workers at foreign airplane-repair stations. In 2007, workers on a Qantas jet undergoing heavy maintenance in Singapore were reportedly members of a work-release contingent from a

nearby maximum-security prison, though the airline denied the allegation.

In addition to sending work offshore, airlines are also outsourcing more maintenance work—including heavy maintenance—to private contractors in the U.S. Many of the issues that plague the foreign shops—unlicensed mechanics, workers who don't speak English, and poor workmanship—are also present at some of these private American repair shops. The F.A.A. at least has the capability to inspect domestic facilities more frequently than it does those overseas. (Despite frequent attempts, the F.A.A. did not respond to requests for information or comment on the issues raised in this story.)

The reality is that from now on it's going to be up to the airlines to police themselves. With the F.A.A. starved for funds, it will be left to the airlines to oversee the heavy maintenance of their aircraft. Have you noticed that this sort of arrangement never works? The F.A.A.'s flight-standards office in Singapore—the only field office it maintained in the entire developing world—once had half a dozen inspectors responsible for visiting more than 100 repair stations in Asia: not enough, to put it mildly, but they could accomplish something. By 2013 the number of inspectors was down to one. Now there is no one at all.

And I will confess that thinking about all this in the departure lounge puts the prospect of endless delay into perspective. Yes, I'll happily wait a little longer to board my flight—and then hope for the best.

Spaceport America's 24th launch - UP Aerospace SpaceLoft rocket



SPACEPORT AMERICA, NM - Spaceport America, the world's first purpose-built, commercial spaceport, announced the successful launch today of an UP Aerospace SpaceLoft rocket carrying several scientific and engineering experiments. The launch took place on November 7, 2015 from Spaceport America's Vertical Launch Complex -1 on the East Campus. This launch represents Spaceport America's 24th overall launch and the fourth from Spaceport America with NASA Flight Opportunities Program payloads. The SpaceLoft commercial research rocket was launched within the dedicated 2 1/2-hour launch window, and flight data indicate the rocket attained a maximum altitude of approximately 74.98 miles. The parachute recovery system brought the rocket and its payloads safely back. The payloads were recovered intact

30.83 miles downrange on the U.S. Army White Sands Missile Range as planned. This is the first mission in which UP Aerospace demonstrated the capability to eject separate payloads that require independent re-entry into the atmosphere. Three separate parachutes provided soft landing of payload components.

"Spaceport America congratulates UP Aerospace on a successful launch and for being the first private commercial-space company to demonstrate independent payload re-entry," said Spaceport America CEO Christine Anderson. "Spaceport America is also proud to support these important research payloads for NASA and academia." "I would like to thank Spaceport America for hosting all ten of the SpaceLoft missions," explained UP Aerospace President Jerry Larson. "We look forward to offering our new independent re-entry capabilities which we have demonstrated with this mission to other customers in the future."

The payload flown on the UP Aerospace SL-10 rocket included the following:

- Maraia Earth Return Capsule from NASA Johnson Space Center. This experiment tested a reentry capsule being developed to return small satellites and individual payloads from orbit on-demand.
- AVA from NASA Ames Research Center. This was a test of a developmental, low-cost avionics package, which will ultimately be used to monitor and control launcher systems designed for small satellites.
- Green Propellant experiment from Purdue University. This experiment studied surface tension behavior of a new "green" rocket propellant in low gravity. Results will be used to validate propellant management devices applicable to both geostationary and interplanetary spacecraft.
- SOF-2 from New Mexico State University. This experiment tested an autonomous, robotic method to identify unknown or changed inertia properties (mass, center of mass, moments of inertia) of a spacecraft. This will be used to enhance control capability of future on-orbit servicing missions such as satellite refueling, rescue, repair, and orbit debris removal.

Page Two, The Rest of the Story about the First 727, N7001U

By Gerry Baldwin



I enjoyed reading “About the Cover... The First Boeing 727 (N7001U) Prepares for its Last Flight,” October, 2015, RUPANEWS, page 4. As the late Paul Harvey used to say, “Now for the rest of the story.” You might ask, “How did The Museum of Flight wind up with the first Boeing 727?” I’m about to answer that.

In the late 1980’s, United had forfeited its Seattle-Tokyo route authority. When then United CEO Richard Ferris announced his intentions to acquire Pan American’s Pacific division, he agreed to give up United’s Seattle-Tokyo route. That resulted in the authority’s being up for grabs after United had assumed Pan American’s many routes in the Pacific. Reapplying for that authority had never occurred to company management; but it did to the Air Line Pilots Association’s (ALPA’s) United Master Executive Council (UAL MEC) of which I was a member at the time, representing Seattle’s pilots.

The MEC pressed the company to reapply for the authority, which they did; but the MEC did not stop there. We dispatched, first, our vice-chairman, Jamie Lindsay, and subsequently yours truly to head up a company-wide effort to secure the award. We asked for volunteers from all divisions, flight attendants, maintenance, reservations, kitchens, ticketing, station, World Headquarters, and pilots to help in the effort.

Our chief competitor for the award, Continental Airlines, gave only a half-hearted nod to greater Seattle in its bid. We pulled out all the stops, as that authority was a big part of Seattle’s international flying. We approached anyone and everyone who might influence the award, other states’ and our Congressional Delegations, governors, state senators and representatives, mayors, city and county officials of every stripe, just to name a few. We also wanted United’s name in the press to get the people of Seattle behind us.

United at the time was retiring many of its older airplanes, including N7001U. Such airplanes had a market value somewhere in the very low millions, \$1 to \$1.3 million in some cases. When sold to upstarts, they would then be flown against United at fire sale prices. I had a better idea, let’s give them away to charities and deduct the proceeds from United’s taxes. Management saw the wisdom in that; and N7001U would be the first. Subsequently, United donated airplanes to museums such as Chicago’s Museum of Science and Industry as well as to various colleges that had aviation programs.

We planned a huge affair at Seattle’s Boeing Field for the turnover of the airplane. We had a contest to name that airplane as well as United’s first B-747-400 that was arriving simultaneously. The winning names were, “The Spirit of Seattle” and “The Spirit of Seattle II.” Both airplanes were on display for the event. We got all regional dignitaries to the event along with hundreds of people. That drew media. We had a carnival and concession stands, marching bands, and an airshow.

I asked my good friend, fellow United pilot and fellow Naval Aviator, John “Rolls” Royce, who was an A-6 Intruder Squadron Commander in the Naval Reserve at the time, to participate. He said he could not land at Boeing Field because of landing fees. I said, “We don’t need you to land, just fly by with gear, flaps, and tailhook down, speedbrakes out; and make a lot of noise. Rolls brought a section (two A-6s in tight formation) down the runway right on schedule, and it was the highlight of the show. The A-6 is especially noisy, as its conventional engines have a bent exhaust pipe. Air likes to complain when you make it turn corners.

We had many other events, but the donation event for The Spirit of Seattle, sitting nose-to-nose with The Spirit of Seattle II, was certainly the highlight of the season. The rest of the story is that United did, indeed, get the route award. True to form, however, Continental, who had not seriously sought public support, turned to the courts. They found a friendly Washington, DC, federal judge who ruled that because a Civil Aeronautics Board Law Judge had ruled early in the process that Continental was viable for the award, they should have it.

Continental flew it, unsuccessfully, for a time and then sold it to American Airlines for \$110 million. Subsequently, the Department of Transportation secured a second Seattle-Tokyo route authority; and United secured that and flies it, successfully, to this day.

2015 airline ancillary revenue projected to reach \$59.2 b worldwide



DUBLIN, Ireland - IdeaWorksCompany and CarTrawler project airline ancillary revenue will reach \$59.2 billion worldwide in 2015. The CarTrawler Worldwide Estimate of Ancillary Revenue represents an increase of 163% from the 2010 figure of \$22.6 billion, which was the first year for the ancillary revenue estimate.

Earlier this year, CarTrawler and IdeaWorksCompany reported the ancillary revenue disclosed by 63 airlines for 2014. These statistics were applied to a larger list of 180 airlines to provide a truly global projection of ancillary revenue activity by the world's airlines in 2015. The CarTrawler Worldwide Estimate of Ancillary Revenue marks the sixth year IdeaWorksCompany has prepared a projection of global ancillary revenue activity.

"These figures show the impact that ancillary revenue has on the bottom lines of airlines, but it is also a critically important element of the customer experience," says Michael Cunningham, Chief Commercial Officer at CarTrawler. "Airlines that offer a rounded, sophisticated customer experience by drawing on data science insights and the right ancillary offerings have a better chance of backing up revenues with increased loyalty and a stronger brand promise, which in turn leads to increased repeat bookings."

Revenue from optional services, such as onboard sales of food and beverages, checked baggage, premium seat assignments, and early boarding benefits, was determined to represent \$36.7 billion of the projected global 2015 total. The smaller share, at \$22.5 billion, comes from non-fee activity such as the sale of frequent flier miles to program partners, and commissions earned on the sale of services to travelers, such as hotel accommodations and car rentals.

Boeing officially opens advanced research center in Missouri



Boeing opened its new research and technology center in St. Louis. The facility will serve as the company's regional hub for collaborative technology development with academic institutions and research partners in systems technology. With more than 180,000 square-feet devoted to the creation and development of technologies for use in current and future Boeing products, the Boeing Research & Technology-Missouri (BR&T-Missouri) research center has grown significantly since it was first announced in 2013.

"We're building a deeply talented workforce here that will make important contributions to future products," said Nancy Pendleton, leader of the BR&T-Missouri research center. "The new BR&T-Missouri research center allows access to and development of cutting-edge technologies across a broad spectrum of research areas, which will help launch the next hundred years of innovation." New labs and capabilities in Missouri include the Non-Destructive Test Lab, the Human Systems Integration Center, a Polymer Synthesis Lab, and the soon-to-be-built Collaborative Autonomous Systems Lab. More than 700 engineers, technicians and staff at BR&T-Missouri will develop a variety of other technologies that include systems, digital aviation and support technology, rate-independent production and next generation materials.

"Missouri is a great place for us to be – the proximity to local talent and research partners gives us access to some of the best minds in the industry," said Pendleton. "Our research agreements with Missouri University of Science and Technology and St. Louis University are just one more way we are advancing technologies."

"Today marks another exciting chapter in Boeing's continued growth in St. Louis," Missouri Governor Jay Nixon said. "Already the headquarters of Boeing Defense, Space & Security, the company's St. Louis campus continues to grow and diversify, creating hundreds of high-tech jobs and strengthening our economy. This state-of-the-art research and technology center is a great testament to our enduring partnership with Boeing, the dedicated men and women who work there, and the strong bipartisan effort to position Missouri to compete for next-generation aerospace jobs."

BR&T is the company's advanced research and development organization, providing technologies that enable the development of future aerospace solutions while improving the cycle time, cost, quality and performance of existing Boeing products and services. BR&T-Missouri rounds out the company's 10 other research centers around the world in Australia, Brazil, China, Europe, India, Russia and the United States, including Alabama, California, South Carolina and Washington.

Emirates Airline's One Percenters



The new, \$20 million Emirates Airline TV commercial featuring Jennifer Aniston is generating a lot of buzz. If you haven't seen it, the spot opens with Ms. Aniston dreaming about being aboard a U.S. airline. She's in her bathrobe, asking three flight attendants about the location of the shower and the bar. They laugh, telling her those things aren't on board. Then she wakes from the dream, and she's on an Emirates A380, where, while sipping a martini, she describes her "nightmare" to the bartender. Cute, huh?

If you're Emirates, based in Dubai, Etihad from Abu Dhabi, or Qatar Airways from that country, you can install showers, butlers and bars on your A380s because your government owners deliver wheelbarrows of subsidy cash. A marketing manager for one of the Gulf airlines, who spent many years at a real carrier (e.g., one owned by private investors who expect financial diligence and profit) recently told our mutual friend that inside the executive offices of the Gulf carrier the omnipresent attitude is that "cost doesn't matter on anything." Real carriers like American Airlines, Delta Air Lines, United Airlines, or their European partners, and most other global companies must spend prudently. They don't have unlimited access to state treasuries.

All that subsidy money, over \$42 billion for the three Gulf carriers just in the last decade, creates a tilted competitive playing field - and violates the provisions of the two "Open Skies" agreements between the United States and both the United Arab Emirates and Qatar. The UAE and Qatar gained open access to the U.S. aviation market in exchange for promising to ensure fair competition. They have been violating their promises for years and harming American jobs.

A little travel tip: if you're flying Emirates from, say, New York to Dubai, don't expect to use the shower if you're flying Economy or even in Business Class. Only 2.9 percent of the passengers on a three-class Emirates A380 have access to the shower - Ms. Aniston and the 13 others in First Class. The remaining 475 people, 97.1 percent, will need to bathe after landing - or make do with their moist towelettes. And the showers are only on their 65 behemoth A380s: if you do the numbers for the entire Emirates fleet, only about 1 percent of seats have shower access - no inflight bathing on their 777s nor A330s. The one percenters are privileged.

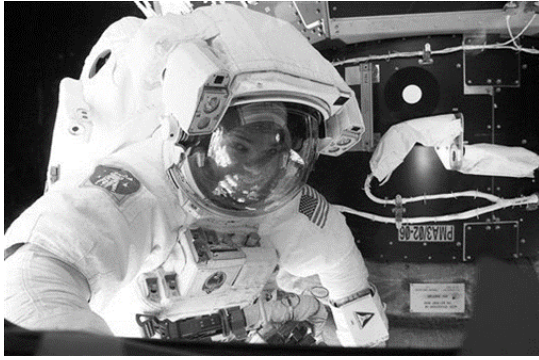
A few more observations about the ad from a longtime airline marketing professional. First, Emirates has announced they are spending \$20 million to secure airtime for the ad - but anything is possible when you have bags of government cash funding your company. Second, Emirates will likely have difficulty airing the commercial in the UK and other markets where advertising regulatory bodies more rigorously scrutinize ad messages - a casual viewer could well conclude that showers come standard, rather than just for the very privileged. In any case, Emirates and Ms. Aniston certainly do raise expectations.

Third, the handsome male flight attendant-slash-bartender to which Ms. Aniston confides her dream has blonde hair and an English accent. Although Emirates does hire some cabin crew from Europe, North America, and Australia/New Zealand, the vast majority are young women from poor countries - as are most of their staff on the ground (it's hard to find locals willing to load and unload bags when it's 140° F on the ramp in Dubai.) Staffing with expendable, low-paid workers is an integral part of the Gulf airlines' high quality/low cost business model. Unlike workers in the West, their employees cannot join a trade union or even enjoy basic worker due process. You mess up, you get sent home - and there are literally millions waiting to take your place (this reality allows Emirates and others to cynically crow about the tens of thousands of applications they receive every year.) And if you need a paycheck so you can send part of it home so your little brother in Manila can pay school tuition, or for mom and dad in Mumbai to buy food and have a mobile phone, you'll endure whatever is necessary.

So that prompts the question: given the Gulf airlines' massive subsidies that create an unfair competitive advantage and violate legal agreements, and considering their ugly labor strategy, do they really provide quality service? Do you feel good about that sort of luxury?

And here's a question for the U.S. government: Don't U.S. airlines and their workers have the same right as other industries to expect the government to enforce its agreements and defend American jobs?

Ex-Astronauts talk about near-misses



NEW YORK (AP) — Lunch with former astronauts Robert Curbeam, (pictured left) Jerry Linenger and Yi So-yeon feels a little like eavesdropping on the meeting of a special club. Bring up the reason they're together — to discuss the near misses that have them featured on the Science Channel's series "Secret Space Escapes" — and the club would seem even more exclusive. But not as much as you'd think, since the danger of space travel probably isn't fully appreciated by the general public.

For many reasons, incidents are often minimized at the time. Space agencies don't want the bad publicity, no one wants to scare families back home and astronauts are trained to fix problems and move on. "Whenever you're operating on the edge of human ability, you're going to have close calls," Linenger said. "We've had quite a few. But because we usually come out of them successfully people say that it's fine when it's actually quite hairy." Linenger's close call, part of the series that premiered Nov. 10, (NASA/Science Channel via AP) came when he and the other five men onboard had to put out a fire on the Russian space station Mir in 1997. Russian press reports at the time dismissed it as akin to a cigarette burning; in reality it was like a sparking blowtorch so hot it melted metal. There aren't many places to escape a serious fire on a spaceship.

Most astronauts are at peace with the danger they face, they say, believing the importance of the missions makes the risk worth it. Curbeam was on a spacewalk in 2001 when a valve leaked, spilling toxic ammonia flakes all over his spacesuit. He had to fix the leak, then stay outside the International Space Station for two extra orbits around the Earth, waiting for the sun to melt away the ammonia crystals. He was protected by his space suit, but exposure to the ammonia would have put his colleagues at risk if he couldn't clean himself off. During the incident, Curbeam said he put aside negative thoughts to get to work. "It wasn't like, 'I'm going to die,'" he said. "It's just that I have a job to do. It's all business."

To a certain extent, the survival skills give the astronaut a certain cache, as Yi found out. As a young scientist, she became the first South Korean in space when she flew on the space station in 2008. She was a national hero back home, but the Russians she flew and trained with didn't warm to a young Korean woman joining their club. She was just 29 at the time. Her problems came during re-entry, when a malfunction briefly subjected her and crewmates to eight times the force of gravity. The simple act of pushing her chest up and down to breathe became difficult. Back on Earth, a conservative Russian military officer, his uniform bedecked with medals, knocked on her door and wanted to hear her story. "He accepted me as one of his colleagues after the accident," she said. "I thought, 'that's good, as long as I survived.'" She's never told her mother much about the incident, however, particularly after hearing that mom fainted in fear while witnessing her takeoff. "I just told my mom, 'Mom, I'm home. That's enough. You don't have to know,'" said Yi, who lives now in the Pacific Northwest. "For her, I'm just a little girl."

Curbeam's family watched his space walks back home and, naturally, were nervous. "I've always told my mother that I'm one of the few persons on Earth where there are literally thousands of people looking out for my safety every time I go to work," he said.

The former astronauts all still support the space program, and bristle when confronted with people who wonder whether it's worth the expense. They saw the chance to tell their stories as a way of helping the program.

Set aside the dangerous incidents, and their stories of space travel will bring out the excited kid in anyone. They remember staring out the windows of their vehicles in wonder at all that passed by, the unexpected colors and vast amounts of non-twinkling stars. Photos of Earth from space are always lovely; imagine seeing it in real time, with cloud formations swirling above the surface. "Everybody tells you it's so captivating, that it's 100 times better than anything you've ever seen," Curbeam said. "They're wrong. It's much better than that."

Lost Bags, at 140 Characters, and Airlines Respond

By Martha C. White/The New York Times



Sid Banerjee and a colleague had been stranded at Chicago's O'Hare International Airport for several hours in April. The tech company chief executive had missed his connecting flight, was resigned to missing his meeting and was just trying to get back to Washington. "I could not get someone to reroute me back home," Mr. Banerjee said. After fruitless hours trying to get assistance over the phone or at the ticket counter, his colleague turned to Twitter. "We said, 'We should tweet about it,'" Mr. Banerjee said. He had a strong hunch they might get some kind of response. Their company, Clarabridge, sells social media analytics software to travel companies. Twitter, he figured, might give him a digital backdoor.

"Social in particular, because it's not the dominant path for communication between customers and airlines, does tend to have a shorter queue," he said. It might not be that way for long. The typewritten complaint sent by letter to a company's headquarters is rapidly becoming as outdated as a telegraph message. Airlines say they are reinforcing their customer service departments with social media specialists to field the thousands of questions, comments and complaints that pour in every week via channels like Facebook, Instagram and especially Twitter.

While hotels have also been expanding their social customer support departments, airlines say Twitter seems ready-made for fielding comments or complaints. "The channel seems to be set up for that immediate two-way conversation," said Charles Hobart, a United Airlines spokesman. "It gives them a voice and it gives them a format to reach out to us." Mr. Hobart said messages typically pertained to schedule questions or suggestions, baggage and delay or cancellation issues, and compliments about positive travel experiences. "The expectations of social have absolutely changed the nature of customer support and added a lot of challenge for large brands," said Ryan Holmes, chief executive of Hootsuite, a social media management company. "The old expectation that someone would call a 1-800 number and sit on a line and wait doesn't happen anymore. Customers need real-time responses." While travelers have come to expect a near-instant reply, companies have been trying to meet that expectation.

Brian Kruse, a spokesman for Delta Air Lines, said it had increased its social media team by roughly 30 percent over the last year. Now, about 40 staff members monitor and respond to the roughly 3,000 tweets a day that Delta receives. "If someone has a question about a delayed flight and they're in the airport, that's something we want to handle right then and there," said Ashley Mainz, social business manager on the social business team at Southwest Airlines. It has a dedicated team of 29 that fields the roughly 80,000 posts a month that come through Facebook and Twitter, building from a base of just a few employees in a little over a year. "Airlines were behind the curve, then they were able to figure out how to be proactive about it," said Dana Miller, senior vice president for client services at Crimson Hexagon, a social media analytics company. She said data analytics revealed a continuous learning curve, because while the number of complaints had stabilized, the number of responses continued to climb.

From 2012 to 2014, the frequency of the word "apology" in response to traveler complaints increased by seven times, Ms. Miller said. Since then, the frequency of apologies has dropped, but the words "assistance," "contact" and "help" have all skyrocketed. "The conversation or response is less regretful and more helpful." Jonathan Pierce, director of social media for American Airlines, said it had 26 people dedicated to social media customer service. "You now see folks with Wi-Fi on board — if they need assistance on board, they'll tweet us," he said. "Perhaps if their bag isn't there within five minutes, they'll tweet us. "There's an expectation from the customers that we're there to listen to that and act on it." Seth Miller, a blogger and travel technology and loyalty program consultant who travels often, said he often used Twitter to communicate with airlines, even from the plane. "I was on a flight that was delayed, we were in the process of boarding, and I was worried about my next connection," he said. "Even though we expect real-time responses, you don't have to actually be on the phone to get things fixed." Before the plane door shut, Mr. Miller exchanged a few tweets with a customer service representative and provided his information through a direct message. When he landed, he had another message telling him his connecting flight had been

secured.

Morgan Johnston, a social media strategist at JetBlue Airways, said it was not just tied to social media but to connectivity in general. "We certainly have seen a shift as more and more customers are connected, and as you see the ubiquity of Wi-Fi at altitude," he said.

These missives aren't completely replacing phone and other online complaints, which travel industry consultants say is a double-edged sword. "There's a real risk there, especially not only because I have this easy way to complain, but I also have that same platform to tell everybody," Mr. Miller said. "That creates this sort of asymmetric expectation that it's hard for the airline to always meet."

The immediacy and the ease of Twitter and its 140-character format make it ideally suited for registering small annoyances that, in a past era, wouldn't have warranted a more formal complaint. "A customer's probably not going to call and say they're disappointed they didn't have the option of PopCorners on our flight," Mr. Johnston said. This greater volume of complaints means more work, but companies say they welcome the chance to make an even slightly perturbed customer happier. "By being proactive, it becomes much more immediate," Mr. Johnston said. "We've seen a rise in our customer satisfaction because we can get ahead of it before they go home for the day and start stewing about it." This is part of the trade-off of engaging with customers through Twitter, Mr. Banerjee said. "On a very public channel, if you solve their problems you're likely to get a positive response," he said. "It's not uncommon for the customer to say thank you, and that does help."

Fliers uptight when seat's not upright



Let's see a show of hands. When you heard that there was a scuffle on an airplane that got so out of hand and the plane had to return to an airport, how many of you guessed it started with a dispute over someone's reclining seat back? Everyone? Exactly.

That little round disc on the seat arm has become the hot button of airline travel. Heather Poole is a flight attendant who has written a book, "Cruising Attitude," about her experiences, often including seat-reclining dust-ups. In her job she is required to defend the recliners - "recliners are allowed to recline. That button is there for a reason," she says - but she can see the other side. "Antirecliners hate recliners more than anything on Earth," Poole wrote in an e-mail. "I used to think, what's the big deal? The seat moves what, an inch back at most? "But now with seating so cramped, I get why people are annoyed at recliners. You can't even get into your bag when someone reclines in front of you. You have to mush your face against the seat in front of you and feel around like a blind person." So here's an idea. Why not make all the seats fixed in place?

Jeff Luedeke, vice president of sales for Haeco, an airline engineering firm that manufactures seats, says reclining has become an expected amenity, and U.S. airlines are loath to risk getting rid of it - even if their European counterparts have installed fixed seats. "In North America, it is kind of like an expectation that the seat has to recline," Luedeke said. "You've got people just dead set on reclining their seat. They say, "I leased this space and it is mine to use with all the amenities.""

John Hill, assistant director in charge of aviation at the SFO Museum, says it all began after World War II, when every seat included an ashtray and a footrest - what Hill calls "the overstuffed easy chair kind of thing." "Originally, air travel was pretty spare, with scaled-down porch furniture made of wicker," he said. "But after the war, as the duration of flights got longer, the experience changed to more comfort." But as the cost of fuel has spiked, it isn't just the ashtrays that have disappeared. We also lost leg space between the seats.

"The industry standard used to be a 32-inch pitch," or space between seats, Luedeke said. "Now I've seen pitches of 28 inches and some are 27. It's not your imagination. It's tight." And that, he says, is the real issue. "It all comes down to space," he said. "If there was a 36-inch pitch, nobody would care if you reclined your seat." That's not going to happen. Airlines are committed to putting as many butts in as many seats as possible. And they're apparently too concerned about repercussions from passengers to change to a fixed seat. So enjoy your flight. Sorry about your knees.

Rolls goes flat out to meet orders

By John Collingridge



“Can I just move you to one side?” asks a worker. “The guys are itching to get this one out this afternoon.” As we step back, two telescopic platforms simultaneously ascend both sides of the gleaming hulk of metal, ready for a scattering of blue polo shirt-clad workers to begin final checks. The object of their haste is a Trent XWB engine, Rolls-Royce’s latest bet on global aviation and the insatiable appetite for more connections between the world’s biggest cities.

The towering engine, whose titanium fan blades curve like dozens of scimitar swords across the 10ft span of its face, is suspended on a yellow hoist ready to be loaded onto a lorry and begin its journey south from Rolls-Royce’s Derby base to the Toulouse headquarters of European aircraft giant Airbus. It is one of two 7.3-ton engines that will power a Qatar Airways A350.

Since the first XWB engine was delivered to Toulouse little over a year ago, three Qatar A350s have taken to the skies, linking Doha with Frankfurt and Singapore. They are a mere taste of what is to come. Rolls-Royce's new powerplant is the fastest-selling jet engine in history, with more than 1,500 already on order. Qatar is buying 80 of the wide-body planes, which with Boeing's 787 Dreamliner are a new class of aircraft that threatens to redraw the global aviation map by allowing long-distance flights for much lower cost. (Derby also makes engines for the Dreamliner.) Airbus says the A350 consumes 25% less fuel than its predecessor, Boeing's 777.

Already, orders for the XWB make up about half of Rolls's £74bn order book. Yet it will stretch the manufacturer and its suppliers to the limit. The company must ramp up production to meet the demands of Airbus and its airline customers. Over the past decade, Rolls delivered 1,600 engines. In the coming decade, it will deliver 4,000. At present, it makes two XWBs a week. By next year it will be producing about one every working day - about 300 a year.

"When I first joined Rolls-Royce, it was quite a small company, with a 6% to 7% market share in wide-body. Now it's 55%," said Gareth Davies, XWB program director and a 32-year company veteran. "There was a lot of focus in the early days, quite rightly, on engineering and marketing. But it's changed so that the manufacturing side of things is fundamental to what we do and where we get a lot of our competitive advantage. We do the hard stuff other people can't."

Inside the engine factory, there are clues as to how Rolls is achieving this feat of manufacturing. Huge fan casings, which will contain the engines, rest on what look like yellow suckers. Their purpose is quite the opposite: they are hover platforms, creating a virtual conveyor belt that can hover a few millimeters off the floor. Work now comes to Derby's workers. At its new £100m factory in Washington, Tyne and Wear, it has halved production times for turbine discs compared with an old plant in nearby Sunderland. Techniques have unashamedly been borrowed from Japan's car makers, applying principles of lean manufacturing to slash time, costs and waste. Combined with technology standards taken from the space agency NASA, this means Derby can deliver an engine with 20,000 parts in 17 days - from start to finish.

Last year every one of its engines was delivered on time; this year it has delivered six late because of problems with obtaining a part. Even so, it is a huge improvement on six to seven years ago, when Rolls had a reputation for late deliveries.

That improvement in reliability has "transformed the tone of meetings", said Tony Wood, president of its £9bnturnover aerospace division. "When I'm sitting with my friends in Airbus or-Boeing, the first conversation is not, 'You're holding up aircraft deliveries.' It's one of, 'Let's talk about the next generation.'"

Not everything translates across. An engine rattle in a hatchback and in a jet at 40,000ft can have vastly different implications. Hence only a handful of companies in the world - dominated by Rolls, GE and Pratt & Whitney - have truly mastered the complex art of safe and reliable mass production since the jet engine was invented by Sir Frank Whittle more than 80 years ago.

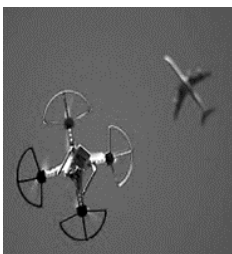
Inside another building on the vast Derby campus, turbine blades are attached to discs, one of the first stages of engine assembly. "This is the first thing that the hot gas coming out of the combustion chamber sees," said Davies. "These are operating 200 to 300 degrees above the melting point of the material. And, of course, this thing is spinning very fast. The kind of loads you're putting onto each blade are the weight of a double-decker bus." Made from nickel alloys, and "grown" from a single crystal, each blade is coated with ceramics and perforated with fine holes through which cooling air flows, preventing engines melting mid-flight.

"It's the very exotic material, internal cooling, surface cooling and the complex coating that give you the ability to operate this 300 degrees above the melting point of the material. And do it reliably for millions of miles," Davies said.

Yet Britain's most celebrated engineering company is a curious mix of new and old - giving an insight into the challenges faced by Rolls as it seeks to modernize and cut costs.

Inside the castings factory, turbine blades are produced using a process similar to that employed by sculptors for centuries to make bronze statues. Lines of women hunch over workbenches to file and brush each individual wax cast and check for imperfections. In a hint of what is to come, this process is automated at its new £100m blade castings factory in Rotherham, South Yorkshire.

FAA expands unmanned aircraft Pathfinder efforts



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 this week 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.

A black rectangular box with white, stylized, cursive text that reads: "A little gray hair is a small price to pay for all this wisdom!"

“Wings of the Morning”

By Captain Donald Karaiskos/RUPA Member

Because I was a pilot by trade and like most in my profession, I have an interest in just about anything that has to do with aviation. This includes an interest in the people who were pioneers in the field. When we think of aviation pioneers one of the first persons that comes to mind is that of Charles Augustus Lindbergh. The feat of Charles Lindbergh of being the first person to fly an airplane solo across the Atlantic in 1927 is world renown. It has been eighty-eight years since that New York to Paris epic flight. In a little more than two decades the tiny Ryan that carried one person had been superseded by giant airliners carrying hundreds of people in one-fifth the time that it took for his flight. Suddenly the world had gotten smaller.



It is not my intention to elucidate on the life of this complex, talented and controversial individual – volumes have been written about his life, both the negative and the positive aspects. What strikes me more than anything else about his feat was his comparatively young at age - twenty-five - at the time he did it. That being said, what I do want to relate is a trip that my family took to his place of final repose on the island that Lindbergh loved – Maui, HI. Prior to his passing in August of 1974 and after being diagnosed with a disease that made his death imminent, United Airlines carried him to Hawaii in a DC-8 airliner where a portion of the passenger cabin was outfitted with a sling to carry him in relative comfort. The airliner banked and flew around the island before landing in tribute to the man it was carrying.

Six years later, in 1980, my family and I went on a vacation to Maui, Hawaiian Islands. It was Spring break for the kids and we rented a condo near Lahaina on the western portion of the island. All of Hawaii can be considered beautiful, but Maui is one of the most beautiful and diverse of the island chain. It is the favorite of my family and we have chosen to go on vacation there on several occasions.

Research revealed that his (Lindbergh's) favorite spot was on the east coast of Maui where he had purchased land several years prior from a friend of his. He and his wife, Ann Morrow, built a little cottage on the premises. It was near the town of Hana. During our stay the entire family got into our rental car and proceeded to Hana with intent to explore the area. The coastal road leading to Hana is one of breathtaking beauty. On arriving in the vicinity of Hana we explored the Seven Sacred Pools of Hana, a popular sightseeing destination, and the area surrounding them. As we were walking and exploring, we encountered a Maui Park Ranger and since I knew that Lindbergh's grave was somewhere in the area I asked him where it might be located. I also knew that the site was unofficially off-limits to visitors. To my surprise the ranger pointed out which direction to walk while at the same time admitting he was somewhat reluctant to do so. The route required negotiating fences, walking through what was considered to be a rural area, with fields and vegetation in abundance. We elected to take the relatively short walk and after a few minutes we came upon a country church built of limestone and coral that dated to its original construction in 1857. The church sits on a high bluff looking east with the Pacific below – truly a beautiful vista. Lindbergh's small cottage and guest house face east. It seemed coincidental that the house faces east which is the direction he flew the “Spirit of St. Louis” across the Atlantic in 1927. Behind the church is a small cemetery with gravesites clumped in one area surrounded by lush vegetation. Separate, and away from these sites, a lone grave occupies an area under a Java Plum tree and a near a large Banyan tree. It is the burial site of Charles A. Lindbergh. The site is marked by a large pile of stones with a flat stone inlay containing the following inscription as a heading: Charles A. Lindbergh. Born Michigan 1902. Died Maui 1974. Below the heading is the epitaph taken from the 139th Psalm.

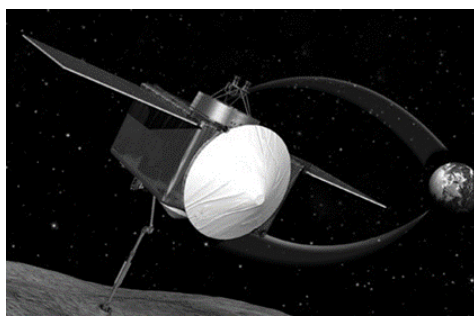
“...If I take the wings of the morning and dwell in the uttermost parts of the sea...” C.A.L.

At Lindbergh's request he was buried barefoot wearing a khaki shirt and jeans in a plain wooden coffin. It was intended that his wife Ann Morrow Lindbergh would be buried at the same site but for reasons only

speculative, such was not the case. The man who came to be called the “Lone Eagle” is there alone true to his nick-name.

For me the entire experience of viewing of Lindbergh’s burial place, turned out to be an experience bordering on the spiritual. First of all, it prompted me to study in depth the contents of the 139th Psalm. Since then it has become my favorite Psalm. I do not know why Lindbergh chose this Psalm, perhaps because it contains the words “wings” and “sea” – alluding to his connection with aviation and his epic flight. Or maybe perhaps, it is because of what is contained in the remainder of the verse - “Even there shall thy hand lead me, and thy right hand shall hold me.” I would like to think it was the latter. During that thirty-three-hour flight to Paris I believe that this brave young man of twenty-five years, himself, believed that the Creator held that little Ryan monoplane in the “palm of His hand” and led him across the sea on the “wings of the morning” and into history.

NASA's OSIRIS-REx spacecraft begins environmental testing



NASA's Origins, Spectral Interpretation, Resource Identification, Security-Regolith Explorer (OSIRIS-REx) mission is undergoing environmental testing at Lockheed Martin Space Systems facilities, near Denver, Colorado. OSIRIS-REx will be the first U.S. mission to return samples from an asteroid to Earth for further study. "OSIRIS-REx is entering environmental testing on schedule, on budget and with schedule reserves," said Mike Donnelly, OSIRIS-REx project manager at NASA's Goddard Space Flight Center in Greenbelt, Maryland. "This allows us to have flexibility if any concerns arise during final launch preparations." Over the next five months, the spacecraft will be subjected to a range of rigorous tests that simulate the vacuum, vibration and extreme temperatures it will experience throughout the life of its mission.

"This is an exciting time for the program as we now have a completed spacecraft and the team gets to test drive it, in a sense, before we actually fly it to asteroid Bennu," said Rich Kuhns, OSIRIS-REx program manager at Lockheed Martin Space Systems. "The environmental test phase is an important time in the mission as it will reveal any issues with the spacecraft and instruments, while here on Earth, before we send it into deep space."

Specifically, the OSIRIS-REx spacecraft will undergo tests to simulate the harsh environment of space, including acoustical, separation and deployment shock, vibration, and electromagnetic interference. The simulation concludes with a test in which the spacecraft and its instruments are placed in a vacuum chamber and cycled through the extreme hot and cold temperatures it will face during its journey to Bennu. "This milestone marks the end of the design and assembly stage," said Dante Lauretta, principal investigator for OSIRIS-REx at the University of Arizona, Tucson. "We now move on to test the entire flight system over the range of environmental conditions that will be experienced on the journey to Bennu and back. This phase is critical to mission success, and I am confident that we have built the right system for the job."

OSIRIS-REx is scheduled to ship from Lockheed Martin's facility to NASA's Kennedy Space Center next May, where it will undergo final preparations for launch. After launch in September 2016, the spacecraft will travel to the near-Earth asteroid Bennu and bring at least a 60-gram (2.1-ounce) sample back to Earth for study. Scientists expect that the Bennu may hold clues to the origin of the solar system and the source of water and organic molecules that may have made their way to Earth. OSIRIS-REx's investigation will inform future efforts to develop a mission to mitigate an impact, should one be required.

NASA's Goddard Space Flight Center in Greenbelt, Maryland, provides overall mission management, systems engineering and safety and mission assurance for OSIRIS-REx. Dante Lauretta is the mission's principal investigator at the University of Arizona. Lockheed Martin Space Systems in Denver is building the spacecraft. OSIRIS-REx is the third mission in NASA's New Frontiers Program. NASA's Marshall Space Flight Center in Huntsville, Alabama, manages New Frontiers for the agency's Science Mission Directorate in Washington.

Injuries accelerate for older bicyclists

By Kale Williams



While bicycling certainly has its health benefits, a new study on injury rates over the past 15 years is proving that riding a bike can be risky — especially for older cyclists. The study, conducted by researchers at UCSF and published in the September issue of the *Journal of the American Medical Association*, found that hospital admissions associated with bicycle injuries more than doubled between 1998 and 2013, with head and torso injuries occurring most frequently.

For riders over the age of 45, the proportion of injuries rose by 81 percent during that time, the authors wrote. Older riders who got hurt were more likely to need further care as well, with the proportion of them being admitted to hospitals jumping from 39 to 65 percent. “These injuries were not only bad enough to bring riders to the emergency room, but the patients had to be admitted for further care,” said Benjamin Breyer, senior author of the study and chief of urology at San Francisco General Hospital. “If you take typical 25-year-olds and 60-year-olds, if they have a similar crash, it’s more likely the older person will have more severe injuries.”

The authors used data from a national injury surveillance database gathered from 100 emergency departments across the country and found the upward trend in injuries reflected an overall growth in ridership among older adults, but other factors likely played a role as well, they wrote.

Lifting Weights, Twice a Week, May Aid the Brain

By Gretchen Reynolds/The New York Times



Exercise is good for the brain. We know that. But most studies of exercise and brain health have focused on the effects of running, walking or other aerobic activities. Now a new experiment suggests that light resistance training may also slow the age-related shrinking of some parts of our brains.

Our brains are, of course, dynamic organs, adding and shedding neurons and connections throughout our lifetimes. They remodel and repair themselves constantly, in fact, in response to our lifestyles, including whether and how we exercise. But they remain, like the rest of our bodies, vulnerable to the passage of time. Many neurological studies have found that, by late middle age, most of us have begun developing age-related holes or lesions in our brains’ white matter, which is the material that connects and passes messages between different brain regions. These lesions are usually asymptomatic at first; they show up on brain scans before someone notices any waning of his or her memory or thinking skills. But the lesions can widen and multiply as the years go by, shrinking our white matter and affecting our thinking. Neurological studies have found that older people with many lesions tend to have worse cognitive abilities than those whose white matter is relatively intact.

A few encouraging past studies have suggested that regular, moderate aerobic exercise such as walking may slow the progression of white matter lesions in older people. But Teresa Liu-Ambrose, a professor of physical therapy and director of the Aging, Mobility, and Cognitive Neuroscience Laboratory at the University of British Columbia in Vancouver, wondered whether other types of exercise would likewise be beneficial for white matter. In particular, she was interested in weight training, because weight training strengthens and builds muscles. Our muscles, like our brains, tend to shrink with age, affecting how we move. Punter muscle mass generally results in slower, more-unsteady walking. More surprising, changes in gait with aging may indicate and even contribute to declines in brain health, including in our white matter, scientists think. But if so, Dr. Liu-Ambrose thought, then weight training, which strengthens and builds muscle, might be expected to alter that process and potentially keep aging brains and bodies healthier.

To test that idea, she and her colleagues turned to a large group of generally healthy women between the ages of 65 and 75 who already were enrolled in a brain health study that she was leading. The women had had at least one brain scan. For the new study, which was published this month in *The Journal of the American Geriatrics Society*, the scientists zeroed in on 54 of the women, whose scans showed existing

white matter lesions. The scientists tested the women's gait speed and stability, then randomly assigned them to one of three groups. Some began a supervised, once-weekly program of light upper- and lower-body weight training. A second group undertook the same weight-training routine but twice per week. And the third group, acting as a control, started a twice-weekly regimen of stretching and balance training. All of the women continued their assigned exercise routines for a year. At the end of that time, their brains were scanned again and their walking ability re-assessed. The results were alternately sobering and stirring. The women in the control group, who had concentrated on balance and flexibility, showed worrying progression in the number and size of the lesions in their white matter and in the slowing of their gaits. So did the women who had weight trained once per week. But those who had lifted weights twice per week displayed significantly less shrinkage and tattering of their white matter than the other women. Their lesions had grown and multiplied somewhat, but not nearly as much. They also walked more quickly and smoothly than the women in the other two groups.

These findings suggest that weight training can beneficially change the structure of the brain, but that "a minimum threshold of exercise needs to be achieved," Dr. Liu-Ambrose said. Visiting the gym once per week is probably insufficient. But twice per week may suffice.

However, this experiment did not closely examine whether differences in the women's white matter translated into meaningful differences in their ability to think, although Dr. Liu-Ambrose and her colleagues hope to study that issue soon, as well as whether men's brains respond similarly to weight training. They also hope to learn more about just how weight training affects white matter. It may be that strengthened muscles release substances that migrate to the brain and stimulate beneficial changes there.

Or weight training, in improving walking ability, may affect portions of the brain related to movement that in turn somehow slow the brain's loss of white matter. Whatever the reason, exercise, including weight training, clearly "has benefit for the brain," Dr. Liu-Ambrose said. "However we are just really now gaining an appreciation for how impactful exercise can be."

For Statins, Cholesterol Care May Be Just the Start

By Jane E. Brody



Shortly after my 60th birthday, my cholesterol level inexplicably began to rise despite daily exercise, a healthy weight and a diet low in saturated fats. I tried to bring it down by cutting cheese, eggs and most meat from my diet as well as taking a daily fiber supplement, fish oils and plant sterols. Yet at every three-month checkup, my total cholesterol — and especially artery-damaging LDL cholesterol — was higher than the one before. When my LDL level reached 171 milligrams per deciliter, almost double what it should be, my doctor concluded that my liver was spewing out more cholesterol than my body needed. Noting a paternal family history of midlife heart attacks, he advised me to try a statin. My LDL level soon dropped to well under 100 and has stayed there for more than a decade because of a daily statin and a plant-rich diet. Statins are the world's leading cholesterol-lowering drugs, firmly established as safe and very effective at reducing the risk of heart attacks, strokes and deaths from atherosclerotic heart disease for most people.

More than a quarter of Americans older than 40 are taking a statin, a number that could rise to 46 percent of people aged 40 to 75 under the newest prescription guidelines, especially now that almost all statins are available as inexpensive generics. A recent study showed that prescribing statins under the new guidelines could cut in half the number of people who develop clinical evidence of cardiovascular disease. Because statins are cheap, as well as effective and safe for most people, doctors often prescribe them for otherwise healthy patients like me with elevated cholesterol, even if they have no other cardiovascular risk factors, said Dr. Philip Greenland, a cardiologist at the Northwestern University Feinberg School of Medicine. Yet many who could benefit — including people with established heart disease and serious risk factors like smoking, diabetes and high blood pressure — are not on a statin for reasons that include reluctance to take daily medication, concern about possible or actual side effects and, as one heart doctor once told me, "denial that they are at risk of premature cardiovascular disease and death." Even those for whom statins are prescribed

often take them inconsistently, undermining their potential benefits.

While best known for their ability to lower serum cholesterol, statins also reduce artery-damaging inflammation that can result in a life-threatening blood clot. By lowering cholesterol, statins also appear to stabilize plaque, artery deposits that can break loose and cause a heart attack or stroke. And they may cleanse arteries of plaque that has not yet become calcified.

Instead of striving for a target level of, say, under 200 for total cholesterol and under 100 for LDL, the new guidelines, put forth by the American College of Cardiology and American Heart Association, focus on four main groups who could be helped by statins.

- People who have cardiovascular disease, including those who have had a heart attack, stroke, peripheral artery disease, transient ischemic attack or surgery to open or replace coronary arteries.
- People with very high levels of LDL cholesterol, 190 milligrams or above.
- People with an LDL level from 70 to 189 milligrams who also have diabetes, a serious cardiovascular risk.
- People with an LDL level above 100 who, based on other risks like smoking, being overweight or high blood pressure, face a 7.5 percent or higher risk of having a heart attack within 10 years.

My friend Richard Erde may owe his life in part to the benefit of a statin. Mr. Erde, a former smoker, had a heart attack 22 years ago and has been on a statin ever since. Last winter, after two years with shortness of breath and vague chest discomfort, he had an angiogram that revealed three severely clogged coronary arteries — one at 100 percent, another at 90 percent and a third at 80 percent — in a then 74-year-old man who had been playing singles tennis three times a week. The cardiac surgeon who performed a triple bypass said Mr. Erde was a walking time bomb. A consulting cardiologist suggested that, if not for the anti-inflammatory and plaque-stabilizing effects of the statin, Mr. Erde might have had a second, possibly fatal, heart attack years earlier.

However, not everyone responds well to statins. About 5 percent of people have distressing muscle aches, and some experience an unhealthy rise in blood sugar. Furthermore, Dr. Stephen L. Kopecky, a preventive cardiologist at the Mayo Clinic in Rochester, Minn., said that about 15 percent to 20 percent of people were “hypo responders” – their LDL level is only minimally reduced or actually goes up on a statin. They may be good candidates for one of three other newer drugs that lower cholesterol by different mechanisms.

“Statins are the most studied drugs in the world,” Dr. Kopecky said. “We know from studies in tens of thousands of people what one statin will do in numerous patients, but we don’t know what numerous statins will do in one patient.” Thus, doctors are encouraged to try at least three statins before moving on to another option.

Statins work by inhibiting an enzyme called HMG-CoA reductase that controls production of cholesterol in the liver. Best studied among the newer statin alternatives is ezetimibe, sold as Zetia, which acts in the digestive tract to block absorption of dietary cholesterol. Zetia, taken by itself, has not been shown to reduce the risk of a heart attack or stroke, but it can enhance the cholesterol-lowering effect of a moderate dose of a statin in high-risk patients who can’t tolerate a high-dose statin.

Ezetimibe does not get into the bloodstream and has not been linked to any serious adverse effects, according to Dr. Donald Lloyd-Jones, director of the Northwestern University Clinical and Translational Sciences Institute.

There’s been considerable controversy surrounding the high costs of a third class of agents called PCSK9 inhibitors — monoclonal antibodies that must be self-injected every two weeks. They block an enzyme that can keep LDL cholesterol circulating in the blood. They are sold as Praluent, made by Sanofi Regeneron, and Repatha, made by Amgen, and cost more than \$14,000 a year in the United States — double the cost in Europe.

Definitive evidence for their long-term safety and effectiveness as cardiovascular preventives is currently lacking. At this time, these drugs, which are very potent reducers of LDL, are recommended primarily for people with familial hypercholesterolemia, a genetic condition of extremely high levels of LDL that can result in fatal heart disease early in life.

To Reach Seniors, Tech Start-Ups Must First Relate to Them

By Paula Span/The New York Times



Daily, breathless announcements arrive in my inbox, heralding technology products for older adults. A “revolutionary” gait-training robot. An emergency response device said to predict falls. A combination home phone and tablet system that “transforms how older seniors connect with and are cared for by their loved ones.” Also, I hear tales of technology failing in various ways to do what older people or their worried families expect. I hear about frail elders who remove their emergency pendants at bedtime, then fall in the dark when they walk to the bathroom and can’t summon help. About a 90-year-old in Sacramento who stored his never-worn emergency pendant in his refrigerator. About a Cambridge, Mass., daughter who has tried four or five telephones — not cellphones or smartphones, but ordinary landlines — in an ongoing effort to find one simple enough for her 95-year-old mother to reliably dial her number and have a conversation.

Which scenario represents the likelier future for senior-oriented technology? It depends on whom you ask. Entrepreneurs are hard at work developing platforms, apps, sites and devices meant to help older adults manage their health, live independently and maintain family and social connections, all laudable goals. Let’s call their efforts silvertech. Until a few years ago, “the whole tech world wasn’t sufficiently focused on this enormous opportunity,” said Stephen Johnston, a co-founder of Aging2.0, which connects technology companies with the senior care industry. “It’s changing quite rapidly.” He estimated that 1,500 silvertech start-ups had arisen globally in the past three years.

A couple of recent developments have intensified American entrepreneurial interest, said Laurie Orlov, a business analyst who began the Aging in Place Technology Watch blog in 2008. Last spring, a start-up called Honor, which matches older adults with vetted home care workers, raised \$20 million in venture capital from prominent Silicon Valley investors. “That gave all kinds of organizations hope for market potential,” Ms. Orlov said. In addition, Medicare has begun to broaden the kinds of remote health monitoring — a.k.a. telehealth — that it will cover, though so far only in rural areas or in a pilot program for accountable care organizations. Eventually, remote monitoring will be “the way people will stay out of emergency rooms and nursing homes,” Ms. Orlov predicted.

Yet Mr. Johnston, whose organization convenes pitch events for silvertech developers, acknowledges that “there have definitely been a few missteps, and there haven’t been too many huge wins yet.” As a geriatrician at the University of California, San Francisco, Dr. Ken Covinsky often hears from Silicon Valley tinkerers with big ideas. He has become something of a skeptic, as he pointed out in a post for the GeriPal blog. “It’s incredibly well meaning,” he said in an interview. “But there are assumptions that are at odds with the problems our patients and families are facing.” Tech people seem enamored, for example, with the prospect of continually monitoring older people using sensors that transmit information on when they get up, leave the house and open the refrigerator (or don’t). Aside from the question of whether older adults appreciate such scrutiny, Dr. Covinsky suspects that an hour or two a day from a skilled home care worker (one paid more than minimum wage, he added) would do them more good. “They don’t necessarily need someone to know when they open the fridge,” he said. “They need someone to make or deliver a good meal.” Remote medical monitoring — of blood pressure or blood glucose, say — presents potential problems, too. The data will have transient blips, and “sometimes acting on them leads to overtreatment that does more harm than good,” Dr. Covinsky said.

Both he and Dr. Leslie Kernisan, a geriatrician in San Francisco who began publishing her Geritech blog three years ago, groaned when a company called Pixie Scientific proposed embedding monitors in adult incontinence briefs to measure urine pH and other signs of urinary tract infection. “A disaster,” Dr. Kernisan said. While many older people are “colonized” with bacteria that will show up in urinalyses, they aren’t sick and don’t need treatment. “It would just lead to antibiotic overuse.” Developers, she said, aren’t taking advantage of geriatricians’ expertise. She has recommended some silvertech products for patients, with mixed results. A SafeinHome monitoring system did notify distant family members that a 92-year-old had

fallen and broken her hip. Because the system had malfunctioned before, however, it took relatives hours to recognize that this time the crisis was real. Still, help arrived sooner rather than later. (Of course, the woman still suffered a broken hip.) Dr. Kernisan uses readings from a Blipcare wireless blood-pressure cuff to help care for a 76-year-old patient, with dementia, who lives in a senior facility. It works well, “but it was a huge pain to set up,” Dr. Kernisan said. She even had to argue to gain access to the facility’s Wi-Fi network. How many physicians are willing to do that?

Design will play a crucial role in how useful consumers find any of these products, but it presents tricky questions. Do you come up with something specialized for older adults? “You don’t want to be handing smartphones with shiny glass to people with Parkinson’s disease or hand tremors or macular degeneration, and say, ‘Have a nice day,’ ” Ms. Orlov cautioned. Yet with some exceptions — the Jitterbug phone, for instance — products aimed purely at older adults have often faltered. Sometimes they’re too complex, or too difficult for those with dementia, which is a lot of people. Or users may balk because the devices become an uncomfortably constant reminder of incapacity. Technology isn’t always the solution to a problem. “Our job is to make our patients’ health problems as little a part of their lives as possible,” Dr. Covinsky said. “My fear is that if you make people conscious of falling all the time, they’ll just stop walking.”

Happily, developers are beginning to involve their potential customers. “A lot of start-ups trying to change the world are run by 25-year-olds who don’t know much about being 85 or being a caregiver,” Mr. Johnston said. So Aging2.0 has invited older adults to serve on consumer panels to evaluate ideas, and has brought entrepreneurs and pitch events into senior living facilities. “We get really interesting insights,” Mr. Johnston said. For example, the founders of TrueLink, a prepaid debit card designed for older adults, learned through conversations with them that when problems arise, they don’t want to be funneled to a website or an app; they want to dial a number and get quick, clear answers. TrueLink responded with “predictive analytics” so that its phone system could quickly route callers to the right person.

During this interim period — with rafts of supposedly transformative gizmos, most doomed like many new products to fail — I suspect older people and their caregivers will continue to find it difficult to distinguish useful technology from that which simply produces frustration. What we need is a Consumer Reports for silverttech. Until one emerges, Consumer Reports itself has looked at alert systems. And the United Hospital Fund has just published “A Family Caregiver’s Guide to Electronic Organizers, Monitors, Sensors, and Apps,” an online handbook that includes questions to consider before buying electronic products and services.

There’s probably no substitute for discussing purchases with the intended user. It doesn’t matter how well designed an emergency response device is if someone stashes it in his refrigerator. Yet even if someone living alone does not exactly welcome a sensor system, she may find it an acceptable alternative to leaving her longtime home. Dr. Kernisan offers a bit of advice based on experience: “Choose something with a risk-free trial, so you can get your money back.”

Study Points to Benefits of Knee Replacement Surgery Over Therapy

By Catherine Saint Louis/The New York Times



Knee replacement surgery relieves pain and improves function in patients with severe osteoarthritis much more effectively than nonsurgical therapy alone, researchers report. Despite hundreds of thousands of knee replacements performed in the United States yearly, until now there had been no rigorously controlled trial comparing the operation with more conservative approaches. In the new study, 50 adults with moderate to severe osteoarthritis completed exhaustive nonsurgical treatment, including exercise and supervised weight loss. A similar group of patients received knee replacements, followed by the nonsurgical therapy. After a year, 85 percent of patients who got an artificial knee reported pain relief and functional improvement, the study found, compared with 68 percent of patients initially assigned to nonsurgical treatment.

“Surgery is much better at improving pain than physical therapy,” said Dr. Jeffrey N. Katz, director of the Orthopedic and Arthritis Center for Outcomes Research at Brigham and Women’s Hospital in Boston, who

wrote an editorial accompanying the new report. “But at the same time, it’s a little bit surprising that this physical-therapy regimen was associated with substantial pain relief.” Most surgeons have assumed that total knee replacement provides superior results. But experts said this new trial suggested that patients with severe osteoarthritis and difficulty walking should not always go under the knife.

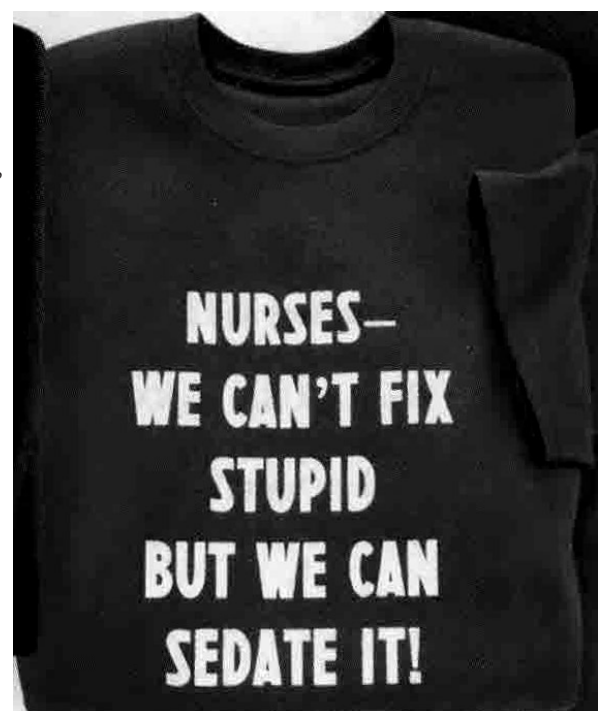
“You can be 52 and have an awful knee and need surgery, and you can be 52 and get more years with the help of some of the interventions mentioned in this study,” said Dr. David Jevsevar, chairman of the committee on evidence-based quality and value of the American Academy of Orthopaedic Surgeons. “It’s really still gray.” A quarter of the patients assigned to the therapy-only group eventually opted for operations anyway. The researchers still counted them as nonsurgical patients. So the difference between groups might have been even more pronounced.

The number of knee replacements has risen drastically in the United States, the study’s authors noted. In 2012, more than 670,000 knee replacements were performed at a cost of \$36.1 billion. And the rate of surgeries almost doubled from 2000 to 2010, according to a report published last month by the Department of Health and Human Services. Soren T. Skou, the study’s lead author and a physical therapist at Aalborg University Hospital and at the University of Southern Denmark at Odense, said the rationale for doing the trial was to pinpoint the degree of added benefit for surgical patients, compared with treatment alternatives. All 100 participants in Dr. Skou’s study were in their mid-60s, slightly obese and candidates for total knee replacement. They reported moderate pain and difficulty functioning, and X-rays confirmed moderate to severe arthritis. People with severe pain were excluded.

Dr. Jay R. Lieberman, the chairman of orthopedic surgery at Keck School of Medicine at the University of Southern California, said the “very well done” study confirmed surgery’s advantages and might also help guide patients who do not want the operation. “This is the type of data you can provide to patients if they ask, ‘What are the success rates of conservative treatment?’ ” he said. Dr. Lieberman, a paid consultant for DePuy Orthopedics, said he wished the study had made clear which components of nonsurgical treatment — education, exercise, supervised weight loss, use of insoles or pain medication like ibuprofen — were most effective for patients. “Do you have to combine all five to get these results, or would some patients benefit from two out of five?” he asked. The study followed patients for a year, and no one knows if nonsurgical therapy will have a sustained effect beyond a year. Knee replacements can last a decade or longer before failing.

Before participating in the trial, Kirsten Jensen, a retired shopkeeper in Vadum, Denmark, walked haltingly with a cane and a grimace. Her doctor recommended an artificial joint to restore her mobility, but she was assigned to the nonsurgery group. “If I wasn’t in the study, I would probably have a new knee today,” said Mrs. Jensen, 70, who teaches a spinning class. She is grateful to have avoided the operation. “It’s been a year and six months, and I’m pain-free,” she said. Knee replacements are not universally successful. Twenty percent of people with artificial knees still have residual discomfort six months or more later, a 2012 review found.

In the latest study, the surgery group experienced a total of 24 serious adverse events like blood clots, deep infections or knees so stiff they had to be manipulated under anesthesia. (The nonsurgical group had just six.) “Patients aren’t all happy, there is no question,” said Dr. Mathias P. Bostrom, an orthopedic surgeon at the Hospital for Special Surgery in Manhattan. Dr. Bostrom said that the study was “very well done from a methodological standpoint,” but that its complication rate was “higher than I would have expected.”



How to let loved ones know your last wishes

Dr. Jessica Nutik Zitter/San Francisco Chronicle



Communicate final wishes through advance directive. Writing an advance directive is often considered step one for people who want to have a voice in the medical decisions made at the end of their lives, even if they are no longer able to communicate.

I am a palliative care physician who preaches about the importance of completing an advance directive. I beg family, friends and patients to create this document to maintain control of their decisions, most importantly when approaching death. So why haven't I filled out mine?

The advance directive form has five sections. Most are relatively easy to complete. Part one allows you to identify the person or persons you would want to carry out your wishes when you are no longer able to. Although tricky family politics can come into play here, most people can identify the person whom they feel will most reliably carry out their wishes. I'll get to part two in a minute. Part three allows you to choose whether you want to donate organs after death. Again, not something we all love to think about, but pretty black and white. Part four asks you to select a primary physician. It's even optional. Done. Part five asks that you sign and date the form in front of two witnesses or a notary. Check. Now, back to part two. This section is called "Instructions for Health Care." It looks so innocent. Only half a page, compared with almost two pages each for parts one and five. There's also a checkbox phenomenon, which lulls one into believing that this section will be quick and easy. Choose checkbox A if you do not want to prolong your life or check-box B if you do. Would that it were so simple. In my practice, in the intensive care unit, I have been disappointed with advance directives on several levels. Only a minority of my patients have actually completed them. If they have, they often don't turn up at the hospital until after the patient has been placed on life support. At that point, the form itself is too simplistic to guide a family.

The reality is immeasurably more complex than is depicted on the form. For example, check-box A, "choosing not to prolong life ... if I have an incurable and irreversible condition that will result in my death in a relatively short time," is open to interpretation. What is a relatively short time? Is it three days, three weeks, three months? If you had only a few weeks to live from metastatic cancer but developed a terrible pneumonia, would you want to be placed on a breathing machine? If you had checked A, but the doctor tells your family that you might get better in a few days with antibiotics, what would you want your family to do? And how would that answer change three days later if you're still requiring the breathing machine and the doctor tells your family that a change of antibiotics might help?

That is why I haven't completed my own advance directive. When I prepare to check one of the boxes in part two, I become overwhelmed with the details. There are too many "what ifs." I've drawn Venn diagrams and flowcharts to account for every possible scenario I can think of. But all the while I know that it is an exercise in futility. My family needs not checkboxes or Venn diagrams, but a strong sense of what I would choose if I were able to process all of the details of my situation.

Despite this bureaucratic failing of mine, I know I have done the more important work. I may not have a paper form of the advance directive filed in my safety deposit box, but I have created a more robust directive through my struggle to complete the paper one. I have engaged in countless exploratory conversations with my loved ones to clarify my thoughts, both to them and to myself.

Any relevant topics, whether a news item or helping a friend with a dying father, become an opportunity to ponder these crucial issues. By doing this from a variety of angles over the years, I have given my loved ones the gift of knowing my deepest wishes. I have spared them from ever having to make heavy decisions without my input. The decisions they will make will be as good as my own. And they will rest easy knowing that.

I'm not advocating for throwing out the paper form of the advance directive. It will serve as a legal document for important details such as appointing a surrogate. And for the infamous part two checkbox, it should open the door to the more important work of exploring and communicating your preferences with your loved ones. I now feel ready to get my own advance directive notarized and filed in my safety de-posit box.



ACROSS

- 1. "Little ___ Bus" (*Amelia's Lockheed Vega*)
- 4. Balloonist Thaddeus Lowe's job, according to Confederate troops, 1861



- 7. Start of some verses
- 8. Circular statistical chart
- 9. Combusts explosively
- 12. "Temporary flight restrictions ___ in effect for..."
- 14. "The transponder shall be operated only as specified by ATC. Activate the ___ feature only upon request." -*AIM 4-1-20*
- 15. "The...cylinder head temperature gauge...is usually color-coded with a green ___." -*FAA-H-8083-25*
- 18. "Never start until you have determined that all objects in the cabin are ___ and free of the controls." -*FAA-P-8740-7*

- 20. Part of MSA
- 22. Nimble
- 23. "There should be no ___ as to who has control." -*FAA-H-8083-3A*
- 24. Letters that went with Louis
- 25. Glenn was Mrs. Curtiss'
- 26. Builder of the "Super Solution," Jimmy Doolittle's 1931 Bendix Trophy winner

29. Long ___, CA (*Spruce Goose flight, November 2, 1947*)

32. In the cabin

34. "An attempt to pull the airplane off the ground prematurely...may cause the airplane to ___ back to the runway." -*FAA-H-8083-3A*

35. Kind of light or knife

36. "___ in" (*Buy the farm*)

38. Do it wrong

39. "A ___ circle...is designed to provide traffic pattern information." -*AIM 4-3-4*

42. "Electrical cables in contact with each other...may ___ together and wear through." -*AC 20-106*

43. Lacking confidence

44. FAA's publisher

45. Kansas City to St. Louis dir.

DOWN

1. "An annual inspection is acceptable as a 100-hour inspection, but the reverse is not t- ." -*FAA-H-8083-19*

2. "The pilot must be aware of the ___ area around the airplane." -*FAA-H-8083-3A*

3. LED part

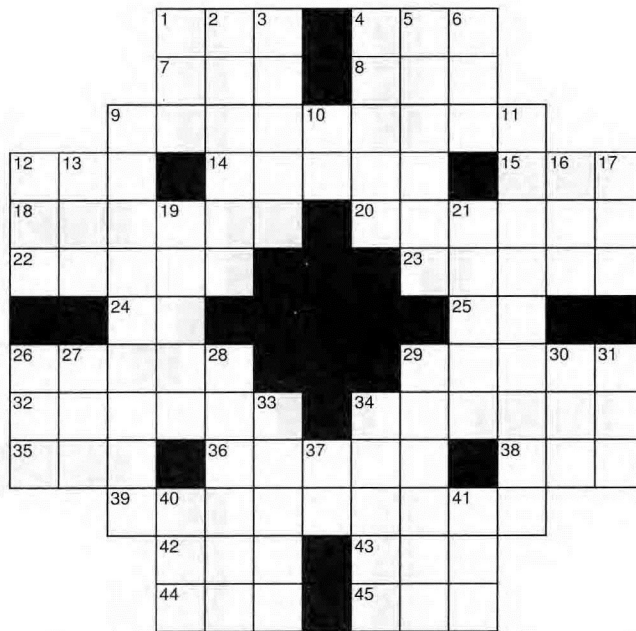
4. Lateral lengths

5. Heavily corroded

6. "Jester's dead! ___ haw!" -*Goose, "Top Gun"*



Adam Wright



9. "Good pilots always make ___ that will keep their options open if an unexpected event occurs." -*FAA-H-8083-21*

10. St. where Lindbergh soloed (*S of SD*)

11. "Air with 100% relative humidity is ___." -*AC 00-6A*

12. "MACH buffet occurs ___ result of supersonic airflow on the wing." -*AC 61-107A*

13. Fed. rule

16. Meathead inside a microburst?

17. "The advent of the ___ display allows greater flexibility in the design of instrument marking schemes." -*AC 20-88A*

19. Part of UHF

21. de Havilland DH-106, world's first jet airliner

26. "There is a period where both the intake and exhaust valves are open at the same time. This is known as valve ___." -*AC 65-12A*

27. USS ___ Lincoln (*First carrier to deploy F/A-18 Super Hornets*)

28. "If thrust exceeds ___, the helicopter speeds ___." -*FAA-H-8083-21*

29. Ship, train, or plane sleepers

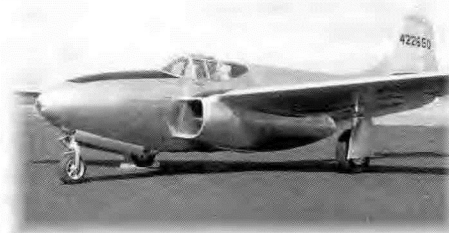
30. Better than SCT

31. "America has found ___ wings." -*Charles Lindbergh, 1927*

33. Flying pachyderm of '41

34. "Vision is by far the most important ___ that you have." -*FAA-H-8083-21*

37. Eng. maker for United States' first jet fighter (*Bell P-59 Airacomet, 1942*)



40. Tiny energy unit

41. "Traffic detection can be made only through a series of ___ fixations." -*FAA-P-8740-51*

Answer to puzzle on page 47

Why Doesn't Everyone Get Alzheimer's?

By Guy McKhamm, M.D.



Hardly a week goes by without an article about Alzheimer's disease. Many don't make sense or are rehashes of what is already common knowledge. In 2012, however, there have been worthwhile reports on two novel studies.

Why don't some people get the disease? The field of medicine, almost by definition, is focused on disease. For a given disease process, physicians ask about prevention, treatment, and the disease's natural history. Rarely do we ask, "Why doesn't everybody get the disease?"

There is no question that certain diseases run in families. This is true for diabetes, heart disease, multiple sclerosis, and Alzheimer's disease. There are no clear-cut genetic mutations for these conditions, but having family members with the disease is clearly a risk factor. Is the reverse possible? Are there genetic factors that protect you from the disease?

That is exactly the question that Kari Stefansson and his colleagues in Iceland asked (see *The New York Times* story or find the study, published in *Nature*). This group works through DeCODE Genetics, a company which scanned the entire DNA of 1,795 Icelanders. This population is a relatively homogeneous group, with good family records, and is geographically stable. In other words, from a genetic and epidemiologic point of view, it is ideal for study.

Dr. Stefansson and his colleagues focused on the elderly, those 75 and older. They divided the Icelanders into two groups: those with a family history or symptoms of Alzheimer's disease and those without either. They performed a genetic screening, looking for genes that occurred in the normal group. They found a mutation in a particular gene significantly over-represented in this group, suggesting that this mutation might be involved in protection from Alzheimer's. They went on to do two other clinical studies.

In the first they looked at 85-year-olds who were cognitively intact, and found the mutation over-represented in this group. In a second study, they did a series of cognitive tests in those 80 to 100 with and without the protective mutation. Those with the mutation performed better on cognitive tests far longer than the others. Finally the researchers carried out studies with cells in culture, comparing those with and without the mutation. Those with the mutation produced lower levels of amyloid beta, a component of the plaques found in Alzheimer's disease.

This report suggests that there are genetic mutations which protect against Alzheimer's disease, and that in this case they work by diminishing the production of amyloid beta. As I have written about in previous columns, the "amyloid hypothesis" proposes an overproduction of amyloid, particularly of a fragment of the amyloid protein, Abeta42, which is thought to be toxic to nerve cells. Thus if you could either slow down the production of Abeta42 or remove it from the brain there would be a treatment for the disease. Drug companies have spent millions of dollars attempting to do just that, so far with no success.

The DeCODE study suggests that the basic idea of slowing production of amyloid may be correct. However, those with the protective mutation may have had lower amyloid levels all their lives. A treatment program of only a few months may not be sufficient. So when should one start such a program?

How early can the disease be detected? In another study (published in the *New England Journal of Medicine*) mentioned in the same *New York Times* article, this question is asked of another unique population. Most of the people with Alzheimer's disease may have a family history, but no specifically identified genetic abnormality. But a small population (about 1 percent) has a dominantly inherited form. In this situation, if you have mutations in one of three identified genes, you will get the disease. Clinically, the dominant form of the disease is somewhat different than the much more common sporadic form: It starts at a younger age and is likely to have a more rapid course.

An international consortium to study these dominantly inherited subjects, known as the Dominantly Inherited Alzheimer Network (DIAN), has provided interesting data on early detection. Based on the assumption that the disease will breed true within a family—that is, you will get the disease at about the same age as your parent. One can ask how soon before your expected disease recognition are you starting to show either

laboratory or clinical evidence of the disease?

In 128 subjects, DIAN looked at known biomarkers for Alzheimer's disease, involving cerebrospinal fluid (CSF), imaging of brain volume, and accumulation of amyloid in brain, as well as changes in cognitive function. Their basic strategy was to determine the subject's age when a marker of disease first appeared, and then to subtract that age from the expected age of disease onset in their parent.

There is a progression of the appearance of these biomarkers: (1) abnormalities of Abeta in CSF appear first, up to 25 years before expected age of disease; (2) amyloid deposition, as measured by PIB imaging, appears later, about 15 years before, as do abnormalities of tau (the other protein involved in the mechanism) and changes in brain volume; (3) impairment of memory starts 10 years before disease recognition and more global cognitive impairment starts five years prior.

This study reinforces the idea that to treat this disease we must start earlier, and probably treat for a long time. We do this now for those with higher levels of cholesterol to prevent subsequent heart disease. Hopefully we can develop the same strategy for Alzheimer's disease.

Promising drug for heart failure being developed

New York Times



An experimental drug has shown striking efficacy in prolonging the lives of people with heart failure and could replace what has been the bedrock treatment for more than 20 years, researchers said. The drug, which is being developed by the Swiss company Novartis, reduced both the risk of dying from cardiovascular causes and the risk of being hospitalized for worsening heart failure by about 20 percent in a large clinical trial.

"I think that when physicians see these data, they will find it compelling, and what we will see is a paradigm shift," said Dr. Milton Packer, a professor of clinical sciences at the University of Texas Southwestern Medical Center in Dallas and one of the two principal investigators in the study.

The results were presented at the European Society of Cardiology congress in Barcelona, Spain, and were published by the New England Journal of Medicine.

Heart failure is a disease in which the heart cannot pump enough blood to the body's organs, resulting in shortness of breath, fatigue and retention of fluids. It can be caused by a heart attack, uncontrolled hypertension or other problems. Some 5 million to 6 million Americans, and an estimated 26 million people globally, have heart failure, and it is the leading cause of hospitalization in the United States and Europe. Many patients die within a few years of diagnosis.

Some doctors not involved in the study agreed that the results were compelling. "They are not just positive; they are remarkably positive, and positive in every dimension," said Dr. Clyde Yancy, chief of the cardiology division at Northwestern University's Feinberg School of Medicine. "Patients with heart failure are eager, if not desperate, to have better options."

Novartis executives say the company will file for approval of the drug, known by the code name LCZ696, in the U.S. by the end of the year and in Europe in the first quarter of 2015. That means the drug could get to patients as early as next year. The study, sponsored by Novartis, involved more than 8,400 patients in 47 countries.

Dr. Marc Pfeffer, a Harvard Medical School cardiologist who was not involved in the trial but has done research funded by Novartis, said it was impressive that LCZ696 could improve on existing therapy. "It really is an advance, and we haven't had one in a long time because the bar really is high," he said.



LETTERS

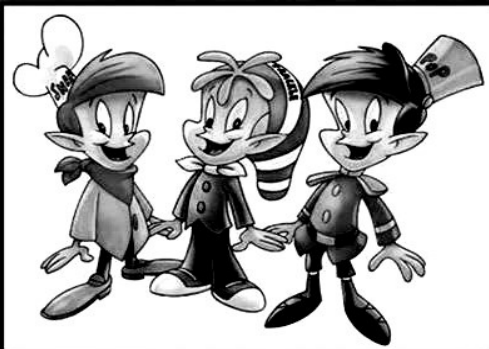
An ode to those who fly:

"Once the wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline, and no one who has ever worn them with pride, integrity and guts can ever sleep through the 'call of the wild' that wafts through bedroom windows in the deep of the night. When a good flyer leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times. We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart still is.

Because we flew, we envy no man on earth."

~Author Unknown~

I remember the 'good old days'



when 'snap, crackle and pop' were sounds I heard from my cereal, not my body!

JOE CONFORTI—South Easton, MA
Gents, I've enclosed my application and check. My background started not with United, but with People Express and then Continental. Interestingly, in the early days of People Express, we did not have a training center, other than ground school. I had a choice to go to American Airlines in Dallas or United in Denver for my training. I chose United and graduated with a certificate as United first-officer. Ironic, decades later I would retire from United.

Many years ago I was one of three cartoonists doing a cartoon series for Airline Pilot Magazine, called "Light Flight." United's Mike Ray was also one of the three. If you ever need a cartoon for anything, let me know. Thanks, *Joe*



DONALD K COLLINS—St Charles, IL
I just turned 86 and enjoy reading the *RUPANEWS* although those I knew are getting less and less.

My entire working years have mostly been in Pilot Administration of some sort, including those with Capital Airlines. 36 years total with Capital and United minus 2 years in the Marines in the Korean War. Tried a few times to get hired as a pilot with both Capital and United but could never pass the vision requirements. So, with a third class medical I have always enjoyed owning a light airplane. I enjoy having a 1996 Citabria and an RV6 with my son who is an active MD80 Captain for American.

Again thanks to those who make the *RUPANEWS* possible.

Don, BUF, ERI, MIAFO, EXOCM

CORT de PEYSTER—Reno, NV
Nine circuits around the sun since getting the boot at age 60. As the old saying goes, not sure where the time has gone.

It's been an excellent year of good health and family time for Nancy and me. Still flying for XOJET, 15 days a month which has afforded some visits with some fellow RUPArians on layovers. Nancy and I still shuttle between Reno, NV and the San Juan islands, WA for our days off.

Lawyer son, Brooks, is with the Seattle Public Defender's Office and teacher daughter, Alie, is living in Innsbruck, Austria tutoring kids in English and

becoming fluent in German.

It's nice to see snow out our back window in the Sierra and looking forward to some skiing on what, hopefully, becomes a draught busting snow pack.

Always enjoyable to read the missives in this section of the *RUPANEWS* and see what has transpired with old friends and colleagues over the past year. Thank you for those who take the time write.

A huge thanks to Cleve and Leon for their continuing herculean efforts to keep RUPA on a steady course, and to all who volunteer their time for the betterment of RUPA.

Merry Christmas and Happy New Year to all.

Cort, DCA, ORD, SFO 68-06

MRS JOANN DOBBINS—Atlantis, FL

Dear RUPA Crew, Many thanks for the good work you do publishing an excellent News Magazine -- Enjoy reading every page.

Bob would have been 92 years old November 16, 2015, is missed by all who knew him.

Until next year. Enclosed ck and a little extra.

JoAnn

MEL FINZER—Naperville, IL

Thanks Leon, It's a done deal. I was just about to mail the check to you. It's been a busy fall and had the latest issue on my desk as a reminder. The CC option certainly makes it easier to pay the dues, though it may have consequences relating to letters. It's hard to believe it's been 11 years since I hung up my hat. I will admit it is fun to put on the old uniform (don't think much of the new ones) and head down to the Museum of Science and Industry and talk about all things but most often aviation. Kind of keeps one's hand in the game. Oh, I didn't say that did I. I sure got reprimanded for using that term on a DC6 check as I was trying to restart an engine somewhere around Stapleton as a new hire. AH, another story of another time.

Any way I signed up for 5 years using the new internet option and will try and remember to drop a how goes it note every now and then.

Oh, I was invited to the recent Council 12 retirement party, sure glad I went. Had a great time visiting with old friends. For some reason, I wasn't aware that there hadn't been one since the last one I went to when I retired. I do hope they can make it a tradition again. If not yearly at least every 5 years

or so. It was held in an old hanger up at Poplar Grove Airport that is now a museum, a most enjoyable setting.

Thanks for the hard work. *Mel*

ROSS "Judge" FRAZIER—Lamoille, NV

Another year gone by and I'm probably not any wiser but at least the check's in the mail with a little extra.

I had a couple disappointing moments at the DMV this year when renewing my driver license. To begin with, I needed glasses to pass the eye test. I know the lady at the DMV and grumbled about the need for specs. At age 79, I finally need glasses to see things up close. Next was the question on hair color to which I answered "red." The lady looked at me over her glasses and asked where I had red hair, noting the only thing she saw was some white hair and skin. I didn't press the issue. Now, if I can just remember to have my glasses.

Barb and I didn't do any traveling. We still foster care some dogs (actually, Barb does 90% of the work) and they're like our children so we never leave them alone. At one time, we (she) had nineteen dogs but we're down to four dogs and two cats plus six other dogs belonging to our nearest neighbor that like to camp out here. The cats just moved in and we don't know where they came from but everyone gets along so I guess that's okay.

Our big project was a remodel that included replacing all the windows and sliding glass doors with high energy efficient units. At the same time, we redid the entire exterior with new stucco and sealed off all exposed wood. Our dramatic weather changes from hot sun baking summer to frigid temps and snow are murder on exposed wood. All told, it was expensive but well worth the money.

We're both in reasonably good health with little to complain about aside from getting older. I have trouble hearing, the prostate cancer is under control and my mind keeps writing checks my body can't cash.

With little but gloomy news about United's latest blunders and seeming inability to make the merger work, it makes me glad that my time was spent in the good years.

Thanks for all the excellent work done by the dedicated handful that keeps us informed and together.

Ross "Judge" Frazier

DICK GOUDEY—Port Orange, FL

Time is certainly flying by! This summer on the way north to our lake place in PA decided to attend the Gathering of The Faithful of the New England MG T Register at Saratoga Springs, N.Y. Of course we needed to take "Lester" our 1955 MG TF 1500, so into the car trailer he went. At the hotel they have a first-timers car show on the first day and I was surprised to see our car sitting in the lineup. We had parked in the lot way down from the hotel. Turns out the TF sitting there was an exact duplicate of Lester, same rare color, Birch Grey, (a green), same everything! Found out it belonged to the Couple who were sponsoring the event and lived in Saratoga Springs....got the idea that we were out of the running for 1st Place for TF's!!!! Was a fun event as our Daughter and Son and his wife came up and we toured the Springs area.

Seems I read some posts re the anniversary of the 85 Strike in the RUPA magazine which brought to mind the day I was picketing at BDL when I saw my picture on the front page of the Courant paper, looking very angry complete with my sign on my chest proclaiming the Strike! My FAA Doc hung the picture in his office for years so I wonder how I passed the blood pressure test when I saw myself! Another event I remember is that a group of UAL



In the third grade, our teacher, said, "Quit staring out the window, because when you grow up, no one will pay you to sit there and just look out the window."

Guess I showed her!!!

guys were picketing with a US Air guy in civvies when a Mercedes jerked to a stop in front of us and a pretty blond lady got out and ran up to me shouting, "Carl Icahn is going to take over TWA!!!! My son will not be able to go to prep school"!!!! Wow! We tried to calm her down and the US Air guy put his sport coat around her as she was shaking so badly....as the MB departed we just stared at each other in amazement.

So much for memories.....

My thanks to all who produce the RUPA publication as it is a must read whenever it comes.

Dick EWR, JFK, LAX, JFK, ORD, IAD, SFO

BOB HELFFERICH—Bristol, WI

Guys, Thanks for all the hard work over the last year. I'm sure glad we've got people stepping up to arrange and get out "The News." Instead of "The check's in the mail" I guess it's "The credit card's been debited."

It's been a quiet year in Bristol, Wisconsin. No health problems for me, but Gail's had a stroke (not debilitating, but some short-term memory loss). She also had a pacemaker installed a few months ago (still running her business, though).

No longer flying the Challenger. The boss has the airplane for sale, so Carl Eberle and I are officially retired---for now. He is, however, considering another airplane, down the road and asked us if we'd fly it---we said "Yes." We'll see. With not having to worry about availability for the Challenger anymore, I've now got a free schedule to fly the Cardinal, doing Angel Flight and Pilot's n' Paws missions. Public benefit flying is great. You can do so much good and still go someplace. Lots better than \$100 hamburgers.

Still "herding cats" and am adding dogs to the mix. Flying so many of them for rescue, it's almost impossible not to take a couple in. Going to the gym and being a "pool rat" are part of the activity on days when nothing else is pressing. Keeping the Buckthorn in check is a never ending problem and now adding cutting down all my ash trees that are being destroyed by beetles is assuring me that I'll never run out of firewood (there wasn't much doubt of that, though). Providing an inviting habitat for all the native animals and birds that have allowed me to share this little 13+ acres with them leaves smiles on my face on a daily basis, as they come to

visit. They bring the young ones up by the house all spring and summer and I help provide sustenance all winter. Life is good and I plan to leave kicking, screaming and fighting.

No one ever takes me up on the offer, but there's always a spare room, food, beer, wine, tea and coffee here on County K in Bristol, Wisconsin (IF you don't mind cats and dogs). We'll leave the light on for ya.

Bob, ORD (and CLE for a short time), 1965-1999

LARRY HORTON—Port Orange, FL

I have just completed my twenty fifth year of retirement and sit here wondering where the time has gone.

My wife and I continue to be blessed with good health and for that we both give thanks. We still have a lengthy "bucket list" of things to do and places to go and that keeps us active.

I still enjoy flying and hope I can continue to do so for many years to come. If you avoid the TFR's and other restricted airspace, flying VFR has not changed very much, but IFR flying has changed a bunch. With VOR's, ILS's, DME's and NDB's being decommissioned at an accelerated rate, ground based approaches are becoming a thing of the past. FAA policy is not to install anymore ILS's; installing LPV's instead. There are so many new terms like GPS WAAS, ADS-B out & in, "T routes" and "B routes" and the list goes on... And to legally fly in this new "NextGen" environment you better keep your wallet out if you own an aircraft. In spite of all of this, life is good.

My thanks to all of you who volunteer your time to keep us all together and in contact with one another.

Larry

NEIL H JOHNSON—Edmonds, WA

It seems we missed a birthday renewal - hope this check will cover it.

My eyesight is such that I can no longer read, but my wife Lee reads the RUPA magazine to me (and dramatizes the jokes and cartoons).

Other than Macular Degeneration, I'm doing well for 94 years young. Enjoy Gooney Birds in Seattle and Roadrunners in AZ.

Thanks for your dedication and hard work.

Neil, *UAL Ret 1981 *or dictated to "the wife."

CHUCK KETTERING—Reno, NV

Hello again to fellow RUParians.

As I hit the number 85, it's time for another check-in. The years are going fast, huh?

I'm still enjoying the Reno area with so much it has to offer. My hangar at Stead still has my RV-4 and Murphy Elite (bush airplane) in it. I get about 50 hours per each year. Day VFR only. Got a season pass at Squaw this year; assuming it snows for a change. We have a warm place in Palm Springs now: does anyone know if there is a RUPA group there? *No there is not. Ed*

It is truly sad to see what is happening to UAL. Also, sad to see so many fine people in the "Flown west" column. We didn't know how lucky we were back in the pre-esop days (lower case intentional). I look at it that we were there during the best of times. What more can we ask?

Chuck, SFO-ORD-SFO 1957-1995

JIM LANE—Lakeside, AZ

Greetings: November has rolled around once again, 16 since I last set the brakes at a gate. They come ever more quickly each year. No complaints in any direction. I have a good life and wish the same for all my fellow Ruparians.

As always, thank you for your hard work and diligence publishing the "News."

Best wishes for a Happy, Merry, and blessed Thanksgiving and Christmas. Best, *Jim*

KEN MILLER—Coeur d'Alene, ID

I just turned 81 years old this past month; I don't feel it but I'm wondering what it will feel like when I turn 100!!

I recently moved from Reno to Coeur D'Alene, ID last Dec. 2014 after living there for 34 years! Here in Idaho one cannot see the air that they are breathing and drivers stop for you when you are making a left turn in front of them!

I read in the *RUPANEWS* that La Guardia airport is getting a facelift going from a "state of repair to a state of the art" and crew members can't call it La Garbage anymore! Nothing mentioned of extending the runways which caused most of the excursions into Long Island Sound on those slippery days with the short runways!

See Y'all next year, hopefully. I thank you all on

the RUPA staff who do all the work to keep our RUPA members informed on the aviation news and about all our retired brothers and sisters, of course, I cannot praise them enough (our RUPA leaders) for donating their time and effort to all of us. Thank you, thank you.

Ken, (SFO, ORD, LAX, HNL)

JAKE NELSON—Spokane, WA

Hello All: Cheryl and I have enjoyed our 15 years in retirement immensely! Have had many great trips to Asia, Europe, the Rhine and Danube, and Mediterranean countries. Tops was a month trip to Israel, Jordan and Egypt. All our travel has been on UAL space available and Zed fare carriers. Have trip planned on Hurtigruten up the coast of Norway in May. We thank God every day for our good health, we both work out regularly. I am still able to backpack, fly fish, bike, and fly our airplane.

We sold our Cessna 182 a couple of years ago and bought a Cessna L-19 Birddog which I have always wanted. It is a great backcountry airplane where I fly in Montana, Idaho, Utah.

I loved my airline career, it was never work, just going flying!! For a cowboy growing up on a cattle ranch in Montana, flying airliners all over the U. S., Asia, and Europe was a dream come true. My favorite flying was my last 5 years flying the DC-10 freighter out of our Anchorage base. Highlight was taking Cheryl and our son (he had just obtained his commercial license, he is now a Captain on a Gulfstream 650 bizjet flying all over the world) in the cockpit to Osaka on my last flight.



We are very thankful for our great kids, their spouses and grandkids. God has richly blessed us!! **Jake**

LARRY NIKOLAUS—Huntington, WV

Been retired 2 years now. Missed the flying so found a tailwheel instructor, got the endorsement, found a 1948 Cessna 190 and now instead of .80/350, I travel at 150MPH/6500.

Lots of day trips to aviation museums (museums.aero/museums). \$100 hamburgers and gallons of oil. Attended the Arsenal of Democracy flyover in DC. Rode the Commemorative Air Force B-24, Diamond Lil. Did Oshkosh as well. What a great experience. If you like old airplanes, warbirds, or home-builts you need to do Oshkosh? Thanks to the RUPA team for keeping us informed about benefit changes.

Larry, LAX, ORD

JIM NOLAN—Draper UT

Everything is fine and dandy in Draper, Utah. Recently (Oct '15) went to Yellowstone and Jackson Hole area. Beautiful, wonderful wilderness lands.

Celebrating 91 years with Vi and family down in St George condo. Hope you all enjoy the upcoming holiday season. Please feel free to visit us when you are in the area.

Very much enjoy RUPA Magazine and miss all of you on the line.

Friendship multiplies the goodness of life!

Stay Well, **Jim & Vi**

CLIFF RHODES—Ormond Beach, FL

Fellow Travelers and Aviators all. One more candle and one more trip around the sun. It has been 9 years since my last flight with United and retirement. I have been cancer free for 8 years and Janie and I are enjoying life in a beach town. (Ormond Beach, Florida). We now have 6 grandkids and they keep us on the road burning up our vacation passes. I really miss the flying and the layovers with the troops. Again I want to thank all the folks who walked the line for all of us in 85. You guys are hero's to our profession. I remember a time when you actually had time enough on a layover to go out and grab a bite and have some laughs. I am forever thankful for being able to work with some of the best folks you will ever meet.

Still doing the Treasurer thing with the Salty

Church (Yes, we are a surfer church and even old geezers can still surf). When we have a “board meeting” we have a board meeting. Playing the guitar, golf handicap at 10, and loads of reading. In my spare time I painted the pool deck, changed all my garage lights from fluorescence to LED’s and many other maintenance functions on the house. Glad to get the retired military discount from Lowe’s. Janie stays busy with her tennis league and girls golf. The last couple of decades have presented us with some challenges and with some really good times, but my wonderful Janie has been there and sure makes this retired life special.

I wish you all the very best and the same for you families. May you have fair winds and following seas. Thanks again for being great flying partners. This old Captain bids you adieu until next year. Hello to friends, and old Navy flying mates, Larry Nikolaus and John Petrek, two outstanding men. And a thank you to Capt Bob McCormick who lets me fly his 182 and hardly every screams on final, “we’re all gonna die, we’re all gonna die.” Thanks Bob. :)

Take care all, *Cliff*

BILL RAIMER—Battle Ground, WA

One would think that someone with a January 1st birthdate could always remember to get his RUPA dues in on time. In any case, I’m starting early this year due to all the holiday ruckus to come.

Jeri and I are will. She took age 50 early retirement (SEASW) IN 1996, and I followed with normal retirement at the end of that year—flying my last flight (DC-10) ON Dec. 31.

We live in Battle Ground, WA in the home we built in 1989. *Bill*

EDGAR RIEHL—Louisville, CO

Number 95 is closing in at warp speed. Now I have been in the retired ranks longer than my period of service to UAL. Never expected to be around this long, especially after that day in March of last year when my cardiologist, after engaging in a seemingly lengthy study of my echogram, turned and said, "I wish I had some good news for you--BUT, IT'S ALL BAD! VERY BAD! IT'S TIME FOR YOU TO GET YOUR AFFAIRS IN ORDER AND GET INTO HOSPICE! He then scheduled me to have a coronary angiography procedure performed by his Associate (since he was departing next day on "his

first vacation in eighteen years") to see if they could possibly do anything to help the situation. After the procedure was completed, this Associate informed my family that anything they may attempt would likely do more harm than good. In a follow up with the cardiologists assistant a few days later where she further confirmed that grim conclusion, one of my daughters handed her the list of more than a dozen prescriptions and supplements that doctors had recommended over the past several years and said, "In view of the prognosis just delivered, what on this list should Father continue to take?" This PA crossed out all but two--Toprol and 162 mg of Aspirin daily. She did add one, Furosemide, to keep fluids from building up in the heart sac and legs. That was the beginning of my recovery, though a couple of days later I experienced a TIA which quickly led to a family decision to enroll me in Hospice.

After a year of Hospice Care (administered in our apartment) they kicked me out of the program. Or, "graduated" me as they put it. Now six and a half months later I feel better overall than I have in years. That's not to say that I don't have some worrisome days off and on. Didn't fully realize just how short of breath I was until yesterday when I ran across my old Hohner Marine Band Harmonica and attempted to turn out a simple tune that I played many times over in long ago years. But, life is still pretty darned good!

Ruth has not had a good year. She fell on the first day of March fracturing L-5 and pinching the sciatic nerve. They successfully performed kyphoplasty and after six days of hospitalization she returned to the Rehabilitation Section of our facility for a five-week stay. Extensive PT followed without much improvement. We finally hired a masseuse from the outside who comes once a week and works with Ruth for a full hour. Ruth is back on her feet and her spirits are soaring, as are mine!

Since neither of us drive anymore, we don't get out much. Church friends see that we get to church and will take us out for what little shopping we have need for and me to the barbershop every three weeks. I do miss not being able to attend our local RUPA luncheons regularly. The ranks of my age group are thinning rapidly. Bill, Warren, Phil and Curly save me a place if you will. I'm ready to join you any time. I will be delighted to serve as your copilot if you will have me.

In May I was called upon to give a talk at a nearby Veterans Memorial Museum, on my favorite subject --the Berlin Airlift. It was well attended and I have been invited to return and speak of my WWII combat experiences. In July, two men representing the American Red Cross came to my quarters to interrogate--oops, that is, Interview me for material for the Library of Congress. They departed four and a half hours later. At about the same time, the Head of our Activities department cornered me and said *The Ageless Aviation Dreams Foundation* was contacting long-term care communities and offering flights to aged veterans in a Stearman PT-17. I passed it off as one of those deals where one was charged \$450 to \$500 for a flight around a traffic pattern--as was my older brother on a B-24 flight a year or so ago. Now, you all know that we pilots are not that loose with our purse strings. She again approached me a couple of weeks later with the printed information explaining that this was a gratis event meant to honor us. In the meantime, as I pondered the offer, I saw where it could take me "full circle" since nearly 73 years ago I started my initial flight training in the Stearman PT-17 and had since flown more than twenty different types of airplanes up to and including the 747, and could now top that experience off with another flight in that most fun airplane, the PT-17. There was one other taker from our facility--a woman who had turned 100 a couple of months earlier. She had been in the first class of WAVES taken into the service during WWII.

That flight took place on August 14, and once out of the Centennial Airport traffic pattern, the controls were turned over to me to tool around for the next twenty minutes of so. This was actually a "souped-up" version of the PT-17 with the 220 HP engine having been replaced with a 450 HP cowled engine,



and with that extra horsepower, I found the controls quite stiff. (Or, could it be that I no longer have the strength I once had?) I enjoyed that little flight very much and would like to do it again. I found myself taking a sightseeing ride viewing the unbelievable spread of housing out in that area since I quit flying over it 35 years ago, and not fully observing the differences on the cockpit instrument panel--there was a lot more there than the needle, ball, altimeter and tachometer that I remember from long ago. I well remember that we flew our approaches at a speed determined by the whistle of wind through the guy wires between the wings, and not by an airspeed indicator. My lack of hearing would not permit such anymore.

Again, our heartfelt thanks to those who work so hard to keep this organization going, and, especially to our editor. Birthday check plus a little will be in the mail in two days.

Ed and Ruth, SFO-DEN-LAX 1946-1980

JACK SCHAUF—Pompano Beach, FL

Hi Cleve, fellow workers and fellow pilots. December 3rd is a big event for us, being retired for the same amount of time I was fortunate to have been flying for UAL. WOW! Dec. 3rd will be another milestone, reaching 90! At that time, I'll probably be hit with the realization that I'm getting old, but still young at heart. It is difficult to figure where the time has gone but it has been a great trip. Another milestone in May was our 66th wedding anniversary which we celebrated with family living nearby.

Mae has mostly recovered from her fall 14 months ago when a gentleman resident lost his balance knocking her down on a tile floor and falling onto her breaking her hip, ankle and wrist. Due to this, she needs to use a walker. We feel blessed to be getting along so well despite the challenges.

After 2 ^{1/2} years we are getting adjusted to making our home at The Preserve in Pompano Beach independent living home with about 300 others. Our 2 bdrm/2 bath apartment is adequate and eat breakfast and dinner in the dining room. I still enjoy driving and haven't used the available bus service. I do enjoy the pool and fitness equipment.

The last weekend of July was most enjoyable when I flew to Des Moines and drove to our home town of Bayard for an all school reunion. My older sister

lives on a farm nearby and hosted a family reunion. My two brothers and wives arrived, youngest one, retired corp. pilot, drove from Albuquerque, second one, retired TWA pilot, drove from Overland Park, KS. Other cousins and relatives were there also and we had a great time with perfect weather

Thanks to you Cleve and all of the other dedicated workers who make the *RUPANEWS* so great. Check is on its way.

Merry Christmas and a Happy New Year.

Jack and Mae, MDW & ORD 1956-1985

JIM SHIPP—Battle Ground, WA

Hello to all. As there are so many dedicated to keep our retiree group going, my admiration and many thanks to you.

I must admit to not having any pass problems, because I realize that we have been ripped off of any travel priority, so do not bother with the effort of placing myself in position to be bumped and treated as vermin. I have found that it is better for me to make a reservation, purchase a ticket, pick a seat, check my bag, and just go to the airport and be treated as a real passenger and customer. My preference is almost any other airline than United.

We have not traveled with our boat to Alaska for a couple of years now. Being gone all summer allows the work to pile up while we are gone. Then to come back to cutting and splitting and stacking our winter firewood is a bit much.

I did get in a motorcycle ride from home through Glacier National Park and then North through the Canadian Rockies. I enjoy my Gold Wing bike, and decided to purchase a new one, so now I have a pair.

I finally decided to sell my Super Cub, so am without an airplane for the first time in lots of years. Fighting with the Friendly Feds for a medical just took all the enjoyment out of things. I still very much miss my Cessna 185 on Amphibs, however I needed a medical to cross the border, so I also sold our beautiful home on Nimpo Lake, in British Columbia.

We will take our motorhome to Arizona in December, and stay for a few months. We enjoy all the friends that we meet with there, and Naty is part of a guitar group for playing and singing.

It was an outstanding career and likely the best time

to work for the airline. From DC-6 and Convair to 747-400. Great professional crew members, and I am honored to work with all for more than 36 years. Thank you. *Jim*

Note. new e-mail is jim2shipp@gmail.com

JOEL TURPIN—Hampton, NJ

I was just amazed at the cover photo in the latest issue of the RUPA magazine of N7001U, and how happy it makes me feel that it may fly again. About a year ago, *Air&Space Magazine* did a fine article on this airplane and I quickly responded with a letter to the editor reflecting my most memorable experience on the old bird. See response below. Unfortunately, the editor left out some of the better lines in the interest of saving space. I am sure it will bring back many memories of "The Way We Were" when "We Were Pilots Once....And Young". How can I volunteer to be the flight engineer on N7001s final flight?

Thanks for your wonderful article on N7001 U, the first Boeing 727 ever built. I am a pilot for United Airlines and early in my career, I flew as a flight engineer on this airplane many times in the late 1980's. My most memorable flight in N7001 occurred in 1988 on a flight from Chicago, O'Hare to Raleigh Durham and back. It was the last day of a 4-day trip and my captain had a commuter flight to catch upon our arrival back at ORD. He had just 20 minutes from our scheduled arrival to connect. Missing his flight meant spending \$50 on a hotel room and going home the next day. Needless to say, he was not going to miss his flight! We flew both legs at Mach .89 and in continuous light Mach buffet. At one point, a flight attendant came up to the cockpit with coffee. She asked the captain "When will we get out of this turbulence?" His curt reply consisted of one word; "Never!" Puzzled, she asked me for an explanation. I told her we were going so fast that we were making our own turbulence. She smiled and said "Great! I have a commuter flight to catch." Later, O'Hare Approach Control had us flying eastbound on a downwind for (then) Runway 27 Left at 13,000 feet. I distinctly remember seeing 410 knots indicated airspeed. On the RDU-ORD leg, we made it block to block in 1 hour and 35 minutes while burning an extra 5,000 lbs. of fuel. The captain made his flight with time to spare.

Joel Turpin

PS. The air traffic controllers at O'Hare always referred to the B-727 as a tri-motor."

IN MEMORIAM

OVID M. (Curly) BAKER

Curly passed away on Oct. 19, 2015 at the age of 94. He was born Nov. 8, 1920 in Glenwood Springs Colo. He married his New Castle, Colorado Hi School sweetheart just before graduation in 1939.

Curly started his pilot career with United Air Lines in 1951 and was based in DEN, ORD, SFO and DEN, and retired as DC-10 Capt. in 1980.

Curly is survived by his wife of 76 years, Opal Baker, two sons, one daughter and grandchildren, nieces and nephews. He will be missed by all.

WILLIAM "Bill" COOK

William "Bill" Cook who passed away in Novato, California on November 5, 2015 at the age of 94.

Bill began flying after completing flight training in the Marine Corps and was commissioned a 2nd Lieutenant in 1943, serving as a flight instructor in Texas. After joining United in 1951, he was recalled to active duty for service during the Korean War and served from 1951 until 1954 as a Marine Corps captain. United held Bill's position open until he was released from military service and credited his military time. Bill's length of service with UAL spanned 30 years from 1951 until 1981. He retired at age 60 from United as a captain, having piloted the DC-3, DC-8, Boeing 727 and the DC-10 during his long career.

Bill was well known on his routes with air traffic controllers and was even written about by famed San Francisco Chronicle columnist Herb Caen on August 26, 1981 stating "Controllers and pilots seem to be getting along okay. Sunday night after 30 years with United, Capt. Bill Cook of Black Point in Marin made his final flight, having reached the mandatory retirement age of 60. Alerted by his co-pilot, Capt. Norman de Back, 25 controllers along the path of their DC-10, between Philly and SFO, sang out "Happy retirement Bill!" and "It has been a pleasure doing business with you", and so on. Volunteers Capt. de back about the controllers: "They didn't sound tired or incompetent, by the way."

Following his retirement, Bill remained active in his community, Bel Marin Keys (Novato, Marin Coun-

ty, CA). He was an avid boater over the years and was well known and respected by the many sailors associated with the San Francisco Bay Area Yacht Clubs. As an excellent navigator and seaman, it was always a comfort to have Bill's well known boat, "Crew's Inn" accompanying the other boats on a cruise as he could quickly and efficiently diagnose and fix about any mechanical problem that might arise.

Bill is survived by his daughter.

GEORGE W. ELLIOTT

At 6:09 PM PST on November 2, 2015 George William Elliott slipped the surly bonds of earth and touched the face of God.

George was born November 16, 1920 in Norfolk,

Virginia. George grew up in Norfolk and attended Maury High School, Ferrum Jr. College, and the Norfolk Division of the College of William and Mary/VPI. Marrying Marilyn Gaynelle Bonner on December 4, 1941, he often joked that three days after Marilyn and he started fighting, the whole world started fighting.

George enlisted in the Virginia Army National Guard at age 14 and received his first Honorable Discharge at age 15. He later enrolled in a Special Temporary U.S. Coast Guard Reserve at the start of WWII and became disenrolled in order to become a cadet in the U. S. Army Air Force receiving a Best Cadet Award and serving active duty as a flight instructor. When the war ended, he served in the Reserve until he received his U.S. Air Force Reserve Honorable Discharge in 1953.

After WWII, George began his career as the owner and President of the Norvair Flying School. When he lost his naval pupils to the Korean War and a curfew hurt his thriving business, he sold his planes and became a pilot in 1951 with Capital Airlines. Capital Airlines merged with United Air Lines in 1961 and George moved his family to Greenwich, CT in 1962. Because of his professional skill and public contact ability, George was selected by United to fly the Nixon Press charter plane when Nixon chartered United for his 1968 Presidential campaign. George flew with United until his mandatory retirement in 1980, returning as a flight engineer until he finally retired in 1989 to take care of Mari-



lyn until her death in 1990. In 1991, George married Virginia Harrison Marsh and they lived a wonderful life together until her death in 2006.

George was a wonderful son, husband, father and mentor. George had a passion for flying and loved his career in aviation. He was an example to which many should aspire and he is greatly missed.

George is survived by three children, two grandchildren, and three great grandchildren.

In lieu of flowers, George would have been pleased that you remembered him by contributing to the Smithsonian National Air and Space Museums Steven F. Udvar-Hazy Center at Dulles Airport.

BARRY L. GROTE

Barry L. Grote – October 1st, 1943-August 28th, 2015. The world has lost Barry L. Grote, AKA ‘The Great One’, retired pilot, master woodworker, craftsman, hunter, fisherman, contrarian, solver of the mysteries of the universe, master of sarcasm, riddler, engineer, generous spirit, beloved husband, father, grandfather, brother and friend to many, after an extraordinarily courageous battle with cancer on August 28th, 2015.



Barry was born in Pensacola, Florida as the second child of nine children to Donald and Phyllis Grote while his dad was serving in the Army Air Corp during World WWII. The family returned to their home town of Aberdeen, South Dakota where Barry attended public schools, and graduated from Aberdeen Central High School, class of 1961. Barry also attended both Northern State University in Aberdeen, and obtained a degree in Civil Engineering from South Dakota State University in 1965.

Following graduation he married his college sweetheart, Janice (Jan) Graves, and was hired by McDonnell-Douglas Aircraft in St Louis, Missouri where he was assigned to the F-4 Phantom design team. In 1967 he took a military leave of absence after being accepted into the Air Force Pilot Training Program. Serving in the Air Force from 1967-1971, and then throughout his career as a commercial airline pilot for Eastern Airlines and United Airlines, Barry traveled the earth many times flying everything from T-37s and T-38s in the US Air force as an instructor pilot, to ‘controlled crash’ landing 747’s as a commercial airline pilot at major

international airports around the globe. Barry and his wife, Janice resided in Crystal Lake for 37 yrs. until their recent move to Denver, Colorado to be near family.

Barry is survived by his beloved wife, Janice (Jan) Grote, two daughter’s and three grandchildren.

Celebrations of Barry's Life for family and friends were held in Crystal Lake, Illinois and Aberdeen, South Dakota. A memorial website for Barry is online, and can be accessed for several months if anyone would like to add a tribute. Visit: <http://barry-grote.forevermissed.com/>

JOHN M. KENT

John Kent passed away at the age of 87 on October 12, 2015 in College Station, Texas with his family at his side. John was born in Texas on April 25, 1928 and lived in Durham, North Carolina since 1977. He joined the United States Marine Corps as soon as he turned 18 and served as a crew chief in a Corsair squadron. Later, he received his Air Force pilot wings through the Air National Guard and graduated from Texas A&M University in 1950. John retired from United in 1988 after 33-years. He flew the B-727, DC-8, DC-10 and finished his career as a B-747 Captain flying Pacific routes to East Asia and Australia. After retirement, he worked as an executive consultant for Control Data Corporation. In that capacity, he traveled to China, Australia, Europe and Africa, contacting international airlines regarding computer based training for B-737 and B-747 airplanes.



John served as Chairman for the Aces of the First Air War, 1914-1918 that hosted the only meeting ever held of all WWI Aces whose ages were between 83-96 and came from 9 different countries. The reunion was held in Paris, France during Armistice Week in 1981. For his service he was named an Honorary World War I Ace.

For his activities in helping organize the Lafayette Flying Corps Final Reunion at the Air Force Academy in 1983 he was named Honorary Member of the Lafayette Flying Corps. The following year John and the remaining WWI Combat Flyers were invited to the White House to meet President Ronald Reagan.

In 1991, President George Bush appointed John to

the U.S. Air Force Academy Board of Visitors for a three-year term. The Honorable Barry Goldwater was the Board Chairman at the time. In 1994, John nominated President Bush, who was the first military pilot to become president, for honors by the First Flight Society at Kitty Hawk. John also served on the First Flight Society Board of Directors.

John recently returned to College Station, Texas to be close to his brother, a retired Pan-Am 747 Captain.

John is survived by his brother, two children and five grandchildren.

WILLIAM G. REYNOLDS

William G. Reynolds (Bill) was born on April 19, 1928 in Syracuse, New York. After a 6-month battle against lung cancer, he passed away on October 29, 2015 at his home, surrounded by his family.



Bill grew up in Pittsburgh, Pennsylvania and had a B.S. in Mechanical Engineering from Pennsylvania State University. As a result of his love for flying, he served in the U.S. Air Force as a fighter pilot. He later flew corporate airplanes and then for Capital Airlines. In 1956 Capital merged into United Airlines, and he continued employment with United for 32 years, retiring as a DC-10 Jumbo Jet Captain in 1988.

In 1951 he married Shirley Cook, and they celebrated 64 years of marriage in June, 2015. After 3 years at the Air Force base in Anchorage Alaska, they moved to Pittsburgh where they raised their 3 children until the family moved to Westport Connecticut in 1967. After 41 wonderful years in Westport, Bill and Shirley relocated to Cary, North Carolina in 2008.

Throughout his high school and college years, Bill was an accomplished athlete, lettering in track & field and basketball at Penn State. He also enjoyed playing baseball and softball. In addition to sports, Bill was an avid bridge player, a seasoned sailor, loved to sing, enjoyed building puzzles and working crossword puzzles and word games. His family also fondly remembers his practical jokes and recitations of poems and limericks. Bill loved to travel, cheer on his sports teams and take photos.

In addition to his wife, Bill is survived by three children and eight grandchildren.

In lieu of flowers, the family requests donations be made to Transitions Life Care, 250 Hospice Circle Raleigh, NC 27607-6372, www.transitionslifecare.org, or to United Methodist Church of Westport, 49 Weston Road, Westport, CT 06880.

DAVID G. SUITS

David G. Suits, 77, passed away, Sept. 14, 2015. He was born May 11, 1938, in Schenectady, NY.



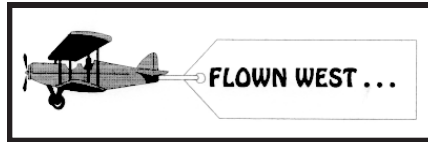
Dave graduated from Vermont Academy in 1958, where he played football, was a member of the track team and captain of the ski team. He earned a Bachelor of Science degree in business from St. Lawrence University in 1962. While at St. Lawrence and on the ski team, he won the ski jumping at Middlebury College Winter Carnival, becoming Eastern Collegiate Ski Jumping Champion. Dave continued to pursue his education at New York University Graduate School of Business while employed at Chemical Bank in the Senior Management Training Program. After three years in banking, he chose a flying career.

Dave began flying small private airplanes while in his teens. While living in northern New York state, he gained a great deal of experience flying amphibious float planes. Dave joined United Airlines in 1965 as a DC-6 flight engineer. During his 33-year career with United, he also flew the DC-7, viscount, Boeing 727, 737, 757 and 767. When he retired, he was flying captain on the Boeing 767.

After retirement, for a few years he enjoyed renting a Cessna 172 at Morrow County Airport and flying for his own pleasure.

He is survived by his wife, two children.





Norman F Ames	?
Ovid M. "Curly" Baker	Oct. 19, 2015
George W. Elliott	Nov. 02, 2015
*Richard Finson	?
Barry L. Grote	Aug. 28, 2015
*Robert W Heinrich	?
Francis J Kenny	?
John M. Kent	Oct. 12, 2015
*Bernard T King	?
Donald R Krull	?
*Virgil W. Lane	Nov. 06, 2015
Robert V Liljegren	?
*Victor A. Popelars, Jr.	Nov. 05, 2015
William G. Reynolds	Oct. 29, 2015
Charles A Spaniol	?
David G. Suits	Sep. 14, 2015
<i>*denotes RUPA non-member</i>	



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 even 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.

John Gillespie Magee, Jr., September 3, 1941

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

December, 2015 Edition

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

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson Toros (Contact Randy for Info)—*Tucson C Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - *Hacienda Hotel* - 310-541-1093
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 831-622-7747
SAC Valley Gold Wings (3rd Monday)—*Sudwerk Brewhouse Grille*
San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA* 805-497-4847

Colorado

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

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL* - 561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*, 808-315-7912 or 808-334-1883

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)
The Joe Carnes 31North-Illinois RUPA Group (2nd Tuesday, January, May and September)

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175
Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

New York Skyscrapers (June & October)—*Rock Spring Golf Club, West Orange, NJ* - psofman@gmail.com

Ohio

Cleveland Crazyies (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wed monthly 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

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

Washington D.C.

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