
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message	Page 3	Articles	Page 18-38
Vice President's Message	Page 3	Letters	Page 39-49
About the Cover	Page 4	In Memoriam	Page 49-504
Local Reports	Page 6-18	Calendar	Page 52

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RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 400, Vineburg, CA 95487-0400

President's Letter

As the Ides of March approach and spring weather is in the forecast, it is gratifying to report on the excellent health of our association. In perusing the February issue of RUPANEWS, it was nice to read of the outstanding attendance and reports from our nationwide lunch groups. This is the glue that binds us together along with the annual birthday missives. Thank you to all who contribute by writing or attending these lunches.

Tax season is also upon us as April 15th looms just over the horizon. Some are confused by imputed income and the W-9's received from UAL. Imputed income is supposed to be calculated at 10% of the full Y fare price on a pass for an enrolled friend. It does not apply to any passes, nor 20% discounted full fare tickets for spouse or pass riders in your immediate family. The tax due the IRS will only affect those who incur \$600 or more imputed income in a calendar year. I hope this helps explain why some are getting W-9 and others are not.

Our new Facebook group seems to be well accepted with over 500 members in the first month since its unveiling. It appears popular with our membership for sharing articles, videos and timely information. If social media is appealing to you, we invite you to check it out. It is listed as "Retired United Pilots Association" on Facebook.

We have also redesigned our web page by hiring a new webmaster. Overseeing the web page is our own Website Guardian, past RUPA president, Captain Jon Rowbottom, who has stepped up to volunteer for the position. We are also exploring separating the position of secretary and treasurer. Leon would like some help, so PLEASE if you have any interest contact Leon or myself for details.

A Warm welcome to our newest RUPA members: Captain Joseph "Joe" Claffey (EWR), Doylestown, PA
Capt. Patrick A. "Pat" Collins (SFO), Kaneohe, HI, Capt. Stephen C. "Steve" Knight (LAX), Evergreen, CO
Captain Victor Charles DeLuca Jr. (SFO), Lone Tree, CO, Captain Manny Kou (SFO), Seal Beach, CA
Captain Patrick R. "Pat" Mckee (IAD), Winchester, VA, Capt. George McCullough (LAX), Santa Maria, CA
The following have rejoined RUPA. Welcome back:

Captain Ron Wilson (ORD), Crystal Lake, IL, Captain Carl Harder, Spring Hill, FL

Until the April RUPANEWS, all the best. Regards, *Cort*

**I Want You To Send
Your Dues to:**



**RUPA
PO Box 400
Vineburg, CA 95487-0400**

———Or———

You can also pay by Credit Card by going to www.rupa.org
and click on the Membership tab and then click on



Please don't send your checks to the RUPANEWS Editor

Update your personal Information, such as address changes,
(Attention Snowbirds!!!!) by sending them to:

**RUPA
PO Box 400, Vineburg, CA 95487-0400**

— or —

E-mail: rupasectr@aol.com

The Post Office will forward the RUPANEWS for only 60 days.
We can keep two addresses in the database for each member.

Check your RUPA Directory to make sure we have your
Correct Information

Always include your file number with any communication

About the Cover: Concorde at Mach 2

This picture was found in Adrian Meredith's Facebook page. Adrian Meredith was BA's "Concorde Photographer", in the 1980's, very famous for his photo work.

This particular picture was taken in April 1985 when Concorde G-BOAG was flying at Mach 2 - 1,350 mph - over the Irish Sea. Meredith took it from a RAF Tornado, he had a time-frame of four minutes as the Tornado was rapidly running out of fuel and struggling to keep up with Concorde. The statement says this is the only picture ever taken of Concorde in cruise at Mach 2.

Vice President's Letter

Lots of great stuff to read in the February issue of the *RUPANEWS*! Great job by our trusty editor, Cleve Spring, catching us up since the Directory came out in lieu of a January edition.

My daughter, a recent college grad trying to break into show business, now lives in LA. She just rode on UAL from LAX-ORD-Asheville, NC. She lives a charmed life and, as usual for her, got a whole row to herself in Economy Plus out of LAX, and then got a seat to Asheville even though she was number 7 on the SA list and there were exactly seven seats available.

I just attended the Ham Wilson SE Florida luncheon a few days ago. We had a nice turnout, although not as many as you would expect for this time of year, and were happy to see John Pinter and Bob Langevin from the Stuart group came by. Lots of good stories kept everyone entertained.

There were loads of great letters from many of our members. The one that really got my attention was from Tom Sheeran. He wrote about one of the MIA group's favorites, the late Captain Ed Petrovich. After a severe injury to his hand, Ed had the passion to fly and the perseverance to prove to others that, even with the injury, he could fly. When I got my first bid to MIA, in late 1979, Ed was a flight manager and the first to welcome me to Miami. He not only had a great career with United, but his two sons, Dan and Brian, are now captains at UAL. Ed was one of the kindest people you'd want to know, and we all miss him. Reading Tom's letter brought back lots of memories.

Tom wrote that Ed's instructor at Opa Locka Airport was one Don Chalmers. Years later, I also met up with Don. I had a centerline thrust restriction on my license after leaving active duty and Don gave me a checkride to remove it. If my memory is correct, Don also had a physical disability, loss of one of his legs maybe. Maybe that's why he was so supportive of Ed's efforts.

To close, keep those cards and letters coming. Til next month, *Bob Engelman*

A Message from our RUPA Website Guardian

We have hired a professional Web Master to upgrade our Web Site and make it more useful for our members. Please go to www.rupa.org and play around with it. Our Event Calendar tab lists all our Local Area Group Meeting information...complete with a Google Maps link. Our Flown West Honor Board can be accessed by either first or last name or alphabetically.

I would appreciate your thoughts regarding the Web Site and will try to incorporate your suggestions as best we can. Leon asked me to take on the project and I am happy to relieve him of the task. RUPA needs volunteers to help carry the load. Please consider adding your efforts....never overwhelming and in retirement you get to stay involved...a very good thing! *Jon Rowbottom*

The Smart Navigator

The crusty old-timer captain is breaking in a brand new navigator. The captain opens his briefcase, pulls out a .38 and rests it on the glare panel. He asks the navigator, "Know what this is for?" "No, sir," replies the newbie. "I use it on navigators that get us lost," explains the captain, winking at his co-pilot. The navigator then opens his briefcase, pulls out a .45 and sets it on his chart table. What's THAT for?" queries the surprised captain. Well, sir," replies the navigator, "I'll know we're lost before you will."



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



accepted the first of the 25 giant transports on order. On the speaker's platform were (from left) W. A. Patterson, President of United Air Lines; John Irwin, Deputy Mayor of Los Angeles; Donald Douglas, President of Douglas Aircraft and Thomas McDermott, Mayor of Santa Monica. Seated behind them were (from left) United Stewardesses Patricia McGee, Mary Reed, Annette Skipworth and Mary Soshnik.

In the lower photos, officials and veteran United employees posed with W. A. Patterson (holding a model of the "Swallow", United's first airplane). Seven stewardesses displayed through-the-years uniforms from 1954, 1940, 1938, 1934, 1936, 1939 and 1930.

By Marvin Berryman DENTK A/V Retired - Excerpted from the April 1954 "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

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As has become the custom for our Treasure Coast RUPA Chapter in the month of February, in honor of our 'Valentines' we relocate away from Shrimper's and hold our Luncheon in a more upscale location. This month, we happened to return to Spoto's where we have been before and always been satisfied in every way. This February was NO EXCEPTION. An Excellent view of the St. Lucie River, terrific food and phantastick service. ALL is good in SE FL. (BTW, we also relocate in Dec. as well to honor our 'Ladies' in recognition of the Holiday Season.)

We had a wonderful surprise when we all showed up at 11:30 for the festivities that we were looking forward to. 22 of us had RSVP'd, so that was the # that I called in ahead of time so that Spoto's would have our own Private Room prepared and set up accordingly. WELL, Surprise! Surprise! Upon our arrival, we had 4 surprise Guests show up who we didn't know about or expect. However.....we were sure GLAD that they came and hope that they will join us again in the future. They are 'Snowbirds' Ret. Capt. Kevin Dillon and his wife, Peggy, along with Ret. Capt. Mike Severson and his wife, Ann. The Spoto's crew scampered around, set up a table extension, got some chairs and all moved along smoothly from that point on.




Pix. #1: -- Seated, L-R: JoAnn Pinter, Bob Langevin, & June Jackson, Standing, L-R: Bill & Lulu Cole, Connie & Jim Dowd, John Pinter, Ellie & Dave Hoyt and Art Jackson. Pix. #2: Dick Starita.



Pix. #3 -- Seated, L-R: Ted and Hellevi Osinski. Standing, L-R: Barbara Duplissa, Skip LaRocque, Jack Boisseau, , Glenda Boisseau, Dick Bease & friend, Linda, Peggy & Kevin Dillon, friend Betsy & Dave Damon, Mike and Ann Severson.

It's always a wonderful Luncheon when the wives (or girlfriends) join us and of course a totally different 'atmosphere' prevails when it's the guys ONLY. (I'm thinking that it must be a 'precursor' to the beginning of The Lenten Season) 🤪 > 🤪 A GR8 and FUN time -- BOTH ways.....and that's the way it should be.

After a welcome greeting was extended to all by our Host, Bob Langevin, and the meal orders were placed with our server, everyone had an opportunity to stand up and introduce themselves to each other and say a little bit about their background, airplanes they flew and bases they were Domiciled at. When that part was done, the food arrived and in spite of the eating that was going on, the conversation did NOT Cease or Desist! For a total of 26 people, it sounded like one of our Political Party Conventions that will take place this Summer. God only knows what they talked about.....but I can assure you, the 'chatter' was NON-Stop!!!

Those in Attendance for the Festive Occasion were: Dave Damon & his lady friend, Betsy; Dave & Ellie Hoyt; Ted & Hellevi Osinski; Bill & Lulu Cole; Skip LaRocque & Barbara Duplissa; John & JoAnn Pinter; Jim & Connie Dowd; Jack & Glenda Boisseau; Dick Baese and Lady Linda; Art (The Boy Captain) & June Jackson; Kevin & Peggy Dillon; Mike & Ann Severson; Dick Starita and myself, Bob Langevin. BTW, if you would like to see what these people look like in Circa 2016  ck out the accompanying pictures. AND Yes, we are capable of 'standing' and are ALIVE and WELL!!!

That's about all there is for now, however if you happen to be passing near the Stuart, FL area, on Tues., March 8th, come on over to Shrimper's at 11:30AM and join us, we'd love to have you. Shrimper's is on the SE Corner of Salerno Rd. and A1A (Dixie Hwy.) in Stuart. By the time you get this, Valentine's Day will have already past but I hope that you had a good one and (whether you are Irish or NOT) wishing you all a Happy and Safe St. Patrick's Day. Hoist a couple for your UAL buddies down here in Stuart. Cheers, Best Regards and LOL, *Bob Langevin*

Phoenix Roadrunners RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant on February 9th for a nice get together and lunch. We had a wonderful group who I am told had some nice conversations and recalled some memories.

I could not make the luncheon however, as I had to go for an appointment with a doctor whose dates are not too flexible.

The ones who did make it were: Warren & Vicky Phelps, Jerry & Mary Beth Smith, Neil & Lee Johnson, Tom & Renee Libuda, Mike Carlin, Mike Clements, Hank & Jean Kyser, John Baczynski, Jim Nugent, Dave Specht, John Gordon, Leif Jonnasen, Charlie Schwob and Cory Liston.

Hope to have as nice a group at our next luncheon which is scheduled for March 8th. *Ken Killmon*

The Columbia River Geezer's RUPA Luncheon

Another mild NW winter day found 4 of our Geezers turning out for our monthly lunch at California Pizza Kitchen, Clackamas, Oregon. This is the smallest group we've had in some time, but this is the time of year that sees a lot of our members hitting the road on various adventures, including our other scribe, Ron Blash, who's over on Oahu and environs for a month, enjoying everything we all know those islands have to offer.

In attendance were: Rich Warden, Mac McCroskey, Doug Howden and Tony Passannante.

Doug just got back from a tour of Israel and shared some of his off-line travel experiences with us, Rich entertained us at some length relating stories and anecdotes as told by a former U-2 pilot who spoke at one of his recent QB meetings. Very interesting and also humorous.

The remainder of our 2 hours was taken up with conversation about our new Caremark prescription service (no surprise there for anyone who follows RETUP), MyUADiscount, the state of airline hiring and qualified pilot supply and just plain visiting.

That's about it for now, we meet every second Weds @ 1100, Clackamas Town Center California Pizza Kitchen, just west of I-205, Sunnyside Road Exit, Clackamas, OR. *Tony Passannante & Ron Blash*

Hawaiian Ono Nene's RUPA Luncheon

The Hawaiian Ono Nene lunch group gathered on Thursday, January 21, 2016 at Mid Pacific Country Club in Lanikai, on the island of Oahu. It was a beautiful day and the colors of Kailua Bay were spectacular. It had been a while since our last gathering so there was much to catch up on. The food was good and the conversation pleasant.

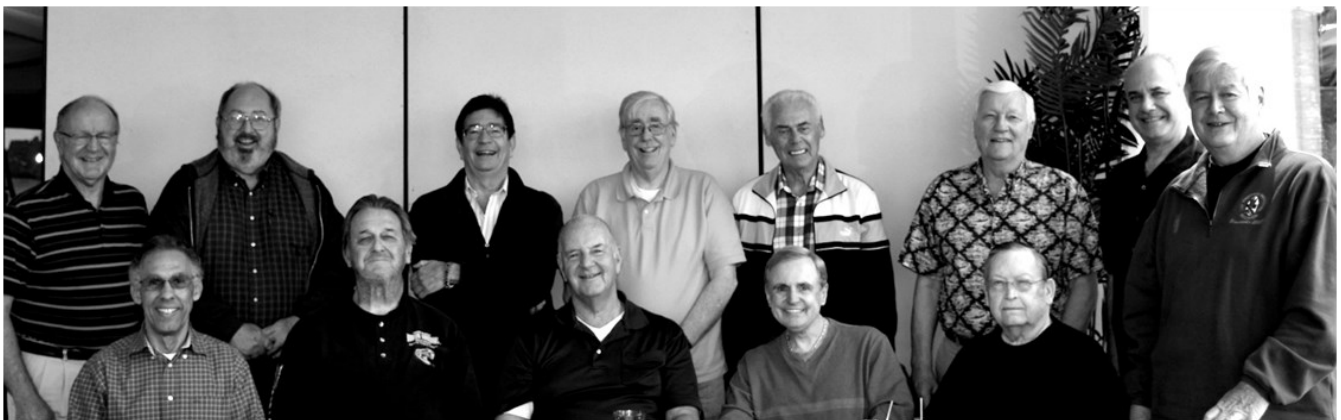
In attendance were: David Crooks, Richard and Clarita Kaapuni, Yuz and Yasuko Morales, Leon (RUPA Secy-Treasurer) Carol Schmus (F/A Ret.), Alan and Mary Anderson, Jim and Diane Whitely, Diane Becker and your scribe Larry Becker.



Back Row: Yuz Morales, Dave Crooks, Jim Whitely, Alan Anderson, Leon Scarbrough, Richard Kaapuni.
Front Row: Carol Schmus, Diane Becker, Mary Anderson, Diane Whitely, Clarita Kaapuni, Yasuko Morales. Taking the picture: *Larry Becker*

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

We had 13 gathered at Galluppi's Patio Bar and Restaurant on Thursday, February 11 for our monthly lunch. The temperature was a little cool for Feb, but we managed a good meeting without more Pilots attending. Enclosed is a picture of the 13 who joined for lunch.



Sitting L.to R: Albert Johnston, Bill Garrett, John Pinter, Bob Langevin (John and Bob from Stewart Group) and Ned Rankin

Standing L to R: Lyn Wordell, Ed DeChant, Jim Morehead, Jim Goode, Murray Warren, Jerry Bradley, Bob Engelman, and Gene Anderson.

The Big Island Stargazers RUPA Luncheon

We had a great turn-out for our first meeting of the New Year. The holiday tourists have returned home and the snow birds have arrived in earnest in Hawaii. It was great to meet several of them at our luncheon and we extended a warm welcome to our guests Jim (ORD) & Linda Bertelson, Les (ORD) & Brenda Kimmel and Don (Airborne/Braniff) & Rosina Chevalier. Regrets came from Beth Raphael and Bobby & Linda Michaels who had schedule conflicts; Sam & Julie Wilson were busy in Hilo and Robert & Linda Bounds were stuck in the snow in Colorado.

Talk around the table ranged from “we want our pensions back” now that UAL is showing a hefty profit, past flying exploits and, amazingly, successful pass travel during the holiday season (First Class from LHR to LAX).

Two of our members live in Hilo so we graciously make the annual trek to the other side of The Big Island for one of our meetings--this year it will be on the 21st of April at Pineapples Restaurant in Hilo. If you want to escape the Mainland winter blizzards, fly over to Kona and meet us at our favorite restaurant, The Fish Hopper, on the third Thursday of the month.



Front Row Left to Right: Lauren Cochran, Grace Slinn, Brenda Kimmel, Jim & Linda Bertelson, Joan Baldwin, Rosina Chevalier, Linda Morley-Wells, Linde Rimkus.

Back Row Left to Right: Don Diedrick, Bill Cochran, Dick Slinn, Les Kimmel, Gerry Baldwin, David Carlson, Don Chevalier, Walt Wells, Al Rimkus. *Linda Morley-Wells*, Scribe

Denver Good Ol' Guys RUPA Luncheon

After having to cancel meetings in November and December due to snow storms, The Good Ole Boys and guests reassembled on Tuesday, January, 19 for a catered lunch at The Tin Cup Bar and Grill in Aurora. After lunch Stanley Boehm set the proper mood with a few minutes of humor.

Next, members paid respects to former Denver pilots Bob Steeneck and Lee Beck who had flown west recently.

We introduced new attendees Joe Rozic, John Myer and Jon Carter. All three gave interesting talks about their flying careers. The three careers varied greatly due to different dates of hire proving once again that timing is everything. Joe Rozic recounted a bad experience on a full fare trip to Cancun, Mexico. It would be a little wordy to recount the entire incident, but the lesson learned is when you travel international, be sure that your name as shown on your reservation matches your passport exactly.

Attending were; Jim Adair, Darrel Ankeny, Rick Bebee, Stanley Boehm, Ray Bowman, Dick Brinkworth and wife Valerie, Jon Carter and wife Kris, Joe Collard, Mack Connelley, Bob Crowell, Jack Davis, Bob Dietrich, Al Dorsey, Bill Ford, Denis Getman, Bill Hanson, Tom Hess, Nick Hinch, Doug Johnson, Tom Johnston, Cliff Lawson, George Maize, John Myer, Kim Osteroos, Joe Rozic, Rob Schmidt, Dick Shipman, Russ Ward,

Ross Wilhite and Ted Wilkinson. Your Scribe, *Tom Johnston*

The FAT Flyers RUPA Luncheon

The newest little RUPA/QB group met on Friday morning, Feb 12 and we had a great turnout. Topics of conversation ranged from why the Army Air Corps once thought that the B-17 would not need fighter escort because it had all those gun turrets, to how one of our members, a 747 Captain has flown only one trip in the last 6 months. Amazing what the powers that be at ConU have done closing, moving, and reopening 747 domiciles resulting in a surplus of captains in SFO. And rather than surplus-ing and bumping, the company has decided it's cheaper to pay the guys to do nothing since many of them will be retiring soon anyway. I wish they'd throw some of that money into my retirement fund. Other topics included the use of PERX to get great travel bargains, the pros and cons of motorhomes vs 5th wheels and other critical issues.

We also welcomed Tom Rayl visiting from Merced. Tom may join us in the future, but probably we'll see him only on days not otherwise suitable for golf. Welcome Tom.

A reminder to anyone who may be down our way, we meet on the 2nd Friday of every month at 0730 at the Yosemite Falls Café (they have a great seniors menu) at 1455 Shaw Ave, Clovis, CA (at the SE corner of Shaw and Sunnyside) You can call me at 559-289-2626 if you need help finding us. (or email me at p.nibur@gmail.com)



Clockwise from the left: Errol Mullins, Randy Bushore, Rick Pamplin, Tom Rayl, yours truly Paul Nibur, Stan Rosenthal, Richard Jordan, and Wayne Thompson. *Paul Nibur*

The RUPA Washington Area Eddie O'Donnell Luncheon

The January 21, 2016 luncheon for our members was held at the Amphora Restaurant located in Vienna Virginia. It officially starting at 11:15, we had time to sip wine and converse with each other.

Lunch began at 12 noon. It was a very nice plated lunch of mixed house salad followed by a plate of Steak Diane, green beans and mixed rice. Followed by a plate of ice cream. The serving was very tasty and plentiful.

After lunch we discussed the various situations that our members were having with the new CVS/Caremark medical prescription program. E.K. monitored the discussion and informed us about the various changes that are coming to our medical plans.

We had 15 attendees: Barb Ryan, Jon Beckett, Hal Cockerill, Gary Cook, Gil Coshland, Mike Frank, Bob Huguley, Clyde Luther, Ed Miller, Herb Petitt, Don Reinhard, Billy Sherrod, Fred Streb, Stokes Tomlin, and E.K. Williams

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.

Our next scheduled luncheon will be for members, wives and guests at the Amphora Restaurant on Thursday, April 21, 2016. *Jon P. Beckett*

Southwest Florida RUPA Luncheon

Our February 8, 2016 luncheon at the Fort Myers, FL Olive Garden restaurant had 18 attendees. Matthew was our server who turned out to be fast, efficient and in ten places at once. Holly, the manager, ensured the tables were set up with tea and coffee awaiting the first ones who showed up at 11:00 am. The weather on the SW coast of Florida once again was chilly but warmed up to 65 in the afternoon with scattered clouds. Everyone was wearing a jacket (no parkas). Traffic still presented a problem around the Fort Myers beach area. In fact, one attendee, John Laut, arrived just as we were finishing lunch, explaining that since the Super Bowl he has been running late and the beach traffic held him up even more. Nevertheless, he caught up with everyone very quickly. But sadly was not included in the photos. Our apologies to John!

Today was Faith Osborn's birthday and she was celebrating today with all her RUPA friends. It was her birthday lunch and we were pleased she chose RUPA to be her birthday party guests!

Conversation seemed to flow easily as the group did not disband till 1:30.



In attendance in Photo 1 were L to R: Mamie Thompson, Faith Osborn, Kathy Sodergren and Jack Sodergren. Photo 2 L to R: Gene Chapman, Neil Bretthauer, Rip Curtiss, and Harvey Hallberg.



Photo 3 L to R: Jim Rigsbee, Judy Rigsbee, Wallis Alves, Gary Crittenden, Janice Crittenden, Don Sullivan and Don Kincaid. Photo 4 L to R: Dot Prose, Wallis Alves and Gary Crittenden. Photo 5: Norb Cudnowski.

Attendees were reminded again of the upcoming RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL. The date to mark on the calendar is Thursday 7 April 2016. The fly-in runs from 5 – 10 April 2016. Last year we had 29 in attendance and all had a good time. Maybe we can top it this year! Everyone welcome, including other airlines, active or retired. The OX-5 clubhouse where we meet has a galley, a porch with chairs, restroom facilities and is very convenient to the vendors and static aircraft displays and is next door to the QB's clubhouse. Group photo will be at 1 p.m.

Hope to see everyone and guests at the next luncheon on 14 March 2016 which will be the last luncheon of the "season" until we start again in November – on November 14 (after the election). We usually arrive between 11-11:30 at the Olive Garden and start eating about 11:45 (approximately).

All welcome (United and Continental)! Yours truly, *Gary Crittenden and Dot Prose*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Given the winter the East is having I guess we can't really complain about the rain and snow El Nino is giving us. In fact, rather than complain, we're mighty grateful for the water. Still a bit chilly here in southern Oregon, but amazingly, some buds are appearing on the trees and the daffodils are starting to show. T'was a great lunch the other day as we took most of the Pony Espresso's tables for our group. The conversations went the whole range as they do when friends meet. It was also special to have Chuck and Harlowe Kittle along with Bill Monfort at our table. Bill out from his seasonal digs in Florida and the Kittle's from the mountains of northern California. And, speaking of long drives to be here, Dan Kurtz from across the mountains from the Klamath basin and Scot Lee from a north California valley (same one as Chuck and Harlowe). Also, cheers to have Harvey back from his warm weather run to Kauai.



At our tables, center: Banjo Bob Keasbey, Dan Kurtz, Chuck and Harlowe Kittle, Pam and Art Lumley, Marty Niccolls and our daughter Lisa, Bob Niccolls, Scot Lee, Cheryl Jaeger, Harvey Saylor, Leeann and Steve Fusco, Jim Jaeger and last but not least Bill Monfort. As always what a great pleasure to be able to share our time together. Cheers to all, *Bob*

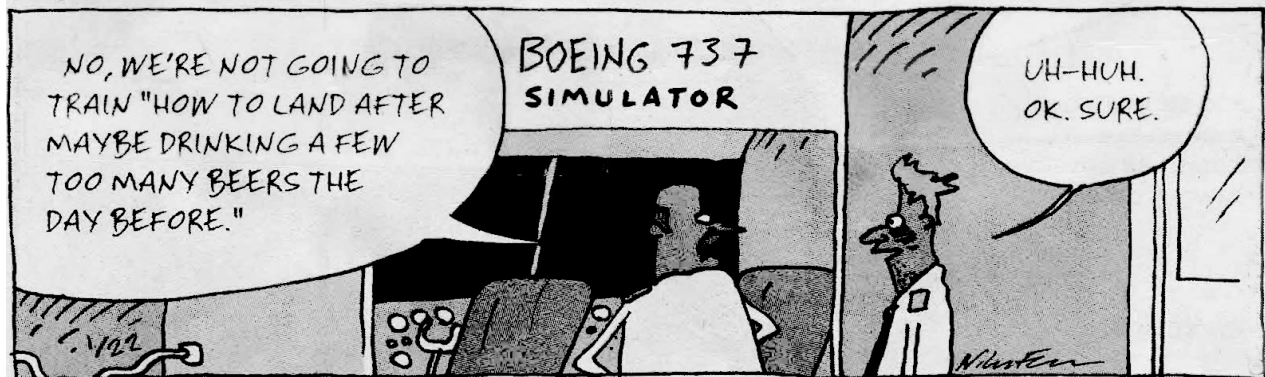
Seattle Gooney Birds RUPA Luncheon

January 21, 2016, Eleven faithful members of the Seattle Gooney Birds showed up for lunch with their buddies in spite of the torrential rain outside.

We all fit around one table and had some good laughs and heard a few good jokes from Herb Marks. The weather had cleared by the time we finished lunch and we drove home in the sunshine.

Thanks for coming and we hope to see more next time. In attendance: Chuck Westfphal, Bill Stoneman, Jim Barber, Herb Marks, Al Black, Dave Carver, Fred Sindlinger, Al Haynes, Jack Brown, Mark Gilkey, and *Bill Brett*.

Carpe Diem Niklas Eriksson



San Francisco East Bay Ruperian's Luncheon

Our group may be small but it sure is lively. Our February meeting consisted of eight active participants with varied-interests, (and loud I might add), retirees who come together for our monthly gathering.

Our meeting coming just one day after the New Hampshire primaries generated quite a bit of political discussion; and with the Super Bowl being held nearby we had plenty to talk about. John Baum filled us in about his lengthy argument with United Airlines and their 20% discount policy dealing with First Class tickets.



Attending pictured from left to right: B.S. Smith, Neil Dahlstrom, John Baum, Georgia and Rich Bouska, Shirley and Lee Francis, and Bruce Milan. Absent this day were regulars Tammy Dahlstrom, Steve Filson and Grant Adams.

If you are ever in the area on the second Wednesday of the month, you are welcome to join us at the Primavera Ristorante in San Ramon, it's Italian so of course it's good. *Rich Bouska*

Dana Point RUPA Luncheon

Wow Time is rolling! I just turned the new calendar over and found it was February and another RUPA lunch.

Several of the pilot group were able to attend Lee Beck's Memorial Service Saturday, December 17 at St. Andrew's by-the-Sea, United Methodist Church in the City of San Clemente. A very informative and moving eulogy was given by his son-in-law, Kim Zetterberg (who is also a pilot with United). Lee was a member of our RUPA group. Personally I got to fly with Lee and also work with him in training sessions and PC's. He put everyone at ease in checks and orals.

On Deck today were: Bill Rollins, Bob Brockmeier, Denny Giese, Jack Frisch, Jim Keeshen, Joe Udovch, John and Sheryl Arp, Ron Dye, Rusty Aimer, Corey Ferguson, Ted Simmons and Walt Bohl.

John Arb gave a run on his latest adventure: *"I flew the C130 to New Orleans on Jan 10th for a movie shoot starring Tom Cruise. It is a Jack Reacher sequel called Never Go Back." We did some flying scenes on one day and static scenes every night with one night we taxied around for a scene. I met Tom and he was really a nice guy. I was impressed with his driving ability during the filming. We then flew back to Castle in Merced on Sat. Picture taking is a no-no on closed sets. The movie is to be released in Oct 2016."*

Other conversations concerned the new Orange (red tip) Tip Law Federal Law on guns seems that BB Guns are excused. wonder why?

Moving on to Knee Replacement vs Laser/magnet treatment. One of members is taking the Laser treatment with good results.

All enjoyed the good food, good conversation and of course, the continued great weather on the deck with the blue umbrellas. Cheers, *Ted*

Ohio Cleveland Crazyies RUPA Luncheon

With the cold temperatures and snow here on the North Coast I expected a very small meeting of the Cleveland Crazyies today (01/21/2016). What a surprise when twenty-one members' wives and friends were present. We had two special guests today! Clara Ann Fain, Buddy Fain's wife, was in attendance with Nita Lutton, a former UAL flight attendant. They were welcomed by all when we introduced them. We had an update on Bill Christi from his wife Dorothy. Ken Wheeler and Dick Sanders kept us laughing with their great jokes and stories. And as usual the food was excellent and the service great by our waitress Shayla.



Those in attendance from left to right sitting are: JoAnne Orr, Dick Orr, Ken Wheeler, and Diane Johnson. Left to right standing are: Phil Jach, Carol McMakin, Rich McMakin, Harvey Morris, Pat Morris, George Bleyle, Diana Zaleski, Monica Burrill, Jim Burrill, Dick Sanders, Clare Ann Fain, Bob Olsen, Nita Lutton, Gene White, Dawn Lang, Bob Lang, Joe Getz, and our waitress Shalya. Cheers, *Phil Jach*

San Francisco North Bay RUPA Luncheon

Eighteen of UAL'S best pilots and two spouses braved the warm sunny Feb. day to make the trip to Petaluma for the monthly luncheon at the Sheraton. If you live north of the Golden Gate, or the Bay Area please come and join us the first Wednesday of each month.



Pic 1 L/R: Doris Donegan, John Reed, Bill Smith, Leon Scarbrough, J. R. Hastings, Clyde Wilson, Bill McGuire, Deke and Merle Holman.

Pic 2 L/R: Rick Saber (Norton1), Bob Grammer, Dick Hanna, Woody Lockhart, Vic Bergevin, Larry Whyman, Jim Mansfield, Bill Greene, Jules Lepkowsky.(not shown, Wayne Heyerley, Bob Donegan)

The business meeting was short and quick this month. The transfer of prescription drug service to CVS seems to be very easy and simple for some and very complicated for others. The price for my two prescriptions has increased by about thirty percent. UAL sticks it to me again! Thanks to Rick we got down to the really serious business of a drawing to see who would get the two large bottles of liquor from the Caribbean Rick was kind enough to donate. Thanks, and good to see again. The kitchen did a much better job this month. Nothing else to report. Scribe, *Bill Greene*

Gary Cook's Leesburg, VA RUPA get-together



Attending (L to R, around the table)... Gene Couvillion, Roy Liggett, Bill Davis, Chuck Coltrin, E.K. Williams, Charlie Schwab (PAA), Hugh Forsythe, Terry Powers, Gary Cook, and Stokes Tomlin. Sim Stidham was kind enough to take the picture.

The Gary Cook Leesburg Luncheon is held the First Friday of each month at the Bob Evans Restaurant in Leesburg, VA. *Stokes Tomlin*

Breakfast at the Golden Corral in Manassas, VA



Breakfast at the Golden Corral in Manassas, VA, Friday, February 12, 2016. Assembled, from L to R: Our newest member, Mike Dzieciolowski, Don Reinhart, Gene Couvillion, Hal Cockerill, Bill Davis, Gary Cook and Sim Stidham. The artist behind the camera was myself, *Stokes Tomlin*.

San Francisco Bay-Siders RUPA Luncheon

The Hofbrau was decorated for Valentine's Day and Rose was passing out Mardi gras beads. Take your pick of observances; Ground Hog Day, Lent, Valentine's Day or President's Day. We enjoy seeing each other again, no matter what occasion is represented.

In attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Gerry Delisle, Rich & Cyndi Erhardt, Bill Hartman, Gaylen & Kay Kessel, Bob & Craig Norris, Walt & Mary Ramseur, Cleve & Rose Spring, Gene & Carol Walter, Larry & Pat Wright.

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

San Diego North County RUPA Luncheon

We met at the same time and place because it's the best place around and centrally located for most of us. It's the St. Mark Country Club in San Marcos.

It was a good show of aviators and some good stories about flying. The conversation came around to cruises and especially the one through "The Canal". I guess you, Cleve, was on that cruise and Brad and Rhoda Green enjoyed the company and camaraderie of the pilot group. It sounds like a good time.



From left to right are Captain Bob Harrell (at least that's what the hat he is wearing said) Brad & Rhoda Green, Paul Whitby, Colin Winfield with the hat, my wife Susan Mayer and me in the front, Mark Mayer.

Sadly, two of our regulars are under the weather. Bob Bowman has been hospitalized and we're hoping his wife Ruth will have some good news later today. Our other couple is Bill Pauling and his wife Evelyn. I believe that Bill was treated and is home recuperating.

Best wishes to you, Cleve, and the rest of the workers who make our magazine possible. *Bob Harrell*

The Monterey Peninsula Rupa Lunch Bunch

The AT&T Golf Tournament is here at Pebble Beach and the weather is beautiful! Unusually warm temperatures (80s) so early in the year has produced a huge pollen bloom covering everything in fine yellow/green powder!

According to Pete, *"We had a larger than planned turnout, 18. I told the group I would say a few words in your absence and they appreciated my brief speech. I had called Bob Benzies this morning to get Cindy's status. She is slowly recovering but it will be a lengthy process. The hard thing is no weight on her leg and sleep is difficult. I mentioned an e-mail would be OK."*

Also passed around a card for seniors to access the California State Parks. It's called a "Limited Use Golden Bear Pass." It's \$20 and will get you into any state park where vehicle fees are collected during non-peak season. For more information, visit www.parks.ca.gov.

Lots of talk, mostly about health issues. This week the AT&T golf tournament is on and the weather will be awesome."

Those attending were: Diane Ellis, Brett Morris, Sunee & Milt Jines, Barrie & Sharon Nelson, Dave & Linda Mackie, Dave & Mardell Lawson, Nancy & Lee Casey, Phil & Pat McClain, Ed & Pat Manning, and hosts and reporter Pete & Donna Walmsley.

The reason we ask for RSVPs by noon the Tuesday before our Wednesday lunch is so we can notify the restaurant. This gives them a 24-hour heads-up for both staffing and menu planning. Please RSVP by noon March 8th for our next March 9th lunch. (Late cancellations are no problem.) Thank you!

Happy St. Patrick's Day! *Phyllis Cleveland*

SAC Valley Gold Wingers RUPA Luncheon

Hello again from the Northern California RUPA group. We changed our luncheons to the first Monday of each month and we continue to dine and discuss matters at the Sudwerk Brewhouse and Grill in Folsom, CA. It was held on Feb 1, 2016. I can honestly say, this was the most enjoyable and entertaining of all of our luncheons since we started this group last summer. We had 2 very entertaining guests, Larry and Jeanne Thorbon, from Wisconsin who joined us.



Seated left to right: Bill Authier, Karl Winkelbrandt, Ed Akin, Linda Akin, Vivian Stolp, Jeanne Thorbon, John Gorczyca, Sharon Gorczyca, Marv Alexander, Rosemary Authier.

Standing left to right: Ken Ledwith, Dave Stolp, Wayne Mooneyham, Larry Thorbon.

We chatted about the tremendous donations provided from our group to the Sacramento Children's Home for Christmas. Again, it is thanks to Bob and Kathy Lynch for their suggestion and hard work to complete this project. We mourned the loss of Capt. Barry Edward and Capt. Max Friebel who were SFO pilots. We also talked about the pilot LOA ratification, the 2015 UAL profit statement, and the delivery of more jets to the UAL fleet. Additionally, good news that we have a newly expanded United web site and that is www.rupa.org. I provided some articles to the group that included a checklist for a surviving spouse, CVS Caremark issues, the United Prescription plans and the United supplemental retiree Aetna medical plan. We thank everyone for attending and hope we have continued great attendance.

Still Flying High, *John Gorczyca*

THE DUPLEX | Glenn McCoy



Los Angeles South Bay RUPA Luncheon

We were trying OUT a new location for our South Bay Lunch and picked Sammy's Woodfired Pizza Restaurant. This trial worked well. Good parking, extensive menu, friendly staff and reasonable cost. We were pleased so we plan to use it again on April 14th.

Here are the details: Sammy's Woodfired Pizza, Plaza El Segundo - (in the mall) 780 South Sepulveda Blvd, El Segundo, CA 90245. 310-335-9999. www.sammypizza.com

We were happy to have a nice crowd which included Sharon and Don Crawford, Loyd Kenworthy and his lady friend Adrian, Richard & Barbara McKay, Tom & Helena Reidt, Marcine & Doug Rankin and Sue and Arvid von Nordenflycht.



We continued to exchange information on the change to the CVS-Caremark service to us especially with the tie-in with the Specialty Pharmacy also part of CVS. Arvid spent many hours on the phone but finally succeeded in establishing an account with \$25 co-payment for his expensive drugs. The previous drug supplier "Accredo's" co-payment was \$16.

Many of the friends here have decided to pay for travel rather than get left at the gate. Then the 20% off purchased ticket is often a pretty reasonable choice. Personally, we had bought a ID 90 on Delta for travel TYO-LAX but did not use it so I applied for my refund and after 6 weeks the cost was credited to my Credit Card. Thanks Delta.

The parking at LAX is again different and more expensive but we can buy a pass in the "F" lot for \$75.00 for a month which is actually the Sheraton Hotel Parking Garage on Century Blvd / Vicksburg. You can then travel on the Hotel Shuttle or walk across to Satellite 7. Denny Fendelander used it successfully. The Crawford's parked their car at home and used LYFT to take them to the airport. Worked well too.

Happy Valentine Day, *Arvid*

Alaska, Horizon Air employees receive extra pay in bonuses



SEATTLE, WA - Following a record fourth quarter and full-year earnings announcement, employees at Alaska Airlines and Horizon Air received bonuses of more than nine percent of their annual pay, or nearly five weeks additional pay, for most workers. For the past seven years, employees have received an average annual bonus equal to approximately one month's pay.

The company's annual bonus, called Performance Based Pay (PBP), is determined by meeting or exceeding specific company-wide goals for safety, customer satisfaction, cost control and profit. The PBP bonus is in addition to the approximately \$1,100 in 2015 operational bonuses that most employees earned for achieving monthly on-time and customer satisfaction goals. The combined monthly and annual 2015 bonuses, paid to employees, totals \$120 million.

"Our hardworking employees go beyond every day to deliver an outstanding on-time and hassle-free experience for our customers," said Tammy Young, vice president of human resources. "We're thrilled to make the same commitment to them with a prompt delivery of their well-earned annual bonus."

Nearly \$56 million in annual bonuses — 57 percent of the total — is being paid to Alaska and Horizon employees in the Puget Sound area. Another \$14 million is being paid to employees in the Portland, Oregon area, while \$8 million is going to employees throughout the state of Alaska.

SFO-Singapore will be world's longest Dreamliner route



United Airlines will use its new Boeing 787-9 Dreamliners to add nonstop service from San Francisco to Singapore. United says the new route become the world's longest Dreamliner flight and the longest regularly scheduled flight operated by any U.S. carrier. United also will become the only airline to fly nonstop from the United States to Singapore.

Flights on the new route will begin June 1. United's 787-9 Dreamliners seat 252 passengers, including 48 in BusinessFirst and 204 in coach. Of those coach seats, 88 are Economy Plus seats that offer a few extra inches of legroom.

"We are very excited about introducing nonstop flights between San Francisco and Singapore," Marcel Fuchs, United's VP of Atlantic and Pacific sales, says in a statement. "This long-awaited service has been made possible by the newest version of our customer-pleasing Boeing 787 Dreamliner, and will offer unique benefits to customers traveling between our West Coast hub at San Francisco and Singapore," Fuchs adds. "Customers arriving to San Francisco will have dozens of options to connect to other cities across the Americas."

UAL Versus Singapore Airlines For Non-Stop Service USA-Singapore



United Airlines has stolen a march on Singapore Airlines when it announced its launch of a non-stop service between San Francisco and Singapore beginning June 1st, on board the Boeing 787-9 Dreamliner. This will be the first non-stop service between Singapore and the United States after SIA terminated its services to Los Angeles and Newark in 2013. United's announcement came soon after

SIA made known its plans to resume non-stop services in 2018, using the Airbus A350-900 ULR (Ultra long-range) aircraft.

One may wonder why United has moved so quickly to fill the void left by SIA when the poor loads experienced by the latter contributed to its suspension of the non-stop services. Apparently the passenger traffic between the two markets has since improved and is growing by an average of 4% annually. Of course, this is good news for Singapore Changi Airport, which is hoping that United could potentially bring more tourists to Singapore. Understandably, it does not matter which airline brings in the load. And since it is believed that capacity will help grow the traffic, then United has made the right move while SIA waits. The business climate changes so fast that the right time is as good as anyone's guess.

For SIA, it is an opportunity cost. Or, an opportunity lost. When it terminated its non-stop services to Newark, regional rival Cathay Pacific moved in quickly to fill up the void, flying non-stop not only 4 times daily between Hong Kong and New York John F. Kennedy, but also daily to Newark. That also pits Hong Kong International Airport, which is only some four hours away from Changi, as an Asian gateway for onward connections. It also provides opportunities for Middle Eastern airlines, notably Emirates, Qatar Airways and Etihad Airways, to better compete to carry more traffic through their Gulf hubs as they expand their connections within Asia and services direct to the US.

Changi's euphoria over United's decision is understandable, since connections are key to hub operations. With a non-stop link between Singapore and San Francisco, it will mean more regional traffic feeding into Changi to take advantage of the trans-Pacific connection and the support of United's extensive network within the US. United's vice-president of Atlantic and Pacific sales Marcel Fuchs said: "Those arriving in San Francisco will have dozens of options to connect to other cities across the Americas." Changi Airport Group senior vice-president (SVP) for market development Lim Ching Kiat echoed the same sentiment, adding that it will strengthen Changi's position as the preferred gateway between Southeast Asia and North America.

**Be careful when you
follow the masses
...sometimes the "M" is silent!**

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 50 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 and where impassioned Quebecois hold dear their history, and language.

Pricing for this cruise is as follows:

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.

The prices now include at two cocktail parties 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

5 Signs That United Airlines Is Finally Getting Better

By Ted Reed/A Forbes Contributor 1/30/2016



Let's just say upfront that during the past 25 years, anytime anyone has written that United is finally making substantial improvements in its culture and operations, subsequent events have proven them wrong.

The last truly exceptional CEO at United was Steven Wolf. He left in 1994, forced out by pilots. Interestingly, in 2010, Wendy Morse, chairman of the United chapter of the Air Line Pilots Association, said of the seven United CEOs in the preceding 25 years, Wolf was the only one who "left the company better than he found it."

Later that year Jeff Smisek became CEO. During the recently ended Smisek era, a large number of United earnings calls involved executives saying that results were insufficient and would soon improve. Now, even as critics continue to pummel United, it strikes me that things are changing quickly. My impression is based on five events during the past 10 days.

1. United's Jan. 21 earnings call was one of the most extraordinary earnings calls I have been on since companies began to let reporters listen in 2000. I have been on a few hundred airline calls since then. On this call, CEO Oscar Munoz seemed enthusiastic, engaged and knowledgeable. He said several times he was happy to be there. It was the latest chapter in a fast-moving inspirational soap opera. In September Munoz took over as CEO. In October he had a heart attack. In January, he had a heart transplant and quickly returned to work. It is far too early to say that Munoz is a Stephen Wolf-or-Alan Mulally-type executive who remakes a company. (When Wolf arrived, United did not have a single European route). But so far, Munoz seems to have made a big difference in addressing labor and consumer problems that have been piling up for at least a decade.

2. In a corollary to the Munoz story, on Jan. 22 United pilots ratified a two-year contract extension with a 79% approval. In July, 65% of Delta pilots rejected a tentative contract agreement: the parties only recently resumed negotiations. On Jan. 23, the president of the American pilots' union wrote a letter blasting the carrier's "on the cheap" philosophy. Next week, Southwest pilots plan to picket the carrier at Dallas Love Field, its original home, for the first time. For the first time in years, United may be enjoying the best pilot relations among the big four U.S. airlines.

3. United operations are improving dramatically. In December, for example, United had its best mishandled bag rate (MBR) since the 2010 merger with Continental. "We've achieved top-tier MBR status in seven of the last eight months and we finished 2015 up 11% from 2014" the carrier said in a recent employee newsletter. "Our departure completion is also top tier with an average of 99.5%," the newsletter continued. "This will be our best January for completion since 2010 if we maintain this rate." Sadly, cancellations caused by last week's blizzard reduced January completions to around 96%. It's about time United operations improved. Delta is setting an extraordinarily high operational standards and American is competing at the same time as it is merging American and US Airways operations.

4. United is building its San Francisco hub as the primary U.S. gateway to Asia. On Jan. 28, United said it will add Singapore as the 11th Asia destination and the third destination, along with Chengdu and Xi'an, where only United flies non-stop to the U.S. Brian Znotins, United vice president of network, told me, "San Francisco has replaced Narita" as the preferred airport for U.S.-Asia connections. Maybe that's overstatement: nevertheless, United's SFO buildup is clearly one of the U.S. airline industry's most dramatic hub transitions in three decades, recalling Continental's buildup of Newark as a trans-Atlantic hub and Delta's bankruptcy buildup of Atlanta as an international hub and not just a place to connect to Florida.

5. On Jan. 26, United reported that Boston-based PAR Capital Management increased its stake in the carrier to 8.9 million shares or 2.4% of the airline. A key step in the 2005 emergence from bankruptcy of US Airways, where I worked at the time, was an investment by a couple of firms including PAR as part of a deal that brought in the America West management team headed by Doug Parker. In the book "American Airlines, US Airways and the Creation of the World's Largest Airline," which I wrote with Dan Reed, Mesa Air CEO Jonathan Ornstein discusses the deal. He said investors including PAR "were very smart about it {and} made beaccoup bucks." Ornstein said he passed on a chance to invest \$150 million, adding "Not doing that deal was maybe the biggest mistake in my career." The point here is that PAR appears to be a smart airline investor. According to the filing, it has invested \$467 million in United stock. Perhaps I am not alone in thinking that finally major change is underway at United.

Why the sun is setting on the Boeing 747

By Guy Gratton/The Conversation



The Boeing 747 was one of the iconic commercial jets of the 20th century. Its arrival in the late 1960s came about largely because Pan Am thought bigger planes would be the answer to passenger congestion at airports.

It's difficult to imagine now, in the age of mass global travel, that building an airplane to carry hundreds of people at a time was once seen as a huge risk. But as the world's first wide-body airliner, the Boeing 747 went on to change not only aviation but the entire tourism industry. Its economic design did much to move international travel within reach of middle-class vacationers rather than just the privileged few. However, the venerable Boeing 747 may be nearing the end of its production life -- its manufacturing rate is to be halved to six a year.

Boeing's decision to develop a new, giant airliner bigger than those of its competitors in the mid-1960s was a bold move. It was a huge commercial risk that required borrowing some \$2 billion from a banking consortium, the largest amount of money ever borrowed by any corporation at that time.

The gamble also involved buying a 780-acre site near Seattle to build a totally new manufacturing site, and promising to deliver its first orders in a shorter time than any normal projection to develop such a large aircraft. But more than this, the company was throwing its resources into creating the world's largest, widest and (bar the much smaller Concorde) most technically advanced airliner, and doing so in a complex market. Boeing's competitors were also developing slightly smaller wide-body aircraft -- defined as having two aisles or a cabin wider than 200 inches -- that launched within two years of the 747's 1969 debut. Also, much of the world expected the future of air transport to be supersonic. Even Boeing hedged its bets by deliberately designing the 747 to be adapted as a freighter in case supersonic passenger travel became the norm.

A shift toward newer and more efficient aircraft that can land at smaller (and so more) airports and a tendency to use former passenger planes for freight has reduced Boeing's remaining 747 order book to just 20, after building more than 1,500 since 1969.

Today, the industry has moved toward twin-engine planes such as the Boeing 777 and the Airbus A330, with three-engine planes being relatively unpopular because of the high labor costs of working on an engine bedded into the tail fin.

The four-engine 747 retained a clear place in the market because twin-engine planes must stay within a certain distance from an airport in case of engine failure. This allowed the 747 to achieve shorter journey times on the longest routes because it could use more direct flight paths.

However, improving engine reliability means authorities have slowly increased the distance a twin-engine airliner can fly from a runway, gradually reducing the advantage of having four engines. And those newer, more reliable engines have also been bigger and more efficient.

Of course, the slowdown in 747 production doesn't mean the original jumbo jet will disappear from the skies just yet. The latest models are much longer, bigger and operate with more modern engines and instruments than the earlier 747-100s -- no longer do the crew have to take sextant readings through the cockpit roof -- and the newer aircraft are likely to stay in service for at least another 20 years. The size and flexibility of the design also mean the 747 provides some specialist functions. For example, a joint U.S./German project has built a giant infrared space telescope into a 747. The U.S. Air Force has installed a chemical laser into another as part of its Star Wars program and has successfully used it in tests to shoot down ballistic missiles. However, the 747 has probably been improved as much as it can be. The four-engine wide-body aircraft may not be dead yet, but the 747's nearest competitor, the Airbus A380, has also suffered from the shift to smaller and more flexible aircraft and took no new orders last year. Boeing itself has moved on to other models, most recently the lightweight 787. Still, the original jumbo jet will always be the aircraft that made Boeing into the global leader it is today, helping bring long-distance air travel to many who previously could never have dreamed of it.

United 747-400 will be retired by the end of the 3rd quarter of 2018



Greg Hart COO of United Airlines announced at the SFOFO town meeting, that all United 747-400s will be retired by the end of the 3rd quarter of 2018. Four years early then planned. When asked why? He stated that since most overseas airlines have retired their 747-400's, spare parts would not be available in overseas stations. He stated that we could not run a reliable 747 operation without parts from other carriers and it would be too costly to have spare parts in all our overseas stations. Sad to see the Queen of the skies go.

United Airlines enlists celebrity chef and star mixologist



United Airlines is continuing the company's commitment to uplift its customers' experience at United Club and lounge locations worldwide, as the airline upgrades more clubs and makes global service leader Sodexo its single service partner for all United airport lounges. In partnership with Sodexo, the carrier will team with other hospitality industry leaders to offer United Club, Global First Lounge and United Arrivals Lounge visitors a richer, elevated and premium experience, working with:

- Award-winning celebrity chef, author, educator and owner of restaurants, including the upcoming Blue Door Kitchen in Chicago, Art Smith, who as a culinary ambassador will contribute to United Club and lounge menu planning and design, as well as food presentations;
- Renowned mixologist Adam Seger, who will oversee upgraded complimentary and premium spirits programs and bartender training; and
- Disney Institute, which will provide world-class hospitality training and support for all Sodexo employees working in United Club locations.

"We want the best experience for our customers, and we're taking big steps to create a unique and industry-leading lounge experience across our global network," said Jimmy Samartzis, United's vice president of food services and United Clubs. "With the industry's most professional customer service agents, a portfolio of expanded, renovated and new lounges around the world, and an innovative approach to service excellence, we are committed to raising the bar and taking the customer experience to new heights."

"I am pleased that with this new global agreement, Sodexo will contribute to an improved quality of life for United customers through a next-generation lounge experience at locations across the globe," added Michel Landel, Sodexo Group CEO.

New United Air Pilot Training Could Raise Safety Bar for Industry

By Andy Pasztor and Susan Carey/Wall St. Journal



United Continental Holdings Inc. is taking the unusual step of calling back all 12,000 of its pilots for an extra training day over the next three months, an aggressive response to a spate of serious safety incidents more than a year ago and to prepare for looming changes facing the industry.

By the end of April, each aviator at the nation's No. 3 airline by traffic will be required to attend a day of classroom instruction focusing on various safety issues, enhanced teamwork on the flight deck and the changing role of pilots amid rapid industry shifts.

None of the safety incidents that helped prompt the training—which ranged from dangerously low fuel to an emergency pull-up maneuver to avoid crashing into the ground—resulted in an accident. But United considered them serious enough to send a dramatic two-page safety bulletin to its pilots early last year. The document highlighted major risk factors, including lax discipline and poor cockpit communication.

Begun on Jan. 19 after nearly a year of planning and development, the training is intended, among other things, to encourage veteran captains to more-effectively mentor co-pilots, and to help junior aviators be more assertive with senior captains if they spot problems or dangers. United spokesman Charlie Hobart said the idea was to improve communication between the two groups by teaching situational awareness and as a way to bridge the generation gap. Mr. Hobart said two of the five modules in the program are based on

United's own safety data to reinforce standard operating procedures. Other aspects look ahead to evolving hiring patterns, fleet adjustments, cockpit automation and other changes facing the industry. "We're the first in the industry to take this on with a comprehensive strategy," he said. "We're not waiting for the regulators to tell us what to do."

United has been hit by turmoil since September, when its then-Chief Executive was ousted and a United director, Oscar Munoz, was recruited away from a railroad operator to take the top airline job. Mr. Munoz suffered a heart attack six weeks later and recently had a heart transplant. He is recovering and expected to be back full-time by the end of this quarter.

The initiative amounts to a major corporate commitment to ensure that flight crews understand the lessons from the carrier's string of high-profile, previously identified pilot lapses, and learn ways to prevent hazardous slip-ups in the future.

The latest move also comes as United—along with most of the U.S. airline industry—faces an array of challenges posed by accelerating retirements of veteran pilots and broader changes in how airline crews perform their jobs. The makeup of crews means co-pilots often are younger and have less overall flight inexperience, than in the past.

At the same time, increasing reliance on cockpit automation can lead to pilot inattention or confusion in the event of an emergency. Undue dependence on computers can degrade a pilot's manual flying skills. For years, despite the high degree of safety in the U.S. airline industry, aviation regulators have struggled with the best way to foster greater pilot professionalism across the industry.

Tony Kern, the main consultant who worked on the program, said the principles are important "because I've never seen another industry go through such a generational handoff." In the end, he said, "the industry has to take the lead on this" and United's efforts "will most likely exceed anything regulators will mandate."

In the late 1970s, United led U.S. carriers in developing and implementing training principles that eventually transformed the cockpits of commercial planes and helicopters world-wide. Captains and co-pilots began to be trained in -- and were expected to rigorously follow -- the basic concept that they were expected to work closely together as a team. The principle was called CRM, or cockpit resource management. Until the advent of such training, captains often were seen as above challenge by more-junior pilots, and that long-standing communication barrier contributed to untold numbers of fatal accidents, and even more harrowing incidents, over the years. Today, cockpit teamwork is a fundamental requirement at virtually every airline, charter fleet and business jet operation around the globe.

United's current foray into new training programs seems to be a natural extension of that original concept. The latest move is intended, among other things, to find the recipe that will help ensure veteran captains pass on their knowledge, experience and perhaps most importantly -- internalized safety culture -- to junior aviators who will replace them.

"It's something that is vitally important," according to Tony Kern, chief executive of the outside consulting firm United hired early last year to help devise the training. In an interview, he said the goal is to find effective ways to guarantee "the transfer of wisdom" from many thousands of soon-to- retire United aviators to recent and anticipated hires.

"How we shape the next generation of pilots will determine the safety of our industry," according to Mr. Kern, a human factors expert who is chief executive of Convergent Performance LLC. Unless pilots become more effective at monitoring complex computer systems and better at supporting each other in emergencies, many safety experts fear accident rates could creep up.

David Woods of Ohio State University, another expert about how computers and pilots interact in the cockpit, said United's efforts may be the start of a broader campaign to update and improve CRM training. "Its effectiveness has eroded in the face of many pressures" since its inception, he said, adding that airline officials and regulators from various countries have been searching for fixes. If elements of United's single-day sessions ultimately are incorporated into ongoing training programs, Mr. Woods believes they could be the spark that reinvigorates emphasis on teamwork on the flight deck.

Mr. Woods, who wasn't involved in developing United's program, said its focus on pilot-to-pilot training sessions "could be a good way to encourage learning and open sharing" of safety information. In addition to generally improving coordination and communication among pilots, United also hopes to teach younger aviators about professionalism and how it leads to proper decision making. Mr. Woods frames the main question this way: "How do you teach them to be decisive in the face of uncertainty" in the space of a few seconds.

Watchdog faults FAA's air traffic control operations



WASHINGTON (AP) — Spending on air traffic control operations has doubled over two decades, while productivity has declined substantially and efforts to improve performance have been ineffective, according to a report released Wednesday by a government watchdog. The report by the Transportation Department's inspector general blames the decline in productivity at air traffic facilities on a culture resistant to change within the Federal Aviation Administration and the agency's failure to adopt business-like practices. Some

lawmakers want to remove air traffic operations from the FAA's control and turn them over to a nonprofit corporation.

Clayton Foushee, FAA's director of audit and evaluation, said in a memo responding to the report that the agency has been more effective at controlling the cost of its operations than many other government agencies. Part of the reason costs have risen is expensive security measures taken since 2001 to protect against terrorist attacks and the dramatic increase in global hacking attacks, he said. The FAA has also completed several new "complex and demanding" air traffic computer systems that are part of the larger, modernization effort, he said.

However, the inspector general's report says that while the FAA reports improvement in its management of such acquisitions, major programs continue to experience problems that delay the introduction of the new technologies and defer retirement of costly legacy systems.

FAA's overall budget grew from \$8 billion in 1996 to nearly \$16 billion in 2012. Air traffic operations — take-offs, landings and other aircraft handling by controllers — declined 23 percent from 2000 to 2012 due to a drop off in air travel as the result of the Sept. 11, 2001, terrorist attacks, the Great Recession and other events. But air traffic handling per controller dropped 25 percent at approach control facilities and 16 percent at facilities that handle high-altitude air traffic over four years ending in 2012, while the number of air traffic controllers employed by the FAA has remained level.

The FAA also continues to operate about the same number of air traffic facilities — 317 — instead of consolidating operations to save money, the report said. The agency also hasn't increased the number of airport towers operated by private contractors over the past 15 years even though the agency has acknowledged doing so could save money. It costs on average about \$1.5 million less for a contractor to operate an airport tower than for the FAA to operate it, primarily due to lower staffing and salary levels, the report said.

PICKLES | Brian Crane



How United Airlines is Making a Customer Service Comeback

By Christopher Elliott/Author of "How to be the World's Smartest Traveler (and Save Time, Money, and Hassle



Like a 747 loaded to capacity, United Airlines is rising — slowly, steadily and improbably. “I thought I was imagining it,” says Anne Klein, who works for a marketing agency in Durango, Colo. “But United is listening. It’s trying to improve.” Klein had two recent customer service experiences that gave her hope. The first, a handwritten thank-you card for her business, slipped to her by a flight attendant. And the second, a response to her request for a \$68 refund after one of her flights had been canceled for mechanical reasons. Instead, United sent her more than she asked for: a \$100 gift certificate.

Many passengers had all but given up on the airline after a painful merger with Continental Airlines in 2010. United had managed to alienate customers ranging from frequent fliers like Klein to ordinary vacationers, thanks to significant cuts in its loyalty program and new policies that seemingly demanded fees for everything. Not surprisingly, its customer service scores were among the lowest in the industry.

A new hope: But, in September, United’s new chief executive, Oscar Munoz, said enough was enough. “Let’s be honest,” he declared in a videotaped message to customers. “The implementation of the United and Continental merger has been rocky for customers and employees. While it’s been improving recently, we still haven’t lived up to our promise or our potential.” The changes have been small, but they’ve added up. In November, the airline eliminated an unpopular \$50 processing fee for tickets refunded to passengers after unplanned events such as jury duty, illness or death. In December, it announced that, starting this month, it would serve a choice of snacks to economy class passengers at no additional charge. It also plans to eliminate another charge this month: a \$25 fee for ticket receipts.

All the while, United’s management has been asking its customer-facing employees to redouble their efforts to win back customers. And it’s focusing on its core performance, specifically its flight-completion numbers, or the number of scheduled flights actually flown. “Our customers want reliability from us,” says Sandra Pineau-Boddison, United’s vice president for customers. “It’s on-time performance. It’s a high completion factor.”

United rising? During the busy Thanksgiving holiday week, United delivered an on-time performance in the 70th percentile, its highest level in three years, and a 100 percent completion rate. It was no fluke. United’s internal customer service numbers have been climbing steadily since Munoz made his promise: In November, it beat its 30.6-point customer satisfaction goal by two points; in October, it scored a 30.8, exceeding its goal by 1.3 points; and for September, it exceeded its 27.4-point goal by 4.3 points.

United stresses that this is just the first stage of rehabilitating its image, a process that became more challenging after Munoz suffered a heart attack in the fall and temporarily stepped aside as chief executive. But it hopes it’s on the right track. “Oscar has given us a renewed focus,” says Pineau-Boddison.

"Amazing" customer service: So how is United’s initiative going over with its customers? Elizabeth Helsley, a frequent international traveler who works as a business consultant in San Diego, was stunned after one of her bags went missing on a recent flight from Paris to San Francisco by way of Newark. She wasn’t stunned because her bag had gone missing, but by what happened next. “After I arrived, I received a text message alert that one of my two bags did not make it and would be delivered to my address within 24 hours,” she says. “I also received an email where I could track my bag, see who was delivering it and at what time. At no time did I have to wait in line or on hold for them to rectify their mistake. They simply took care of it and kept me informed every step of the way. To me, that was amazing customer service.”

The technology used to track and deliver those bags, part of United’s effort to upgrade its internal systems, is a key part of the airline’s new customer initiative. Last year, the airline introduced a service that allows customers to follow their luggage on the United smartphone app. “Before we had this,

**Next time you wave
Please use all of
Your fingers**

only our airport employees could see the luggage in the system,” says Pineau-Boddison.

More improvements are planned. In early 2016, United expects to fine-tune its system to allow people with delayed luggage to specify their delivery preferences.

To be sure, United still has a long odyssey ahead. It scored 60 out of a possible 100 points on last year’s authoritative American Customer Satisfaction Index, the lowest of any legacy airline and just a few points above discount carriers such as Frontier and Spirit. And it still has plenty of critics, including some of its own employees, who remain quietly skeptical. And the airline has a long way to go before some air travelers will come back. They’re passengers like Lex Page, an attorney from Portland, Ore., who endured years of United’s indifferent attitude and mediocre service before he finally gave up on the airline. “Let’s just say that if United Airlines were to give me a free first-class ticket to anywhere they flew, I wouldn’t take it,” he says.

FAA urges airlines to assess lithium battery risks



WASHINGTON, DC - The Federal Aviation Administration (FAA) today issued a safety alert to US and foreign commercial passenger and cargo airlines, urging them to conduct a safety risk assessment to manage the risks associated with transporting lithium batteries as cargo. The FAA also is issuing guidance to its own inspectors to help them determine whether the airlines have adequately assessed the risk of handling and carrying lithium batteries as cargo.

FAA battery fire testing has highlighted the potential risk of a catastrophic aircraft loss due to damage resulting from a lithium battery fire or explosion. Current cargo fire suppression systems cannot effectively control a lithium battery fire. As a result of those tests, the International Civil Aviation Organization (ICAO) and aircraft manufacturers Boeing and Airbus have advised airlines about the dangers associated with carrying lithium batteries as cargo and also have encouraged them to conduct safety risk assessments.

Hazardous materials rules currently ban passenger airlines from carrying lithium-metal batteries as cargo. In addition, a number of large commercial passenger airlines have decided voluntarily not to carry rechargeable, lithium-ion batteries. The safety risk assessment process is designed to identify and mitigate risks for the airlines that still carry lithium batteries and to help those that don't carry them from inadvertently accepting them for transport.

The FAA's Safety Alert For Operators (SAFO) (PDF) encourages airlines that previously conducted safety assessments to reevaluate them in light of new evidence from the agency's recent lithium battery fire tests.

FAA registered nearly 300,000 unmanned aircraft owners in first 30 days



WASHINGTON, DC – As of January 22 nearly 300,000 owners have registered their small unmanned aircraft in the first 30 days after the Federal Aviation Administration’s (FAA) online registration system went live. Owners who registered in the first month received a refund for the \$5 application fee.

“I am pleased the public responded to our call to register,” said U.S. Transportation Secretary Anthony Foxx. “The National Airspace System is a great resource and all users of it, including UAS users, are responsible for keeping it safe.” The agency continues to see a steady stream of daily registrations. While the refund period expired today, the fee will still cover all the small unmanned aircraft that owners intend to use exclusively for recreational or hobby purposes.

The FAA’s registration rule, which took effect on December 21, 2015, applies to small unmanned aircraft that weigh between 0.55 lbs. and 55 lbs. Owners of these aircraft must register before they fly outdoors. People who operated their small unmanned aircraft before December 21 must register by February 19, 2016. The current online system is only available for owners who intend to use their small unmanned aircraft exclusively for recreational or hobby purposes. The FAA is working to make the online registration system available for non-model aircraft users – such as commercial operators – by March 21.

Registration is simple and is done online. Once the owner enters the required information – complete name, mailing address, physical address, and email address – they receive a registration number and certificate that they can print out. The certificate includes the registration number that must be marked on all aircraft that meet the registration requirement. Registration is valid for three years.

In addition to being an education opportunity, registration helps new flyers become part of the safety culture that has been deeply embedded in traditional aviation for more than a century, while still allowing for the recreation and innovation that are staples of American aviation.

Teamsters applaud inclusion of Section 402 in FAA Reauthorization Bill



WASHINGTON, DC - The Teamsters and the Teamsters Aviation Mechanics Coalition commend the inclusion of Section 402 in House Resolution (HR) 4441, the Aviation Innovation Reform and Reauthorization Act, saying it includes all of the provisions sought by the TAMC to assist aviation mechanics, raise standards in maintenance, repair and overhaul stations and protect the flying public.

Section 402 of the bill addresses Federal Aviation Administration oversight at foreign aircraft repair stations, drug and alcohol testing at foreign repair stations and background checks for workers performing safety sensitive functions at repair stations to ensure that those workers do not present a threat to aviation safety.

"We are very pleased with the inclusion of Section 402 in the FAA reauthorization bill today," said International Brotherhood of Teamsters General President James P. Hoffa. "It contains important, common sense measures to ensure that safety is the number one priority for everyone who works on or flies on an airplane. We will continue to apply pressure to Congress until these provisions are signed into law."

"Having these issues addressed in this bill is a huge victory in our continuing fight to improve aviation safety," said TAMC Chairman Chris Moore. "The TAMC would like to thank everyone who helped us accomplish this tremendous feat, especially our rank and file members and the local unions who support them. I'd like to highlight the unity and strength we received working with Teamster Local 1224's legislative wing and the Coalition of Airline Pilots Associations (CAPA). These members spent hours walking the halls of the Senate and House office buildings, speaking with our elected officials as they explained in great detail the dangers of not acting on these issues. We will continue to work on behalf of our members and friends to ensure that this legislation will be the best bill possible for everyone involved."

Boeing plans new aircraft launch by end-year



Despite spending months pleading for patience, Boeing executives are now telling employees a launch decision for a new airliner aimed at the "middle of the market" (MOM) could be made by the end of the year. In an all-hands meeting with employees on 10 February in Seattle, Boeing Commercial Airplanes chief executive Ray Conner said the new project could be launched as early as 2016, sources say.

Since at least 2012, Boeing has identified a gap in the market between the single-aisle 737 Max 9 and the twin-aisle 787-8. A two-year series of discussions with customers revealed a consensus for an aircraft with about 20% more range and payload than a 757-200.

Until now Boeing executives revealed no urgency behind a launch decision. In fact, only a day before Conner's address to employees, Boeing vice-president of marketing Randy Tinseth said his time "have a lot of time to work through it" before making a decision. But the 737 Max 9 has struggled to compete against the Airbus A321neo, which is outselling Boeing's re-engined product by more than a five to one margin. Sales of the 787-8 also have cooled off since the introduction of the stretched 787-9.

But the company has a six-year backlog of major commercial projects already in development, starting with the entry into service of the 737 Max 8 next year. The 787-10 is scheduled for delivery in 2018, followed by the 777-9 in 2020 and then the 777-8.

A MOM aircraft is not likely to appear before 2022, giving Boeing at least six years to complete development if a program is launched later this year. Several potential customers, such as Air Lease founder Steven Udvar-Hazy, have pressured Boeing to deliver a clean-sheet aircraft that combines the range and payload of a small widebody, such as the 767-200, with the operating economics of a narrowbody like the 737-800.

Two industry analysts have concluded such an aircraft would likely require a new fuselage shape – elliptical instead of circular – to reduce aerodynamic drag while still providing enough payload. Such an aircraft also may require new engines sized in a thrust-class between existing narrowbody and widebody engines, leading GE Aviation chief executive David Joyce to speculate last year that a clean-sheet engine design would be required. But other concepts are reportedly under consideration, including a larger version of the 737 Max.

United States and Cuba sign arrangement restoring scheduled air service



WASHINGTON, DC – The US Transportation Secretary Anthony Foxx, Assistant Secretary of State for Economic and Business Affairs Charles Rivkin, Cuban Minister of Transportation Adel Yzquierdo Rodriguez and President of the Cuban Civil Aviation Institute (IACC), Ministry of Transportation Colonel Alfredo Cordero Puig signed an arrangement that provides for the re-establishment of scheduled air services between the United States and Cuba. Immediately following the signing, the US Department of Transportation (DOT) invited US air carriers to apply for an allocation of the new

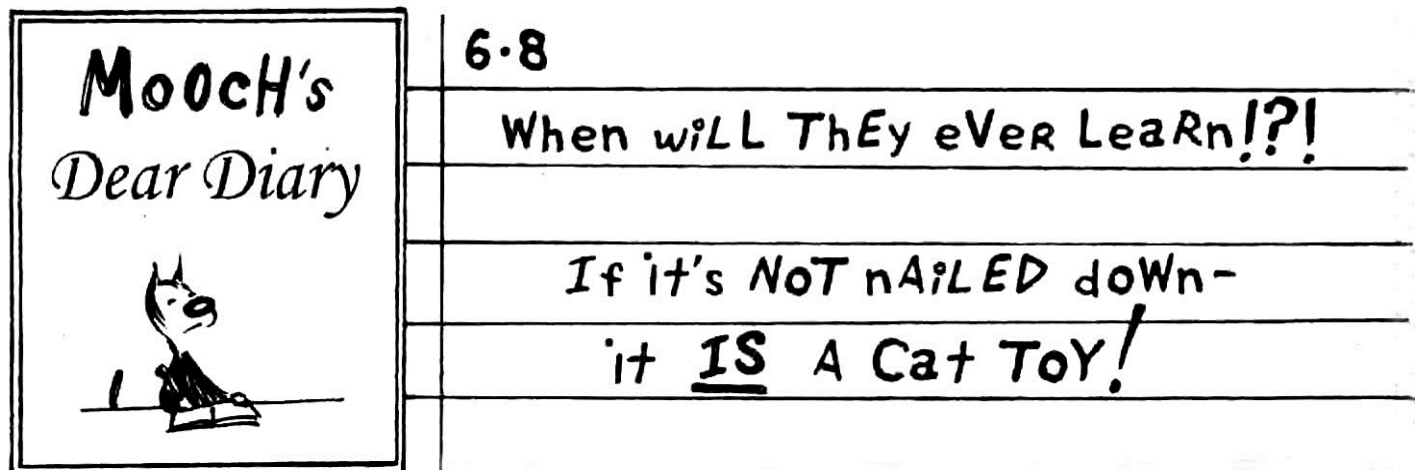
opportunities to provide scheduled passenger and cargo flights.

“We are excited to announce the availability of new scheduled air service opportunities to Cuba for U.S. carriers, shippers, and the traveling public, and we will conduct this proceeding in a manner designed to maximize public benefits,” said U.S. Transportation Secretary Anthony Foxx.

The new arrangement provides each country with the opportunity to operate up to 20 daily roundtrip flights between the United States and Havana. The arrangement also provides each country with the opportunity to operate up to 10 daily roundtrip flights between the United States and each of Cuba’s nine other international airports, providing U.S. carriers with the opportunity to operate up to a total of 110 daily roundtrip flights between the United States and Cuba. The arrangement does not limit charter services, meaning that no DOT allocation procedures are needed and charter flights can continue as before.

This order invites applications from U.S. carriers and initiates a proceeding for DOT to select which U.S. carriers will be able to offer scheduled flights to Cuba, and from which U.S. points. In making its selection, the Department will consider which proposals will offer and maintain the best service to the traveling and shipping public. The Department recognizes the eagerness of U.S. carriers to take advantage of these new Cuba opportunities, and intends to reach a final decision as expeditiously as possible.

MUTTS | Patrick McDonnell





Pass Travel UPDATE " " February 2, 2016 "

In this issue:

- 1) Imputed Taxes and 1099s
- 2) myUAdiscount tickets and the new united.com
- 3) Star Companions: a little-known flight benefit for retirees

View this UPDATE online: <http://www.rafa-cwa.org/page-1836169>

1) Did you receive a 1099 from United? You've got Imputed Taxes!

Did your pass riders fly a lot last year?

If so, they may have accrued enough "Imputed Income" that YOU will be getting a 1099 form from United and YOU will owe taxes to the IRS.

Read the Imputed Tax information on our website here:

<http://www.rafa-cwa.org/Costs-and-Imputed-Taxes>

The following information was verified by the ETC on Monday, February 1, 2016:

1099s being sent to retirees for Pass Travel in last fiscal year

- 1) United will send 1099s to retirees (via US Mail) whose "taxable pass riders" cumulatively accrued \$600 or more in Pass Tax Value/Imputed Income during the period Nov 1, 2014-October 31, 2015.
- 2) The 1099s will be post marked by January 31, 2016 and retirees should allow 10 business days to receive them depending on your local U.S. mail delivery timing.
- 3) The 1099 will show the accumulated Pass Tax Value amount (related to travel) in Box 3.
- 4) That amount must be declared on the retiree's 2015 Federal Income Tax form.
- 5) How much tax the retiree will pay depends on the retiree's tax bracket and other income.
- 6) If you have questions or find discrepancies with your 1099 that are not related to Box 3, email 1099Inquiry@united.com or call 713-324-4060. For questions about Box 3, see #9 below.

Pass Travel Report

- 1) Retirees may verify the "Pass Tax Value" their taxable pass riders accumulated by obtaining a Pass Travel Report online: Click on the "Pass Travel Report" box in FlyingTogether>Travel.
- 2) Input the correct dates: Start Nov 1, 2014 - End October 31, 2015.
- 3) Use the arrows at the top of the Report to view multiple pages. Click the symbol at the top of the page to download a copy in the format you desire (pdf, etc.)
- 4) The "Pass Tax Values" are located on the left side of the report, under the date and ticket number for each flight.
- 5) Adding up all the "Pass Tax Values" for your taxable pass riders should equal the amount on the 1099 in Box 3.
- 6) Any "Prepaid" Ticket taxes (departure taxes) will not be deducted from the Pass Tax Value.
- 7) Other "Prepaid" service charges (for premium cabin travel) have already been deducted from the Pass Tax Value.
- 8) The "Payroll Deduct" amounts labeled as "Tax Withholdings" apply to employees (NOT to retirees), but can be used as a very rough estimate of what tax retirees may owe the government.
- 9) If you find a discrepancy in your Pass Travel Report or in Box 3 (travel related) of your 1099, email ETC@united.com, put "2015 1099" in the subject line and include the following in the body of the email: retiree name, retiree ID number, ticket details (ticket number, date of travel, passenger name) and any comments/questions.

2) Buying myUADiscount tickets on Flying Together

Retirees and their pass riders can buy myUADiscount tickets to obtain confirmed seats with 2 free bags on United flights worldwide at a discount. If you're a Mileage Plus member, MP miles will accrue when using these tickets. When you book after Feb 1, 2016, you'll be taken to the new united.com website and the price will say "Employee Fare."

Here is the official announcement from the ETC:

Book your myUADiscount tickets with new united.com.

Employees and retirees will now experience the newly redesigned united.com when shopping for myUADiscount tickets.

You will continue to access the discounted tickets by clicking the "Book" link on the myUADiscount page of the Travel tab on Flying Together. Once on the new united.com site, you'll begin by entering your desired cities and dates of travel. Check out additional search preferences, like connecting cities you'd prefer to avoid.

Once your results page appears, you'll see new tools like "expanded" view of flight results or "list" view to see more flights at-a-glance. Interact with our filters to slide for departure/arrival times, check off connecting airports or even choose the inflight experience like choosing a flight with Wi-Fi.

Michelle Pritchett: Employee Travel Policy and Procedures Representative, Human Resources

3) Star Companions are your buddies on several "Other Airlines"!

Information from Anita Ware:

Each year employees/retirees are allowed 8 Star Companion passes (buddy passes) that can be used on six Star Alliance Carriers to accompany up to 2 friends on a flight. The carriers are: Air Canada, LOT Polish Airlines, Lufthansa, Scandinavian, Swiss International, and TAP Air Portugal. Rules:

- 1) The employee/retiree must accompany their Star Companion(s) on all flights.
- 2) Each Star Companion ticket is charged at the HIGH ZED fare.
- 3) Each Star Companion pass is good for a roundtrip; if used for only one-way, the pass is used up.
- 4) We do not get 8 passes per airline, but rather 8 shared among all the carriers per year.

Your Star Companions do not need to be registered with United as an Enrolled Friend. However, if they are already listed as your Enrolled Friend, you cannot select their name from your United list of dependents; you must instead type their name in the buddy box for a star companion ticket. For more information go to the individual airline agreement "drop down" box on FlyingTogether>Travel>OtherAirline-InterlineTravel. Select the airline and towards the bottom of each agreement will be instructions for purchase, listing and use of Star Companion passes.

Have you seen our RAFA website? Check out the Travel Benefits tab here: <http://www.rafa-cwa.org>
Compiled by Kirk Moore, RAFA Travel Benefits Committee.

PICKLES | Brian Crane



A brief history of this Bu-133 Jungmeister

By Captain William M. Meyer/RUPA Member

The aircraft was built in 1940 at the Dornier facility in Altenrhein, Switzerland, S/N 47. It was the last airplane built in Switzerland under the contract production agreement with Bucker Flugzeugewerk (aircraft factory in Berlin), although 2 were built years later, probably not via the agreement by then. It was first used as a trainer in the Swiss Airforce. Later, Albert Reusch, who was an aerobatic icon in Switzerland for years, purchased the aircraft. He captured the Swiss Aerobatic with it, and also established a long-distance endurance record for inverted flight with it by flying across the Alps, upside down for 1 ½ hours. He sent me some of the information on the inverted flight over the Alps including a couple photos. Flight was actually longer than shown here, and was in the Guinness for a while then.



Mr. Reusch sold the aircraft to Walter Wolfrum, a German World War II ace, who served in the Luftwaffe from February 1943 until the end of the war in Erich Hartmann's squadron JG-52 on the Eastern Front. He had 137 victories ranking him 43rd amongst Luftwaffe aces. I had the privilege of meeting him at Oshkosh in 1980 at the World Aerobatic Championship as this was the first world contest on US soil. He was the chief judge for the German team. At the time, he mentioned actually having approximately 40 more victories, however there was no official corroboration of them, given the chaos then in that area. He also helped Hartmann during their years of Russian imprisonment post war. Walter then sold aircraft to the 1st American owner(s) in about 1962 or so and it later passed through several hands.

I found it in Burlington, NC in 1979, and flew it out to California sans any nav/comm. Between weather, mechanical problems, and 'southern hospitality' it took me about a month or so. What an experience that was!

Some years ago I wrote a piece for the *RUPANEWS* about a different machine up in Santa Paula. I've been lucky to fly quite a few different airplanes, both Jungmanns (Bu-131) and Jungmeisters. Nothing of that era here even comes close for handling or agility. Count Jose Aresti of Spain used his Jungmeister as the model to compose and annotate the entire aerobatic catalog of maneuvers; a form of which is still used in competition to this day. Cheers, *Wilhelm*

First A320neo delivery opens new era in commercial aviation



COLOGNE, Germany - The Lufthansa Group, Airbus' largest airline customer and operator, marks a major step in aviation history by taking delivery of the first A320neo, the world's best-selling and most fuel efficient single aisle aircraft.

Equipped with all new technology Pratt & Whitney PurePower Geared Turbofan engines, the A320neo sets a new, even higher standard in aircraft efficiency, reducing emissions and noise as well as burning 15% less fuel than current generation aircraft from day one and 20% less by 2020. With lower fuel consumption and consequently lower CO2 emissions, the A320neo has a clearly improved environmental performance. Furthermore, the new jet engine technology makes the aircraft considerably quieter. As a result, the Lufthansa Group has ordered a total of 116 aircraft.

"Pratt & Whitney congratulates Lufthansa as the launch customer for the A320neo aircraft powered by PW1100G-JM engines," said Robert Leduc, Pratt & Whitney President. "Airbus and Lufthansa have been important customers for Pratt & Whitney for many years. With the A320neo's unprecedented reductions in fuel burn, emissions and noise, I am confident that these business relationships will have continued success for many years to come."

The A320neo Family incorporates the very latest technologies including new generation engines and Sharklet wing tip devices. With almost 4,500 orders received from nearly 80 customers since its launch in 2010, the A320neo Family has captured some 60 percent share of the market.

“Lafayette We Are Here! Or Is It South Bend?”

By Captain Donald J. Karaiskos/RUPA member



Following Charles Lindbergh's solo flight across the Atlantic in 1927 the list of aviators seeking to expand the boundaries of the aviation frontier lengthened prodigiously. The “Lone Eagle's” epoch flight was the “first olive out of the bottle.” The period of the 1930's witnessed aviators like Jimmy Mattern, Howard Hughes, Amelia Earhart and Wiley Post as they explored aviation's outer limits.

These aviators, along with many others, attempted either successfully or unsuccessfully to get their names in the aviation record books. One such event occurred in July of 1938, eleven years after Lindbergh's flight. A young man by the name of Douglas Corrigan took off from New York's Floyd Bennett Field in his \$325.00 Curtiss Robin aircraft and landed in Ireland 28 hours later. The Civil Aeronautics Administration had earlier denied him a request to attempt such a flight. After the flight, in his own defense, he blamed the event on a “malfunctioning” compass saying that he really wanted to fly to his home in California. The CAA, not willing to “buy” his story reacted by suspending his pilot's license. In his official biography, Corrigan stuck to the story that the trans-Atlantic flight was unintentional. The “Flying Irishman” returned to New York and was treated to a ticker tape parade. He even played himself in a Hollywood movie telling the story of his flight. In any case, most believe that he knew where he was going on that day in 1938. I only recount this story because I want to use it as a segue to another “Wrong Way” story.

It was the spring of 1964 and I was about to complete seven years of public school teaching in Akron, Ohio. During this time period I had received a Master's Degree and also permanent professional teacher certification from the state of Ohio. Also during this period I was flying on a continuing basis, instructing student pilots during my summers and weekends. While I enjoyed the pedantic challenges that both endeavors offered, I really wanted to make flying my full time occupation. There was one catch – good flying jobs were scarce – at least those at which one could make a living. An airline job was the penultimate in the aviation field. It was also one where the opportunities of entry into the field were very limited. In the early 1960's the airlines were converting their fleets from propeller aircraft to jets. Because jets could carry twice as many people twice as fast to their destinations, logic dictated that the same number of passengers could be flown in fewer airplanes and consequently there would be need for fewer pilots. Airline hiring came to a standstill and many pilots working feared for their jobs. And those who were furloughed took other available aviation jobs.

In any event when the last day of the school year of 1963-64 came, I already had made up my mind that I would not be back in the classroom the following fall. I cleaned out my desk and set about to seek employment in the field of aviation. I had until the end of June to sign my contract to teach in the fall so I had a little “hedge” time. Most of the flying jobs that were available were of the “airport bum” variety. The job description for this type of employment is as follows: Hang around the airport all day to fly an occasional charter or do a little flight instruction. And when you were doing neither you were expected to fill your time indulging in such challenging work as washing and polishing airplanes and sweeping out the hangar. None of these positions offered anything in the way of security or adequate compensation. I was getting to the age where I couldn't afford to “spin my wheels” indulging in such pursuits so I dismissed the possibility of going in that direction. As the days in the month of June dwindled to a precious few I had no prospects for employment. It was time to “fish or cut bait.” If my occupational endeavors were going to change it was going to be now. I tendered my resignation and joined the ranks of the unemployed. The ensuing days brought forth a flurry of letter writing and the sending out of resumes. Via the aviation grapevine I had heard that Ohio State University had an aviation program in which a two-year degree was offered in Piloting. Requirements to teach in this program were a Master's Degree and the possession of all flight certificates and ratings. Good so far; as I had the possessed the necessary qualifications. This sounded like it had some promise. I hopped into my jalopy and drove down to Columbus. I met with OSU's Director of Aviation at the Campus Student Center. He offered that while I met all the qualifications for that position “he had no openings at the present time.” He did however, tell me that Purdue University was starting a four-year program with a degree in Professional Piloting and suggested that I might contact them. He did one

better and called his counterpart at Purdue and set up an interview for me. I looked forward going to Purdue. Maybe this was my “big break.”

When the day for the appointment arrived, I flew (a Piper Colt, 5480Z that was owned by me and two others) to the interview – at least that was my intention. After a short flight through western Ohio and eastern Indiana I landed at South Bend and taxied to the fixed base parking area. I tied down the airplane and went to the operations office and asked if I could have courtesy transportation to Purdue University. The gentleman sitting behind the desk looked at me quizzically and said – “You mean Notre Dame don’t you?”



“No”, I responded. “I mean Purdue.”

The gentleman stood up and gestured with his finger out of the window to a point beyond the airport and said, “See that building with a gold dome on top? That building is on the Campus of Notre Dame.” If you really want Purdue, I might suggest that you get back in your airplane and fly about 75 miles south to West Lafayette which is where Purdue is located. Upon hearing this, my jaw dropped as far as Newton’s apple and my face turned just as red. I could only surmise what was going through this man’s head. Maybe something like: “How did this geographically-challenged “twit” ever learn to fly an airplane?” Gathering up what remained of my crushed ego, I headed out to the tarmac and my airplane. Hardly able to contain his laughter, the man stood in the doorway of operations and uttered the admonition – “You’d better top off those fuel tanks, you might need the extra fuel if you happen to miss Lafayette and end up in Evansville.” As if that wasn’t enough he then added, “at least you were in the right State.”

“Wise guy”, I muttered to myself. I instructed the line boy to fuel up my airplane. I fired up the Colt and headed south. Navigation was never the problem – knowing the destination was.

I landed at the University airport, which was adjacent to the Purdue campus. By this time, I was about an hour late for the interview. The interviewer, who then was Purdue’s Chief Flight Instructor, putting me at ease, said, “Time to spare, go by air, eh?” I nervously acknowledged the truth of his utterance hoping he would not pursue the subject any further. The interview went well and later that day I was offered a position of Faculty Instructor in the Department of Aviation Technology. I would alternately teach flying one semester and classroom subjects the other in a newly established four-year baccalaureate program. While my starting pay was less that I would have made had I continued to teach in public school, (which was nothing to write home about) I managed to coax a few hundred more dollars from the head of the department before accepting the position. Aviation education was a growing area and opportunities for advancement in the field were promising. Asked when I could begin, I informed the University that I would be available immediately. For obvious reasons the trip back to Akron was flown in less time than the route out. By August 1, my wife and I were on our way to Indiana and to a new career. Thankfully, my wife got a job working for the local telephone company and it helped us to weather the economic challenge of that first year.

Before I completed my first year at Purdue I was offered a position of Assistant Professor in a similar program being begun at Western Michigan University in Kalamazoo. The position came with a hefty increase in salary. By the fall of the following year we were on our way to Kalamazoo. Coincidentally, the route from W. Lafayette to Kalamazoo went directly through South Bend. Only this time I didn’t stop.

Wrong-Way Karaiskos



In Palliative Care, Comfort Is the Top Priority

By Paula Span/The New York Times



Last year, when an oncologist advised that Betty Chin might benefit from palliative care, her son Kevin balked. Mrs. Chin, a retired nurse's aide who lives in Manhattan's Chinatown, was undergoing treatment for a recurrence of colorectal cancer. Her family understood that radiation and chemotherapy wouldn't cure her, but they hoped doctors could keep the cancer at bay, perhaps shrinking her tumor enough to allow surgery or simply buying her more time. Mrs. Chin, 84, was in pain, fatigued and depressed. The radiation had led to diarrhea, and she needed a urinary catheter; her chemotherapy drugs caused nausea, vomiting and appetite loss.

Palliative care, which focuses on relieving the discomfort and distress of serious illness, might have helped. But Mr. Chin, 50, his mother's primary caregiver, initially resisted the suggestion. "The word 'palliative,' I thought of it as synonymous with hospice," he said, echoing a common misperception. "I didn't want to face that possibility. I didn't think it was time yet."

In the ensuing months, however, two more physicians recommended palliative care, so the Chins agreed to see the team at Mount Sinai Hospital. They have become converts. "It was quite a relief," Mr. Chin said. "Our doctor listened to everything: the pain, the catheter, the vomiting, the tiredness. You can't bring up issues like this with an oncologist." Multiple prescriptions have made his mother more comfortable. A social worker helps the family grapple with home care schedules and insurance. Mr. Chin, who frequently translates for his Cantonese-speaking mother, can call nurses with questions at any hour. Challenges remain — Mrs. Chin still isn't eating much — but her son now wishes the family had agreed to palliative care earlier.

Perhaps it's not surprising that many families know little about palliative care; it only became an approved medical specialty in 2007. It has grown rapidly in hospitals: More than 70 percent now offer palliative care services, including 90 percent of those with more than 300 beds.

But most ailing patients aren't in hospitals, and don't want to be. Outpatient services like Mount Sinai's have been slower to take hold. A few hundred exist around the country, estimates Dr. Diane Meier, who directs the Center to Advance Palliative Care, which advocates better access to these services. Dr. Meier said she expects that number to climb as the Affordable Care Act and Medicare continue to shift health care payments away from the fee-for-service model.

Because most people with serious illnesses are older, seniors and caregivers should understand that palliative care offers more care as needed, not less. Unlike hospice, patients can use it at any point in an illness — many will "graduate" as they recover — without forgoing curative treatment. Like hospice, however, palliative care focuses on quality of life, providing emotional and spiritual support for patients and families, along with drugs and other remedies to ease symptoms. Its practitioners help patients explore the complex medical decisions they often face, then document their preferences.

It pays off for patients and families. In 2010, a randomized trial of 151 patients with metastatic lung cancer at Massachusetts General Hospital found that those who received early palliative care scored significantly higher on quality of life measures than those receiving standard care, and were less likely to suffer from depression. They were also less likely to get aggressive end-of-life treatment like chemotherapy in their final weeks. Yet they survived several months longer.

Other studies have found similar benefits. Compared with control groups, palliative care patients get greater relief from the breathlessness associated with lung diseases; they're less likely to spend time in intensive care units; they report greater satisfaction with care and higher spiritual well-being. And they do better if they seek palliative care early. A new study conducted at the cancer center at the University of California, San Francisco, found that of 922 patients who had died, most in their 60s and 70s, those who had received palliative care for 90 days or more were less likely to have late-life hospitalizations and to visit intensive care units or emergency rooms than those who sought care later.

The reduced hospital use also saved thousands of dollars per patient, a bonus other studies have documented. “If people aren’t in excruciating pain at 3 a.m., they don’t call 911 and go to the emergency room,” Dr. Meier pointed out.

Yet palliative care remains underused. Even at the well-established U.C.S.F. cancer center, which began offering the service in 2005, only a third of patients in the study had received a palliative care referral. “We hear this all the time: ‘They’re not ready for palliative care,’ as if it’s a stage people have to accept, as opposed to something that should be a routine part of care,” said Dr. Eric Widera, who practices the specialty at the university. In fact, the cancer center at U.C.S.F. adopted a euphemistic name for its palliative team: “the symptom management service.” “We deliberately called it that because of how much ignorance or confusion or even bias there was against the term ‘palliative care,’” said Dr. Michael Rabow, director of the service and senior author of the new study.

Although 40 percent of their palliative care patients can expect to be cured, “there clearly still are both patients and oncologists who have an inappropriate association in their minds,” he said. “They still associate palliative care with giving up.” To the contrary, palliative care can help patients live fully, regardless of their prognoses. Consider Herman Storey, a 71-year-old San Franciscan, an Air Force veteran, a retired retail buyer and manager, a patient who feels quite well despite a diagnosis of inoperable liver cancer. His oncologist at the San Francisco V.A. Medical Center — the Department of Veterans Affairs has been a leader in this specialty — referred him to the palliative care service last fall when Mr. Storey said he didn’t intend to pursue chemotherapy. “They wanted me to reconsider,” Mr. Storey said, “but I don’t want to get sick and tired of being sick and tired.” Chemotherapy for a previous bout of cancer had helped him survive for three years; it had also made him very ill.

Dr. Barbara Drye, medical director of outpatient palliative care at the cancer center, walked Mr. Storey through his options. The suggested chemo might extend his life by several months, she explained. It would also take a toll. “It can cause not only nausea and diarrhea, but it affects your taste,” she said. “Food tastes like cardboard. Fatigue can markedly decrease the amount of activity someone can do.” This time, Mr. Storey decided against treatment. A skilled cook, proud of the duck confit dinner he served guests at Christmas, he wants to continue to enjoy cooking and dining out with friends. Besides, he has plans: In May, he expects to visit Paris for the 11th time, to mark his 72nd birthday. Dr. Drye, who helped Mr. Storey complete his advance directives, will arrange for home or inpatient hospice care when he needs it. Until then, she sees him monthly. She has gently suggested that he take his trip a bit earlier; he has declined. “I feel great,” he told me.

So this is also life with palliative care: Mr. Storey and a companion have rented an apartment near the Place des Vosges. A Parisian friend will throw a dinner party for him, as usual. And he’ll eat at that little Alsatian restaurant where they always remember him.

Medical articles are published for informational purposes only. You are advised to consult your personal physician before following any advice contained in these articles. Ed

SUN 'n FUN Fly-in – Lakeland, Florida

RUPA Day SUN 'n Fun at Lakeland Linder Airport, Lakeland, FL, Thursday 7 April 2016

Location: OX5 Club House made available through the hospitality of the Mid West Florida Wing of the OX-5 Club; located on the airfield next to the QB's Club.

What you get at the Club House: Coffee, snacks, rest rooms, porch, gathering place and central location to static displays, food court and flight line.

Cost to use the Club House: None; however donations gladly accepted; nominal charge for hot dog lunch.

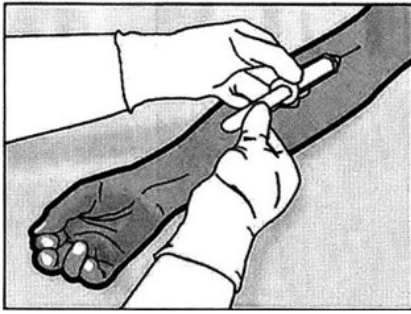
RUPA Group Photo: In front of Club House about 1:00pm.

Point of Contact: dot Prose Phone: 941-966-4538 Email: proседа@yahoolcom

Website for Sun 'n Fun: www.sun-n-fun.org

Health Data: What's Your Number?

By Allie Shah/Star Tribune (Minneapolis)



Here's how to understand some often-cryptic stats. When it comes to managing our health, we all know it's a numbers game. We count calories, watch our weight and track how many miles we run. We obsess about the stats that keep us fit, but we are clueless about the kinds of numbers that reveal how healthy - or unhealthy - we truly are. Most of us don't know the difference between systolic and diastolic blood pressure numbers, nor could we rattle off our body mass index. "These are simple things for us to look at," said Dr. David Delaney Eisner, a family physician at the HealthEast Roseville, MN Clinic. "Being aware of these things sooner rather than later can be very helpful for preventing long-term problems."

In these digital times, checking your blood pressure and body mass index has never been easier. You can find blood pressure apps, and home monitors that you can hook up to your Smartphone are available. Online calculators for BMI and kiosks at pharmacies and grocery stores make it convenient to get readings. Many companies offer health screenings for their employees. Still, health experts recommend a physical exam once a year, at which time these very important numbers can be discussed. Want to take charge of your health? Get to know these five barometers of wellness:

BLOOD PRESSURE: less than 120/80.

What it is: Measures the pressure of blood flowing through your arteries. "Think of it as a garden hose," said Tasha Gastony, a physician's assistant at the Park Nicollet Clinic in Eagan, MN. "The higher the pressure, the more risk there is for damage to that blood vessel and damage to the organs that those vessels feed."

Why it's important: People with high blood pressure often don't feel any symptoms. Untreated high blood pressure, over time, greatly increases the chances of having a stroke, heart disease or kidney failure.

TOTAL CHOLESTEROL: less than 200 mg/dL.

What it is: This number is a combination of high-density lipoproteins (HDL), low-density lipoproteins (LDL) and other fats in your blood.

Why it's important: If there's too much cholesterol in your blood, it keeps circulating - and that bad cholesterol can eventually enter the blood vessel walls. A buildup of fatty deposits in the arteries can block blood flow.

FASTING/BLOOD SUGAR: less than 100 mg/ dL.

What it is: Tells you what the sugar content is in your blood.

Why it's important: It helps screen for diabetes.

BMI: less than 25.

What it is: Stands for body mass index. It's a formula that takes your mass (in kilograms), divided by height (in meters squared). It helps determine if you're at a normal weight, underweight, overweight or obese.

Why it's important: People who are overweight or obese are at a much higher risk for health problems such as high blood pressure, coronary vascular disease, diabetes, obstructive sleep apnea and arthritis. A BMI that's less than 18.5 is considered underweight, and it might indicate an eating disorder.

WAIST SIZE: less than 35 inches (women); less than 40 inches (men).

What it is: The circumference around your belly - the area above your hip-bone and below your rib cage.

Why it's important: People with large waist-lines have too much abdominal fat, putting them at a high risk for type 2 diabetes, high blood pressure and coronary vascular disease.

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Shingles Shot Prudent Choice For Patients Of A Certain Age

By Dr. Jesus Roland M. Gatpolintan



The signs are common in pharmacies: "Flu, tetanus/ whooping cough and shingles vaccine offered here."

Most people know by now to get vaccinated against flu, tetanus and whooping cough. But is it important to be vaccinated for shingles?

The answer is yes, for people on the other side of 60, even if you think you've never had chicken pox. And if you're between 50 and 60 and have had shingles or chicken pox, you should consider it as well.

The varicella zoster virus that causes chicken pox also causes shingles. After a person has been infected with the virus, it remains in the nerves permanently. When the virus reactivates, shingles occur. It is not yet fully understood what causes this occurrence, but as we age, the risk of shingles becomes higher. This is probably the result of an aging immune system.

Many people think they haven't had chicken pox and can't get shingles. This is wrong. Although many people don't recall having chicken pox, 99.5 percent of adults over 40 in the United States have been infected at some point.

It is estimated there are about 1 million cases of shingles in the United States each year. In practical terms, every adult is at risk. And once had shingles, the risk of getting it again is about 1 in 3.

Shingles usually starts with a painful and itchy rash with blisters that scab in three to five days. It usually forms in a band on one side of the body or a cluster of blisters on one side of the face. Tingling, itching and/or sharp pain usually precede the rash. The rash might be accompanied by fever, cough, abdominal pain and fatigue. In rare instances, shingles can result in pneumonia, deafness, blindness, brain inflammation (encephalitis) or death.

Treatment of shingles consists of antiviral and pain medications. At best, the antivirals can help shorten and decrease the severity of the episode. The virus is never eliminated from a patient's body.

Recently, a 62-year-old woman came to my office complaining of a painful rash on the right side of her forehead and eyelid. She had herpes zoster ophthalmicus, a form of shingles that can cause blindness.

She was treated with medications and had her eye examined. Thankfully, her eye was safe. Her rash is now gone, but she still has pain. For about 1 in 5 people who develop shingles, throbbing pain persists even after the rash has cleared up. This is a complication known as post herpetic neuralgia. It can be debilitating and might persist for months or even years.

Shingles is more common in those whose immune system has been weakened by chemotherapy, prolonged steroid treatment or HIV/AIDS. People with a weakened immune system, pregnant women and those with an allergy to any component of the vaccine should not be vaccinated. However, new research shows that for HIV patients with higher T cells, it might be safe and effective.

Anyone 60 or older should receive the shingles vaccine regardless of whether shingles or chicken pox has occurred. Anyone between 50 and 60 who has had either one should consider getting the vaccine.

Recurrence is 40 percent more likely in people who were 50 or older when they had their initial attack.

Those who have had shingles can receive the vaccine as soon as the rash scabs off, usually four to six weeks after onset.

How effective is the vaccine? It's about 65 percent effective for those who are 60 to 65. Its effectiveness declines with age. For the minority who were vaccinated but still developed shingles, the duration of pain was shorter than typically seen in non-vaccinated patients. The vaccine also reduced the chance of getting post-herpetic neuralgia. The most commonly reported side effects were mild, and included headache, pain, redness, swelling and itchiness at the injection site.

A vaccinated person cannot infect others with the virus. It is safe to be around children, pregnant women and immune-deficient patients after injection.

Finally, the vaccine is covered by Medicare Part D (and not by Part B). Coverage with private insurance varies. I would strongly encourage you to call your insurance provider to find out. And talk to your doctor.

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LETTERS

HAPLIN B. BELL—Moneta, VA.

OOOOOOOOOOW--- 60 plus 31 makes 91. Ho---- did I get here so quick.

It's been a h--- of a ride, strapping those thing to my butt for 32+ years as the best thing that ever happened to me. What magnificent people to work with-- did I say "work?" what a pleasure.

Ahhhh old age is creeping up, actually loping. Losing the hearing in the right ear (standing outside the terminal when the jets taxied in and no ear plugs) got a blank spot in the middle of the right eye, getting 3 injections in the left eye every 90 days, DO NOT LEAP OVER TALL BUILDINGS ANY MOPE) just didle un to them and creep around.

Still driving, distance and depth perception O. K. for day light, but have sure slowed outings at nite.

Living alone is becoming a real bore. Nothing to do but read and watch TV. Calling for a nasty winter storm this week end, but they have lied before. Aw well, as long as the utility is working.

This current issue of BLOOMBEPG MAAGAZINE had article, several pages on United. After reading it didn't know whether to laugh or cry. Did shed a few tears. (Well worth reading)

If-- I can squeak out a couple more years will equal

my employed time.

Drive careful, Automobiles aren't the only thing the maker recalls. *Harlin*

JERRY BRADLEY—Boca Raton, FL

I had a busy year in 15. I had three surgeries, hand, shoulder and back. I am recovering nicely, not there yet but coming right along. I am upright, not at night for eight hours or for an hour around two PM, but cruising again and getting around town.

We had two cruises recently, October and January on Holland. They just get better and better. We have booked the new Holland boat in October from Rome to Ft Lauderdale. It looks like a beautiful ship. Our whole family was on the January cruise. Sons, daughter in laws and grandchildren. We had a ball.

That's about all I remember since my last letter except for the hospitals, doctors and rehabs. I won't go into that. I wish good health and happiness to everyone out there. Have a great 16. *Jerry*

TED ELDER—Redmond, WA

I haven't sent a birthday letter for a few years, so I do have some things to update.

We have down-sized quite a bit. We sold our home on Tiger Mountain near Issaquah, WA in 2013 and moved to a retirement facility in Redmond, WA. That was quite an undertaking, sorting out and getting rid of over 40 years of accumulated things. Our new home is quite nice, a two-bedroom apartment and we use one of the bedrooms as a family room. There are great work-out facilities here and a swimming pool. I go to a "work out with weights" class three times a week. I was on three committees last year, chairman of one. We had several friends already living here and it's easy to meet new ones.

I took a trip to Sitka last May with one of my new friends and came back with 50 lbs. of King Salmon.

A year after selling our home we sold the boat that we had for twenty-six years. That was a hard decision to make, but we had been using it less and less so we felt it was the right thing to do.

Some things remain the same, though. We still go to Dixieland jazz festivals and go to our place on Maui every February for about a month.

We haven't traveled on UAL for several years as



Alaska Airline goes where we want to go with direct flights.

Ted, JFK, EWR, SEA, SFO, HNL

DICK GRANT—Golden, CO

Enclosed are my dues for 2016. Since my birthday is Jan. 1, I am a little late so have including a little extra for the coffee fund for those who keep the publication going.

It has been 18 years since I flew my last trip from Frankfurt to Dulles in a B-777. I don't miss the "all-nighters" but I still miss the camaraderie with fellow air men and women.

This past year has been difficult because in September I lost Carole, my wife of 55 years. We had 5 outstanding children and 9 grandchildren. She passed away from heart failure after a gallant fight. At the time of her passing she was surrounded by myself, all 5 of our children and one of our grandchildren. She will always be missed but remembered with fondness.

Thanks to all who contribute to publishing the *RUPANEWS*. *Dick*

JOHN GRANT—Lovettsville, VA

Dear Staff, I am in receipt of the January 2016 *RUPANEWS*. I can only thank all of the volunteers who make that possible. Thank you all very much.

That said I must point out an error in your lists. Fred Kirk passed away last April, and you rightfully listed him in the Flown West category in two issues as I recall.

You also correctly removed his name from the RU-



PA Directory. How then could you not list Fred in the 2015 Flown West category? How many others did you miss?

Enclosed is my 2016 dues. Sincerely, *John*
(*Hi John, I guess that's what you get from the cheap labor! All kidding aside, it was an oversight on my part. Ed*)

RUSS HACKETT—Inverness, FL

Greetings: Enclosed is my check for 2016 RUPA dues. The extra \$10 is for the UAL Retired Pilots' Foundation, Inc.

After 23 years in retirement, I still enjoy and look forward to reading the *RUPANEWS* each month. Thanks to all who participate and keep up the terrific job that you do.

Sincerely, *Russ*

ROL HAMELIN—Vail, CO

Almost 18 years in retirement and still going downhill. Fabulous snow year here and have skied 6 days a week since opening half the year in Vail and the rest split between Italy, Sweden and Maui.

Took delivery of Ferrari's new F12 last year; it will keep the 458 Spider company.

Ingie enjoys working half time doing special events for Vail and we are "golfing" (?) whenever white turns to green. No one has been hurt, yet.

I sure enjoy the RUPA mag, both aviation articles and updates from retirees.

Ciao, *tutti, Rol*

DOUG HORNE—Santa Rosa Beach, FL

Hello Anyone; Well, it's been a few years since I last wrote. I've rejoined RUPA for a number of reasons. First, I don't want an asterisk by my name on the last page when someone finally figures out I'm gone. Second, two of my new hire classmates are officials of RUPA: Cort, "Too Tall", de Peyster and Leon, "The Enforcer", Scarborough. And, lastly, a long story. It seems some time ago the Walton County officials up here in the panhandle, to their horror, discovered that I was a registered Democrat, from New York, and had been a loyal, dues paying member of a union. They immediately convened a grand jury of the best and brightest; Goober, Junior, Cotton, Emma Lu, et al, and I was found guilty on all charges of violating the Constitution of the Confederate States of America, (New Revised NAS-

CAR edition) and sentenced to 600 hours community service, mostly cleaning up after meth lab explosions, and for three years prohibited from any contact with organizations north of I 10. Time is up, so I'm back. (Cort and Leon actually believe this.)

Nothing much has happened down here in the last three years. No hurricanes, tornadoes, forest fires, pipeline explosions, or military coups. Our notorious Spring Break has just gotten worse. We've become used to hundreds being arrested for stupid behavior, and hundreds ending up in the emergency wards OD's on booze or drugs, but we hit a new low last year when some nut opened fire at a party and sent seven to the hospital with gunshot wounds. After much gnashing of teeth and wringing of hands, the locals asked the public for ways to control this mayhem. My modest solution was for all of these kids to go to Guantanamo Bay this year. I don't get it. Most parents seem to complain about the high cost of college and the sacrifices they make, and yet Mom and Dad can still shell out another grand to send Buffy and Chip down here for a week of unsupervised bad craziness.

Oh dear, gotta go. It looks like they're assembling a SWAT team in my front yard. Must of found out I supported the strike in '85. *Doug*

MRS. MOYNA HUDGENS—Englewood, CO
Dear Sirs, Enclosed is my check for \$25 for my dues for the 2016 *RUPANEWS*.

I rarely see a name I know, but I thoroughly enjoy reading the letters from all the retired pilots. They are quite a group! I am fascinated hearing all the activities they are involved in. My husband, Capt.



Tom A. Hudgens, would be just as active if he were still alive. He had to be busy accomplishing something all the time.

Thanks for keeping me in touch with all the United News, especially any changes in non-rev tickets. I still use them often. Sincerely, *Moyna*

RICK HUSTED, JR.—McHenry, IL
We reported that the wrong person Flew West.

Hi Cleve --- No problem but I got a kick out of the fact that the obits at the end of the new RUPA directory shows me deceased. HA HA to that. Anyway the actual deceased person was my father Richard Husted SR. not JR. which is me, alive and sort of well I guess. No big deal because very few retired pilots in RUPA would remember me at this late date, but there might be a few who will send condolences. That will be interesting, HA HA.

As a side note, I happened to be visiting my father back on May11 at his retirement home when during a conversation with him, his mind as clear as could be, he decided it was time. At 97 he was filling me in on his future plans when without warning he got a blank look on his face, leaned back on his couch and was gone just like that. His whole life was about airplanes and family from the 1930s, WW2 and retiring from UAL in 1977.

I am amazed at how well done everything your group of volunteers does.
THANKS, *Rick Husted JR.*

DAVE JONES—New Bern, NC
Hello Cleve, Another year has passed and Betty and I have survived. Last December 25 I celebrated my 88th birthday. On December 27 Betty celebrated her birthday. On December we celebrated our 66th wedding anniversary. This happens every year and it is a favorite time for our kids come for a visit. This year was no exception.

We moved to a Senior Retirement Home in February. It was a major down-size, moving from a 3-bedroom house to a 2-bedroom apartment. We had lots of help from the kids, some of whom flew here from long distances such as Denver and Kansas City. We are happy in our new digs but miss our house which we sold in November.

We are both in reasonably fair to good health with mobility being the worst disability.

Many thanks to those who are responsible for producing RUPA. *Dave*

CARL B. JORDAN—Port Charlotte, FL
Time to set the record straight: Lotsa folks, including previous presidents of RUPA, have misspelled the former employer of we "89-ers." It was NOT Capitol Airlines. It was Capital Airlines. Note that the next-to-last letter in the name is an "A" and not an "O." Capitol Airways was an entirely different charter-only outfit that finally went out of business in the mid 1980's. Capital Airlines, on the other hand, merged with United Air Lines on June 1, 1961. (United Air Lines was three words back then and now its two: United Airlines.) At the time of the merger, we "Brand X" types (meaning EX-Capital) were all given employee numbers that began with 89. My own is 89674. An exception was Clark Luther, who became Vice President of Flight Operations. Somehow, he received a "regular" United employee number in lieu of an 89-something. However, his brother, an old friend and ALPA cohort, Capt. Clyde Luther, became an actual, honest-to-goodness 89-er like the rest of us.



Ahead of the Storm 1957
Capital Liner "Grand Rapids" No. 223B

I'll also take advantage of the opportunity and mention that my father, Carl G. Jordan, was a founding charter member of ALPA. He began flying Curtiss Condors and Stinson Trimotors for American Airlines in 1935. When the DC-3 came along, he pronounced it to be "the ultimate airliner." He couldn't envision anything that could possibly exceed the vaunted technology of the DC-3. Of course, he retired off the B-707's.

As a boy I remember going to ALPA headquarters with my dad. Back then it was located on the sec-

ond floor above Halverson's Hardware store on the north side of 63rd Street, just east of Kedzie Avenue in Chicago. Bare wooden floors, a couple of desks, a telephone and "Air Line Pilots Association" was written on the second story front window. The sign was difficult to see from the street what with the power poles and overhead electric wires that were necessary for the streetcars that plied 63rd Street back in those days. Headquarters was hardly a roomy place. So, pilot meetings were held across the street in a more spacious meeting room at the Troy Lane Hotel at 63rd and Troy. As a youngster I was allowed to attend several ALPA meetings there with my dad. My own ALPA membership subsequently ran from 1956 to 1993 - - 37 years. But, we didn't have to meet in the Troy Lane Hotel anymore. Eventually, a more imposing ALPA Headquarters was built at 55th and Cicero, adjacent to Midway Airport. Later it was decided to move headquarters to Washington DC so as to be more able to "influence" government politicians. I'm not sure that ALPA ever managed to swing very much weight politically, but the move to Washington was made anyway.

Another interesting point is that the NMB issued their "Class and Craft Decision" just prior to midnight on May 31, 1961. So, this marked the demise of the FEIA, Flight Engineers International Association. This meant that pilots and flight engineers were considered to be of the same class and craft within airline cockpits and would necessarily all be covered under ONE contract negotiated by ONE union. A formal vote was taken amongst all cockpit crew members and ALPA was acknowledged to be the bargaining agent for the now homogeneous group. So, three contracts (two consisting of ALPA representing United and Capital, personnel and one FEIA, representing United personnel) were negotiated into one contract, and three separate seniority lists were also merged into one. It certainly was no easy task. And, some folks suspected that there was a bit of "collusion" when the Class and Craft decision was made at the 11th hour just prior to the pre-announced official merger hour of the two airlines. This made former FEIA guys last moment players in the merger processes outlined above. This also activated some suspicious minds.

Capital did have flight engineers who manned their Lockheed Constellations (and subsequently a few leased B-720's.) But, they were all pilots who were

on the pilot's seniority list and were given copilot pay as per the ALPA contract. It was either a one year or a two-year hitch in the sideways seat - I can't recall which for sure right now. I'm thinking two years. Vacancies that nobody bid on, and therefore remained open, were assigned in inverse order from the pilot seniority list. But, only to copilots who had already completed their one-year probation as pilots. Capital wanted to first be assured of a pilot's flying ability as a pilot - - not as a flight engineer. Hence the requirement to spend at least one year in the right seat before being available to ride as a flight engineer.

But, everyone was covered by one ALPA contract and one seniority list. This was very simplified in comparison to United's situation with both ALPA and FEIA ensconced within their cockpits. It resulted in a situation where some junior pilots actually had more length of service than senior pilots. It became a fly in the ointment for those of us on the Merger Committee when the ultimate United pilot's seniority list was merged after 1961. It resulted in some seniority "dovetailing" where some pilots with less length of service were placed higher in the list with lower seniority numbers than other pilots with greater length of service. I was affected thusly, with at least one junior pilot, Rod Gillstrap, placed above me on the list. But, that's all water over the dam,



now. My good friend, neighbor and fellow 89-er, the late Jim Bohlander, managed to eventually become #1 on the pilot seniority list anyway. On his monthly schedule bid sheet he only had to write ONE number! What a difficult task, huh?

By the way, back in 1961 captains wore four stripes, copilots wore three stripes, and when flight engineers came along in the cockpit they wore two stripes. Nowadays there are only two folks in the cockpit and flight attendants now wear the two stripes that used to be worn by flight engineers. As an aside, in the 1930's captains wore one and one-half stripes, and copilots wore a single stripe. Also, captains were required to carry a firearm back then. Ostensibly, this was for the purpose of "guarding the U.S. Air Mail." To meet this requirement, Dad carried a personal .380 semi-auto on every flight. Nowadays it's hard to tell who might be armed, and who might not.

Finally, for those who might recall, my daughter, Cathy, (a third generation airline captain) is set for an Age 60 retirement from Southwest Airlines next year. Apparently, affected pilots can still choose to select age 60 vice age 65 if they so desire, and their plan was already set up that way. "Age 60?" Hey, she can't be THAT old already! Where the dickens did all that time go? Am I really 83 years old already? Wow!

Carl B. Jordan MDW-ORD-LAX

CRAIG JULSGARD—Modesto, CA

I haven't written for a while so I thought I would check in. It has been 14 years since I set the parking brake on the big jet in SFO. I had a very memorable last flight because four of my closest friends, all United pilots, came with me on my final flight a SFO- DEN turn. Mike Spink also a 400 captain, flew copilot for me.

My wife, Cindy, and I still live in Modesto, California in the middle of a walnut orchard, which I farm. I live about 5 minutes from my golf club where I continue to try to perfect the ideal golf swing. Shortly after retirement I had the opportunity to fly part time for several years as a charter pilot. It was great fun, but not much money to fly all models of King Airs.

Upon reflection on my flying career, I thought a bit of history about the "prop" days might be interesting to recently retired aviators. In 1963 United, along

with most major US carriers, started a big pilot hiring program. Jet aircraft were being delivered at a rapid pace, but carriers needed to continue use of propeller aircraft to fly their schedules. It didn't take long for the pilot pool to dwindle. This was further problematic because the military was not letting pilots out in preparation for the Vietnam war. Because of the high demand, some pilots would not show up for training classes because they were enticed by other airlines. I believe it was late in 1964, United took inventive steps to fill the training classes. They came up with a program to accept pilots with only a private pilot's license. You could sign up to be hired in the future after you obtained your commercial license. You needed to pass all the company tests which included passing the dreaded Stanine test, an interview with the personnel department, an interview with a flight manager, and a flight physical. After quickly getting my commercial license, United needed to fill classes so they paid for an instrument rating for me and several of my classmates. We went to Clinton aviation at Stapleton airport in Denver to get this training. We flew link trainers (holdovers from WWII) and flew Cessna 150's for the flight training. Frontier Airlines gave part of their proficiency checks in these link trainers.

When you began training with United you went to

**I'm so
thankful I
had a
childhood
before
technology
took over.**

co-pilot school first even though you could not hold a similar bid on the line. The company wanted to know if you could fly before you went to flight engineers school. The company used DC-7's that had been retired from regular service as pilot training aircraft. There were 10 to 12 "White Trails" that were parked on the north field at Stapleton. The company did not have sufficient simulators so all flight training was done in the aircraft. This continued for many years into the future until United purchased more simulators. Training was hard on the aircraft with the air work and many takeoffs and landings. To save the engines we took off with climb power. A side note about the DC-7; this airplane was built to be a replacement for the DC-6, but it had one major problem; the engine. It was powered by a Wright R-3350 engine. Besides having a 2 speed supercharger it also had a power recovery turbine (PRT). This was a turbine that was installed in the exhaust manifold, that converted exhaust gas velocity to torque directed to the crankshaft. These PRT's failed numerous times necessitating shutting down the engine. Later models of the Lockheed Constellation also used this engine. The DC-6 was powered with the more reliable Pratt and Whitney R-2800 and was kept in service until they were replaced by jet aircraft.

It was quite a thrill to strap into the co-pilots seat of a DC-7 given that the largest airplane I had flown was a Cessna 182. After finishing co-pilot school, we started a 6-week DC-6 flight engineer school. At this time training followed a "build the airplane philosophy." We had to know all the minute details of all the airplanes systems. There was a complete and detailed diagram of the R-2800 pressure carburetor, a small manual that contained the schematics of the entire electrical system, and the emergency procedures that had many items to be memorized. The oral and flight checks were commensurate with the knowledge we had to learn in ground school. After graduating from flight engineer's school and getting our wings we were assigned to the line as DC-6 flight engineers. I was assigned to EWR and flew there for 6 months before I had to spend some time with the military. The Capital Airlines merger with United had taken place a short time earlier so we flew with some former Capital Airlines captains. This was great because these Captains would give a least one flying leg to the flight engineer on most trips.

After returning from my military duty, airplane bids were going fast and furious so I got a DC-8 flight engineer bid in LAX. I went back to Denver for school a few months later and once again it was a "Build the Airplane" school. Years later the company would change their ground schools to a more operationally orientated philosophy.

Flight training was done in the aircraft and it was not unusual to have numerous United airplanes shooting landings in Pueblo or Colorado Springs. It was many years later when I was in DC-10 co-pilot school that things changed. The company split the class in two, one half trained in the aircraft and the other trained in the simulator, and results were compared on the airplane flight check. As you can guess all flight training in the future was done in the simulator, however flight checks were still done in the airplane. It was some time before the simulator visual systems reached the fidelity and realism so that 100% of training and checking could be done in the simulator.

When I reached LAX I quickly learned that it and SFO were the most senior bases in the airline due in large measure to the flying to Honolulu. This was the only route United flew outside of the continental US. Occasionally I would get a trip to Hawaii while on reserve and enjoy those great layovers on Waikiki beach. United used navigators on these trips, but their days were numbered as United was installing Doppler units and drift meters. The navigators were

given the opportunity to be hired as pilots, but only a few took up the offer.

Well, enough nostalgia. Maybe next time I will write about: starting and leaning the DC-6 engines, the canyon approach, and 3 wet and 1 dry takeoffs on the DC-8.

Happy reminiscing and have a good year. *Craig*

KAL KALPIN—Los Gatos, CA

A note Just to let you know that my trophy wife Mary and I are still kicking. She goes skiing whenever the snow is good. I quit last year. My body is like an old car now, some parts have been replaced, some are missing, and some just don't work to good any more.

One of my boys is flying for Alaska, and another is flying for Air West. Too bad that flying is such a pain, I would have a lot of passes now.

Before it's too late, I would like to thank all the good people who have kept me out of trouble for forty years of flying. Also for the stews who kept me fed and watered.

Adios, *Kal*

MARV KRUSKOPF—International Falls, MN

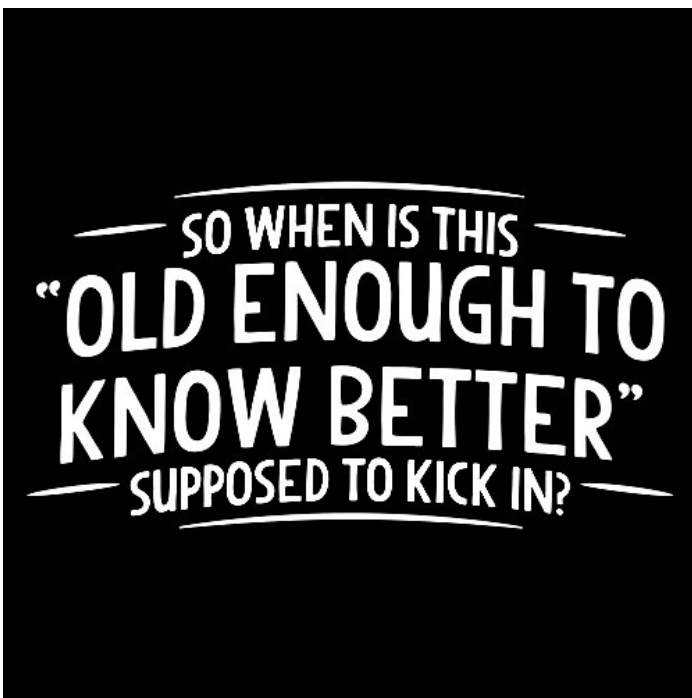
It's been an easy winter up here in northern Minnesota for me. No planes and no hangar to keep plowed out. And you know what! I really haven't missed all the work that went with maintaining an airplane and a hangar.

Now I can just hibernate and wait for spring. Spend a lot of time figuring out where to go for a little sun and warmth but the winter has been very easy up here this year and the snowbird escape areas haven't been all that pleasant. *Marv*

GEORGE NOLLY—Castle Rock, CO

Let me start out by thanking all the people who serve us at RUPA. I know there are a lot of activities that go on behind the scenes, and they don't just happen by themselves. It takes dedicated worker bees to put together this great magazine, set up online dues payment (I did it online with a little extra - no more "check's in the mail"), and everything else. Thanks!

This has been a very busy year. Our fourth grandchild, Isaac, was born in May, and he and my daughter are living with us while her husband is overseas. Helping to raise him has been a real hoot.



You've all heard it before: we should have started with the grandchildren instead of the children!

For over a year my son has been trying to get me to launch a podcast. To be honest, I didn't even know what a podcast is. (It's like a radio show that you can download to your computer or smart phone.) Well, I finally got off my rear end and (with a lot of help from my son) created the Ready For Takeoff podcast (website: www.readyfortakeoffpodcast.com). In the weekly podcast I alternate discussing aviation subjects and interviewing interesting/famous aviators. I've completed 14 episodes so far, and I'm finally starting to get into the rhythm of producing the episodes. It's been a lot of fun. Eventually, if I have enough subscribers, I hope to get some sponsors. If you know anyone interested in aviation, please talk them into subscribing iTunes, and leaving a 5-star review!

I'm still instructing on the 777 for Omni Air International, and also doing some lesson plan development on the 777 and 787 for a private overseas company. Sometimes I get lucky, and Omni rents the United simulators at DENTK. So I get to work in my home town. Other times I have to travel to Atlanta or Miami for the training, and I'm approaching the point where travel is starting to peg the needle on my fun-meter. BUT I need the money, and I'm very fortunate I have the opportunity to work and the health to do it. I guess I'll just have to switch to a digital fun-meter!

Speaking of health, I had a scare coming back from one of my work trips last week. After a week of 8-hour days sitting in front of a computer at work, when I arrived at the airport to head for home I suddenly got a bad pain in the back of my calf. I couldn't put any weight on the ball of my right foot, and started thinking I might have deep vein thrombosis (DVT). I didn't have any other DVT symptoms, so I wasn't sure if I should travel home or not. I took an aspirin and got on the plane, which probably wasn't what an expert would recommend. But the incoming blizzard was on my mind, and I really wanted to get back to Colorado, where I could go to a hospital I trusted (BTW, over 500 flights into/out of Denver were cancelled the next day due to snow). The ER staff did a thorough evaluation and ultrasound, and I lucked out. No clots. The pain in my calf is slowly subsiding.

Here in Colorado, the Denver VA center under con-

struction is now a BILLION dollars over budget. For that kind of money, I'd expect superb service for the vets. Au contraire! My hearing loss has been getting worse over the years, and I've been getting very frustrated with the non-response from the VA. I had applied for a VA hearing evaluation in June of 2014. I finally got tired of not being able to understand speech, so I went to an audiologist. She evaluated me and recommended a hearing aid set that costs \$8000. I asked her to call Aetna to see if they would cover it. They told her they would pay 80 percent, so I bought the hearing aids. They work really well, and have noticeably reduced my tinnitus. When the audiologist submitted the bill to Aetna, they refused to pay! Fortunately, she had documented the name of the person she had spoken to at Aetna, and they finally ponied up the money. In the mean-time, I called the VA last May and spoke to a scheduler to see if/when I could get an appointment, since the VA still owes me hearing aids. The receptionist said they would call me back to schedule an appointment. Last week, NINE MONTHS after that call, they called me to set up an appointment for this March, with a Family Practice doctor who will then refer me to an audiologist. So, it will be a full year after talking to a person at the VA before I get to see an audiologist, and roughly two years since I applied for benefits.

That's about it for another year. Turning 71 in a few weeks.

George, DENTK, SFOFO, JFKFO, ORDFO

JOHN C. PEDRETTI—Madera, CA

Another year older-82 now. 22years into retirement and hoping for 11 more. That will give me 33 years of working and 33 years of retirement. Also, that will make me the same age as my dad when he passed on.

I read the *RUPANEWS* with both happiness and sadness. Happy to read the very interesting articles sent in and also the very good items included. Ron Denk had a very interesting article on his experiences in the DC-4/C-54. Thanks Ron-I really enjoyed it.

Dave Hanst-who I flew with as both SO and FO- is still going at 97. Hang in there, Dave. I hope you recognize me.

The sadness comes from reading the flown west column and from articles such as H. David Harris

who wrote about the death of his son. I know exactly how you feel, David. I too lost a son at age 55 due to a heart attack one and a half years ago.

There is no worst feeling. A longtime friend lost his son over 30 years ago at age 19 due to a drunken driver running into him. He told me you will learn to live with it but you will never forget. My heart goes out to you and your family.

Sadness in reading the flown west column about Jack Kintz. I met Jack early on in LAX as a DC-6 SO while he was a FO. We became part of the same golf group. Fast forward many years later and he was my Flight Manager. I received my first Capt. bid in the 727. Jack gave me the checkout and this was a highlight of my UAL career. He was an excellent pilot with a great demeanor both in and out of the cockpit. He was a role model to me, a real gentleman.

A new hire classmate of mine was also in the flown west column. Don Krull was my flying partner in both the simulator and airplane phase. We were great friends but we lost track of each other before retirement.

You guys save me a good seat up there.

On the home front I am still in good health. My wife of 63+ years is still fighting the dreaded Alzheimer's.

I thank you, Cleve for the great work you and the



rest of the officers do for keeping the fires lit. The credit card dues payment is great.

John, LAXFO 1961-1994

DICK RUSSELL—Port Orange, FL

Twenty-six years ago today, was my last as a United Airlines pilot. Retirement has been good and I am still enjoying life to the fullest. Getting old is not that much fun but we are told to consider the alternative.

Each year is full of surprises and some of them contain some pain. This past year was going great until September and that is when my right leg became paralyzed and required a good surgeon to repair a couple of ruptured disks in my back. The leg pain was continuous and severe for two months after the surgery. Then one day the pain stopped! My right leg is working just fine but my knee has the propensity to quit supporting me without warning and I find myself laying on my back. They say those tricks should diminish as time goes on.

I notice that many retired pilots seem to be having difficulty in obtaining their prescriptions and since I had a three month's supply I just hoped they would get it all straightened out before I needed to use the system. Last month I went to the pharmacy in our local super market and ordered a one-month supply of my cholesterol control medication and was told there is no charge. I knew that was not right but accepted it and last week requested another month supply and was told it would be \$600. My wife went to pick up the prescription and was able to get the price down to \$212. After paying \$48 for a three month supply I expected changes but this was ridiculous. I sat down and was composing a note to join the crowd on the chat board and to seek some answers when the phone rang and on the other end was our good friend and former PanAm pilot Jerry Holmes who is usually up on things like this. In just a few minutes he walked me through an order for a 3-month supply from CVS mail-order for \$48. His call and help was not only right on target but was timed perfectly. I am told that I can go to our local CVS pharmacy and get that same prescription filled and pay only \$48. Evidently, many trying to use a pharmacy other than CVS are finding these exorbitant copay demands.

Old people who wish to continue to fly need to get

ready to do battle with the insurance companies. I won the first battle at age 80 and coverage to fly in air shows but the age 86 battle was a little tougher and I had to give up the air show flying in order to be able to fly without a safety pilot. This required a check-ride with a pilot designated by the underwriter, and an annual check with a flight instructor to maintain my 2nd class medical.

The family continues to be employed by UAL. Marc is a B-777 captain in LAX, Jon is a B-747 captain in SFO but is also an assistant chief pilot in LAX. Kristine is a F/A flying out of Houston but she lives near us near Daytona Beach.

We used our passes on UAL a few times and always got the middle seats but we have resigned ourselves to expect that. The new highly touted seats don't seem to have much padding or perhaps it is my scrawny backside. We did fly Allegiant Airlines on a flight from Florida to Des Moines and our computer would not spit out my wife's boarding pass and had to get one at the airport for which we were charged \$5 and we also paid \$18 to carry our own bags on board but we expected that, too. There were no seats for our return flight and we used UAL to get home. A friend bought a ticket on Allegiant Airlines and when he checked in he was charged an additional \$180 for seat selection. I find it interesting that after the carriers eliminated food on many flights that they are starting to resume snacks on longer flights which reminds me of the sandwich wars the carriers played in the late 1960s. Competition is a wonderful thing!

RANDY RYAN—Tucson, AZ

2015 was the year that was, - until it wasn't. Friends visiting from other countries. Family that we have not seen in years. Mid-April to Mid-July we travel to games at all thirty Major League baseball parks. Tennis, golf, bridge, lots of activities. Life is good. Got sick back in April before the trip and at the hospital they did a CT scan and saw some aneurisms but said not to worry. Go on your trip and we'll check them out when you have your physical in October. Off we go to the ball parks. Life is still good, -BUT

Have physical in October and they find a baseball size cancer in my liver. NO PAIN, no discomfort, not anything to alert me. Wasn't even noticeable on the April CT. PET scan showed no spreading, yet.

But your life changes, dramatically! Shock! Let's find the best care possible. Off to UCSF Medical Center in San Fran where we have friends and family. Great doc (Daud) with great attitude.

Friends hear about it and want to help in any way possible. So many in fact (VERY Heartening!) that Pam cannot hope to answer all the messages of support and prayers. She opened a CaringBridge.org account so the word gets out to all and the wonderful thoughts and comments and prayers flow in an overwhelming manner. As I said, the outpouring of support brings tears to our eyes and thankfulness to our hearts.

Start treatment with infusions of Yervoy and Opdivo. Fine until January 5th when everything goes to pot. My heart stopped! In the ambulance, and three times in the ER. Emergency pacemaker installed.

Vision very quickly bad. No strength. No appetite. Cannot walk very far without gasping for breath. And still no pain of any kind. Bad face and eyelid droop but no signs of stroke (and they have checked me every way from Sunday.) Still no known cause.

Treatment now on hold until the side effects seem to improve. Another PET scan scheduled and hoping for the best.

Took PET scan and waited for results. Waiting is hard, very hard!

Finally, on January 27th, good news. Still no spread and it has not grown at all. They hope it has killed itself by outgrowing its blood supply.

So many prayers and really nice messages from friends we have not heard from in many years. They mean SO MUCH to me and to Pam so thanks to all of you. Keep 'em coming. At the moment we think they are working!!!!

Randy, randyryan40@msn.com

CLIFF SCHUTZ—Mallorca, Spain

Your conscientious efforts paid off yet again, and the February issue arrived on the eighth. Thanks-- have enjoyed hours of info, entertainment, and social contact too. You all are producing-- as volunteers, yet!--a truly professional and worthwhile publication!

Mallorca's almond blossoms are at their peak now, and started two weeks ago. The envy of family "back east"!! Probably the same around Vacaville, as the wx types are the same.

With appreciation and best regards, *Cliff*

MRS. EVELYN WILLIAMS—Houston, TX
I'm almost on time this year. Doing well and still taking care of myself, the dog and cat.

Am grateful to have great family support. Made it to 92 this month.

I still enjoy the RUPANEWS. My thanks to all for your work to keep it coming.

Best wishes, *Evelyn*

BUTCH WOODMANSEE—Fort Collins, CO
First, thank you to Cleve, Leon, and all the RUPA volunteers!

The first year has gone by fast! I had hoped to fly for NetJets, but they didn't give me the time of day. Thus, I have become a better tennis player and have spent a lot of time with my six grandchildren who live in the local area

Mary and I plan to stay in Fort Collins, but spend February and March in Palm Desert--love the sunshine! Happy New Year!

Butch, ORD, DEN, LAX, DEN, IAD, SFO

IN MEMORIAM

BARRY N. EDWARD

Barry Edward of Sedalia, Colorado slipped the surly bonds of earth and flew west on January 22nd 2016 for his final flight.

Barry was born in 1933 in Toronto, Ontario, Canada. He joined the RCAF in 1955 in London, Ontario where he was selected to go into pilot training. He spent 5 weeks in Centralia, Ontario for basic and officer orientation into the Service and then was posted to Claresholm, Alberta - class #5516 as a Pilot Officer. Here he flew the Chipmunk, Harvard (T6) Mk2 and Mk 4 which were the RCAF basic trainers. Barry then went to advanced flying school in Portage La Prairie, Manitoba where we flew the T-33 and received our Pilot's Wings and a promotion to Flying Officer. Barry then was trained on the C-45 Expeditor and the DC-3 Dakota in Trenton, Ontario and Saskatoon, Sask., then was transferred to Winnipeg, Manitoba in 1957. His last year in the Air Force was spent with the United Nations task force at ElArish in the Gaza strip adjoining the western area of Egypt.



Barry advanced his flying career when he joined UAL in 1965. He was based in DEN, SFO, CLE, and LAX where he flew his last flight as a DC10 Capt.

Barry is survived by his wife Marianne who was PanAm/UAL Flight Attendant, and, from a previous marriage, Shirley, Lisa and Carter.

Barry was a great friend of the two of us. Bob was in his new hire class in the RCAF and ended up with him with UAL in SFO. Don knew him from Winnipeg where they were both newlyweds. He was also a pilot with UAL.

He will be remembered by us most for his cheeky sense of humour - a fun guy to be around - and his stories and jokes which in their telling were always superb. Long live Favishem!

Barry - you will be missed.

Cheers, Don Swift and Bob Meloche

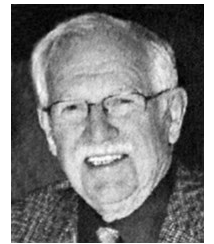
ANDREW M. "Max" FRIEBEL

Max flew West on January 24, 2016. He was born in Saskatchewan, Canada in 1936.

Max served in the RCAF as a pilot and flight instructor. He came to the USA and joined United Airlines in 1964 as a pilot and retired in 1996.

Max is survived by his wife, Corinne, a son and a grandson.

In lieu of flowers, Max would be pleased if donations were sent to Port Townsend Aero Museum, 105 Airport Rd, Port Townsend, WA 98368. As a founder and lifetime member, he was an active supporter of their Youth Education Program.



PETER C MOYER

Peter C. Moyer passed on September 12, 2015, from Pancreatic Cancer at his home in Gilbert, Arizona. Peter was born on September 24, 1933 in Beamsville, Ontario, Canada. He was raised in Beamsville on his family's farm, Cherry Avenue Farms.

The Moyers have owned and farmed there for over 200 years. Peter went to Maple Grove public school, Beamsville High School and attended Ontario Agricultural College. He joined the Royal Canadian Air Force in 1958 and attended Flight Of-



ficer training at Gimli, Manitoba. After training was assigned to the 427 Squadron, known as the Lions, flying a Canadian built F-86 Sabre. His squadron was stationed at Zweibrücken, Germany. After he left the RCAF he joined United Airlines in 1965, where he referred to himself as one of "the friendly guys." He flew 737s, DC-10s as Captain, 747-200s and 400s as Captain. In order to keep flying after he turned 60, he flew as flight engineer on DC-10 aircraft.

Peter is survived by his wife, Ellen, children and grandchildren.

VICTOR ANTHONY POPELARS, JR

Victor Anthony Popelars, Jr. (73) passed away on November 5, 2015, with his wife and two daughters by his side. He lost his life following a long struggle with CLL, but kept his cheer and gentleness until the end.



Victor was Born Oct. 13, 1942 in Norristown, Pennsylvania, and a longtime resident of Medina.

In his early years, Victor would help his father in the family's car business. He graduated from Bishop Kenrick High School in Norristown, PA in 1960. After attending Villanova University, Victor joined United Airlines in 1965. He retired off the 747-400 after a 37-year career.

Victor met his wife, Brigitte, while based in Chicago and they were married in Las Vegas in 1969.

Victor had a passion for building and wood working. He built many pieces of furniture and eventually designed his own home which still stands in Medina. He loved and cherished his girls and gave many hours over to encouraging them in their schooling. He was the family's' best two finger typist and typed many a report for his daughters. He owned and piloted a Cessna 172 XP. He could play a wicked game of chess with his grandkids. Victor was mainly a "thinker" and loved to read scientific magazines. He did deign to read the family's Christmas story each year and cried each time. For the last seven years of his life, he and Brigitte, hosted a Denominational House on the grounds of the Chauqua Institution, New York. His passion for baking bread overtook him and he baked fresh bread for his guests every morning. He loved rich discussion and telling good jokes. Because of his suffering with CLL, Victor donated his body for medical re-

search in the hopes he could hasten a cure for CLL. Victor is survived by his wife of 46 years, Brigitte Marie (Zauzig) Popelars; two daughters, and seven grandchildren.

In lieu of flowers, his family asks that a donation be made to St. Jude Children's Hospital, a hospital for children with cancer. cancer. www.stjude.org

KENNETH A. SCHROEDER, JR.

Kenneth "Ken" Schroeder Jr., age 75, passed away on February 2, 2016 at his home in Billings, Montana of complications from a total bypass surgery of his right leg.

Ken was born on March 26, 1940 in Huron, SD. He grew up in Watertown and graduated from Watertown High School in 1958 and attended Huron College through May 1960. Ken graduated from San Diego State University receiving his Bachelor's Degree.

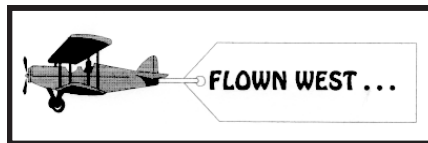
In 1960 Ken was accepted into the U.S. Naval Aviation Cadet (NAVCAD) program and was commissioned as a helicopter pilot and served 30 years retiring as Captain, USNR. While in the Navy Ken served in the Pacific on aircraft carriers and did three tours of Vietnam chopper rescue. His second career began as a test pilot for Hughes Aircraft then as a pilot and Captain for United Airlines retiring in 2000 after 30 years of service.

Ken married Lois Jane (Barker) Schroeder at Mount Rushmore, SD in 1999. He enjoyed living near the Black Hills for twenty-two years until moving to Billings, MT in 2015 due to health reasons.

Ken was a passionate advocate for South Dakota hunting and fishing sportsmen as a District 3 Director/member of the South Dakota Wildlife Federation, past President/Director of the Black Hills Sportsman Club, and South Dakota Sportsman Against Hunger. He was also past President/Director of the Rapid City Downtown Lions Club. He loved singing in the choir at the Calvary Lutheran Church in Rapid City, fishing and bird hunting, especially pheasant and duck.

Surviving Ken are his wife of sixteen years, Lois, two sons, a step-daughter and step granddaughter.

The family has requested memorial's be made in Ken's name to either King of Glory Lutheran Church, 4125 Grand Ave, Billings, MT 59106-1729 or Rocky Mountain Hospice, 2110 Overland Ave, Suite 111, Billings, MT 59102.



Barry N. Edward	Jan. 21, 2016
Andrew M. "Max" Friebel	Jan. 24, 2016
Herbert T. Goodrich	Jan. 27, 2016
*James R. Kerby	Oct. 2015
Michael J. Leach	Jan. 24, 2016
Kenneth A. Schroeder, Jr.	Feb. 02, 2016
*Charles M. Walther, Jr.	Feb. 05, 2016

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hovering there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark or 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

March, 2016 Edition

From:

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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-541-1093 — 310-869-4444
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP*—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Sudwerk Brewhouse Grille, Folsom, CA*—916-941-0615
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)
(*31 North Banquets & Catering, 217 Front St, McHenry, IL*)

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*—psfoman@gmail.com

Ohio

Cleveland Crazies (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

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