
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Welcome to the spring season fellow Ruparians. It's time for our "snow birds" to head north and for the rest of us to put away the snow shovels, studded tires and skis and dust off the golf clubs, tennis rackets, bikes and lawn mowers.

It is inspiring to see Oscar Munoz back at the helm of our former employer and see him actually thank the rank and file employees for making United Airlines the number two U.S. carrier, slightly behind Delta (Fortune Magazine, March 2016).

With that said, it seems a pity he is now facing a forced BOD change lead by "ExCon" CEO Bethune who installed Smisek as CEO and described him as, "My best friend and most honest guy I know." Interesting that ALPA and AFA have stepped up to support Oscar. Let's be optimistic he will prevail and not only settle open contracts, but perhaps look into restoring our stolen pensions.

Certainly many heard about the last flight of N7001U, Boeing's first B-727. After a 25 year restoration she was flown with flaps and gear down on the 15 minute flight from Paine Field to Boeing Field in the Seattle area. Many RUPA members were on hand to welcome her to the Museum of Flight on March 2nd. Lots of memories for many Ruparians flying that bird, I'm sure.

Pleased to report we just received word that RUPA member, Captain Jim Krasno, formerly of DEN, has moved to Virginia and has stepped up to form a RUPA lunch group in the area between Richmond and Norfolk, VA. If you live in this area, please contact Jim for more information: krasnojm@earthlink.net

This type of proactive volunteerism is what makes RUPA thrive. Please follow Jim's lead and form a group in your area, if it is not already served. A new RUPA lunch group can start with as few as two people. As quoted in the movie, Field of Dreams, "Build it and they will come."

A warm welcome to our newest RUPA members:

Captain Walter Burke "Dick" (DCAFO), Knoxville, TN - Captain William Delevan (DCAFO), Pensacola, FL
Captain Victor Charles Deluca (SFOFO), Lone Tree, CO - Captain Christopher DiPetrillo (SFOFO), San Leandro, CA
Captain Bruce Hansen (DENTK), Cave Creek, AZ - Captain Fred M. "Freddy" Hodgson (SFOFO), San Francisco, CA
Captain Janet M. Ishikawa (SFOFO), Kailua, HI - Captain Michael A. "Mike Orozco (DENFO), Loveland, CO
Captain Thomas Blaine Sabal (DCAFO), Fairfax Station, VA - Captain Daniel "Dan" Vogt (DCAFO), Killingworth, CT

Welcome back to RUPA:

Captain Richard "Dick" Mrakitsch (HNLFO), Drummond Is, MI

Hope the 2015 tax season was not too brutal on the ol' bank account. Best to all fellow Ruparians, retired and active, 'til the May report. 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

Vice President's Letter

The Ham Wilson RUPA luncheon last Thursday, March 10, at Pompano Beach had about a dozen of us in attendance, so it looks like some of the snowbirds have flown north. There was still lots of lively conversation and a good time together.

This month's letter, written on the Ides of March (That's March 15th for your Marines!), is about ongoing problems with CVS/Caremark. I've gotten several emails and phone calls from RUPA members who have had incorrect prices given to them, the wrong deductibles for the Aetna prescription drug coverage they chose during open enrollment, etc. It appears that all have been resolved favorably, but now I have personal experience, so I can relate.

My wife has taken a brand name medication for many years, and never had a problem with Express Scripts, formerly Medco, when they had our coverage. As of January 1st, our coverage changed to CVS/Caremark. The brand name med, which was \$28 for a 90-day supply, was going to be several hundred dollars since a generic was available. She okayed the generic and received it in mid-January. She started feeling bad almost right away, and on the 28th, at about 0300, she had all the symptoms of a heart attack. At the emergency room they finally decided her symptoms were a reaction to the generic medication. We found out that, while generics have the same active ingredients as brand name drugs, some bonding agents can be different and cause unexpected side effects.

Later that day I spoke with CVS/Caremark customer care, as well as one of their pharmacists, who told me what steps to have the prescribing doctor take. That included a "prior authorization," and, key here, a form that states medical necessity to remove the "penalty" for using a brand name when a generic is available. He quoted me \$236.86 for a 90-day supply, but \$206 of that was the penalty and could be removed. That was January 28th. The doctor did everything he was supposed to, and I called Caremark and confirmed that it was all in their computer system. Now, six weeks later, we can't get the prescription filled unless we pay the full price...because Caremark has nothing to show that the doctor submitted the form. He's done that twice now.

The price, by the way, has changed each time I speak with anyone at CVS or Caremark. It went from \$236.86, to \$525, to \$576, and, yesterday, to \$525 again. It appears that CVS and Caremark are actually two separate entities. CVS owns about 7,800 retail pharmacies in the US. Caremark is an insurance company. Somehow, they're interrelated. And there's the problem. The two entities don't seem to be able to coordinate very well. Caremark has lost the approval for removing the penalty on using the brand name drug. CVS pharmacists tell me they have nothing to do with that and Caremark has to handle it. Further, Caremark has one department for authorizations, and another one for removing the penalty! They also don't tell you, but if you fill the Rx before the penalty is removed, they will not refund the difference if it's removed later. Nice, huh?

Then there's the problem, also caused by Caremark sending the generic, that their computer says that it's "too soon" (It literally says, "too soon") to fill the prescription until later this month. A Catch 22 that can be overridden by the CVS pharmacist calling Caremark, spending about fifteen minutes to get it done.

I called Your Benefits Resource at United, actually outsourced to Hewitt, and got an "advocate" assigned to our case. She's been dealing with this for weeks and it still isn't resolved. Luckily, my wife still has some of her last Express Scripts prescription left.

THIS is the major problem with healthcare in the US. Not to be too political, but if anyone says that the Affordable Care Act puts government between them and their doctor, which is not true, just point to a for-profit insurance company getting between us and our doctor. My wife's doctor told me a few days ago that he has several patients who are having similar problems with CVS/Caremark, and many of you are too. Maybe I'll be able to report success next month! Til then, adios from South Florida. *Bob Engelman*

RUPA Secretary/Treasurer, request for help

Capt. Bill Wade and Capt. Jerry Campbell, both diseased. Do any of you remember those them?? They were the Captain on Co-Pilot on a UA Convair flight from FAT to LAX December 30th 1964. Both engines quit, and they landed in a 'beet field' near Saugus, CA.

Capt. Wade's son, John C. Wade, is looking for anyone who might have known Jerry Campbell for a story about that Convair crash, to be published in Air Classic's magazine. Contact John at jfwade5@aol.com.

You can read the full story at http://www.scvhistory.com/scvhistory/westin_n73102.htm. *Leon*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



On May 24, 1952 the first "Mainliner Convair 340" was formally delivered to United at Lindbergh Field in San Diego. Officials and employees of United and Consolidated Vultee Aircraft Corporation were joined by more than 1000 spectators at the christening of the twin-engined "Mainliner San Diego". (right photo) "Miss San Diego", Betty Jo Bradley, smashed the traditional champagne bottle against the propeller hub. The Convair 340 carried 44 passengers, crew and 3,000 pounds of cargo at the cruising speed of 270 miles per hour. It had a pressurized cabin and featured the latest developments in operating and navigation devices.

By Marvin Berryman DENTK A/V Retired - Excerpted from 1952 issues of "United Air Lines News."
Please mail your tax-deductible \$ contributions and donations of United & Continental Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Visit our website at www.uahf.org

First Boeing 727 makes its final flight to the Museum of Flight

SEATTLE -- History made! The very first 727 ever produced by Boeing took its last flight the morning of March 2, 2016, 53 years after its very first flight. With a special flight permit granted by the FAA, and a crew of four: Captain Tim Powell, Co-Pilot Mike Scott, Flight Engineer Ralph Pascale, and restoration manager Bob Bogash. The 17-minute hop from Paine Field in Everett to Seattle's Boeing Field, with landing gear and flaps at 15 degrees deployed during the entire flight, went off without a hitch. Crowds of spectators gathered at Paine Field to see it off, and all around Boeing Field to welcome it to the Museum of Flight. "A lot of people didn't think that was ever going to happen. A lot of people didn't think this airplane was ever going to fly again," said Bob Bogash, retired Boeing engineer and project manager for the restoration of the first 727. It flew again, thanks to Bogash, who spearheaded its restoration for the last 25 years!

The plane first took flight on Feb. 9, 1963. Boeing continued to fly it as a test plane and then delivered it to United Airlines the following year. United carried some 3 million passengers on the plane through more than 48,000 landings and take offs before retiring it.

Bogash is the one who went to United and asked them to donate it to the museum. They did in 1991, but after it landed in Everett, the airline stripped hundreds of parts, including the engines off of it. Bogash and his team of volunteers spent the past 25 years making sure it would fly once again.

"Airplanes are living things you know. They have souls and I talk about this a lot and this airplane was just sleeping. And now she's fully awake," said Bogash.

Aviation Technical Services offered up work space and a number of its employees volunteered their time over the years, along with retired Boeing workers. "We had a lot of fuel leaks and hydraulic leaks and this and that, and we changed out parts and we made it work," Bogash said. A lot of the parts they needed came by way of FedEx, which donated a 727 for parts 10 years ago. Then last summer, FedEx donated three engines.

So, why go through all this work? Why not just take it apart, truck it down to the museum and reassemble it? "Taking it apart would be very destructive it would be cut up and put back together like a tinker toy, more like a mockup instead of real airplane," said



Bogash. Actually Bogash says the hardest part of the whole project was getting the museum board to approve the restoration for a final flight. But after he got estimates on the cost of dismantling and trucking it, he proved he could fly it for less. He said he did the same with the No. 1 737, now also at the Museum of Flight.

For Wednesday's flight, the FAA asking that the crew keep the flight at 2,500 feet and fly over the water as much as possible. "I had hundreds of pilots apply for this believe or not and a lot of them were very well qualified," said Bogash. In the end, Bogash chose Tim Powell, a pilot with decades of experience and someone who is current in the 727. In fact, the FAA presented Powell with a Master Pilot award upon landing the first 727, for his decades of flying incident and accident free. Bogash, being the fourth person on this crew, with a huge grin on his face added one last comment:



"I think one of the main things that's a little miracle here, is that this airplane sat for 25 years and we woke it up. It was still alive. Makes your neck hairs stand up. It does for me anyhow."

This historic flight really kicks off many milestones in 2016. Boeing will celebrate 100 years in July at the Museum of Flight and this 727 will remain front and center for that celebration before being moved to its new Airpark in October.



11th JUNE 2016

Lovely Ladies Dashing Aviators Airplane Stories
CRAZIE'S SUMMER GATHER

Directions (you should know by now)

From I-77 or I-71 go west on I-480 and then...

Or

From I-80 to I-71 North to I-480 West and then...

To Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Parking will be there, or at our house 1 block east, in the drive.

However, drop offs are always available.

Former CLEVELAND CRAZY Flight Attendants and Operations Folks are always welcome!

At Richard and Carol McMakin's Home

**24926 Nobottom Road
Olmsted Township, OH 44138**

RSVP to Carol or Richard – Phone: 440-235-7595 E-Mail: rmcmakin@sbcglobal.net

We will start at approximately 4:00 pm. Come early and stay late!!!

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE. PLEASE BRING YOUR OWN BEVERAGE SELECTION.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Back to Shrimper's for another GR8 Luncheon in the Breezy Month of March. St. Patrick's Day is just a few days away, Daylight Savings Time just returned about 45 hours ago from right now (as I type this) (BTW, very happy about that) and it won't be too long now B4 our Sunbirds head back North to make the end of our Season here in South Florida. We'll miss our departing Members but we won't miss the automobile traffic that our 'Season' brings to The Treasure Coast of SE FL.

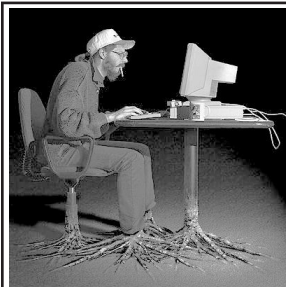
We had 9 RUPA Members in attendance and although it was a mediocre #.....the conversation never stopped, even when our delicious food arrived and was served by Sydney. A few of the items that were discussed were: the Caremark/CVS transition; STAR companion travel on 'Other Airlines' (Page 31 of the March, 2016 issue of our RUPA Magazine); John Pinter, our RUPA Member who was Initiated into my Stuart (SUA) QB Chapter the night before (John was my Candidate 🙄); Politics and the upcoming Primaries on Super Tuesday (of course); Post Office delivery difficulties experienced by several of our Members; and 'something' about TED - mentioned by John Pinter. John couldn't remember exactly what the initials TED stood for but I speculated that it might be Temporary Erectile Dysfunction (TED) which got quite a laff at the table but for some reason 🙄 John did NOT seem too pleased about my EDUCATED Guess. Frankly, I fail to see the problem.....but he apparently did.....🙄 Oh well.....you know WHAT happens.....🙄



Those in attendance, Seated (L to R): Jack Boisseau, Jim Dowd and Ted Osinski.

Standing (L to R): John Pinter, Dick Baese, Bob Langevin, Dave Damon, Bill Cole and Dick Starita.

Our Treasure Coast RUPA Luncheon in April will be on the 12th at Shrimper's once again and hope that if you happen to be in the SE FL area around that time....that you will join us...we'd love to have you. That's about it for now, but hope that our Northern friends will continue to enjoy a mild Winter and that your Spring will arrive shortly.....to make it Official. One last thought, Oscar OFFICIALLY returned to work today and let's hope that he gets UAL moving forward and upward and can get it back to being the Airline that we all can be proud of once again. Good Luck Oscar, we are pulling for you and I hope that you will remember who WE ARE, yes, those who made United what it once was.....The REAL Old Time FRIENDLY Skies!!!! Cheers and LOL, Bob *Langevin*



Now listen up Guys!!!!

Some of you members are still sending your dues checks to me, the editor. Leon Scarbrough is our Sec/Treasurer and takes care of our finances. He is the one you should be sending your checks to. All the information you need to pay your dues is listed below the Presidents letter on page 3 in this issue. Please check it and pay your dues by one of the two methods given.

Denver Good Ol' Guys (February) RUPA Luncheon

Per past practice and procedure, The Denver Good Ole Boys and Girls, AKA Denver Retired United Pilots and guests, assembled at The Tin Cup Bar and Grill in Aurora on the third Tuesday of Feb. for lunch, happy hour and a good bull session. After lunch Stanley Boehm our humorist made us laugh. It was reported that one of our members, Barry Edward, had flown west. He will be missed.

Marilyn Gifford, an emergency room doctor in Colorado Springs, was our guest speaker. One of the things she talked about was what one should keep with him or her in case of being admitted to an emergency room, possibly unconscious or incoherent. According to Marilyn, at least some of the information you should have on you in some form would be anything unique to you concerning medical conditions you have, drugs you are taking or should not be given etc. as well as procedures you would not want done to you and people you would want contacted with their contact information. Bill Ford mentioned that there are organizations which will store all your personal information online-for a fee of course. You then carry a card with you with their phone number and website information which gives medical personnel all the information you have on file.

Another subject discussed was the problems some have encountered in the changeover from Express Scripps to CVS/Caremark for the prescription drug plan. **United has established an advocacy group to help out those who have had or are having trouble with getting their prescriptions filled or quoted at large price increases. The number to reach the advocacy group is 1-800-651-1007.**

Attending were: Darrel Ankeny, Rick Bebee, Stanley Boehm and Marilyn Gifford, Joe Collard, Mack Connelley, Robert Crowell, Ed Cutler, Al Dorsey, Bill Ford, Denis Getman, Bill Hanson, Tom Hess, Nick Hinch, Doug Johnson, Tom Johnston, Cliff Lawson, Rick Madsen, Kim and Marcia Osteros, Joe Rozic, Rick Steele, Casey Walker, Russ Ward, Ross Wilhite, Ted and Rose Wilkinson.

Your Scribe, *Tom Johnston*

Denver Good Ol' Guys (March) RUPA Luncheon

In accordance with past practice and procedure, the Denver Retired United Pilots and guests met for lunch, happy hour and good conversation at The Tin Cup Bar and Grill in Aurora, CO March 15, 2016.

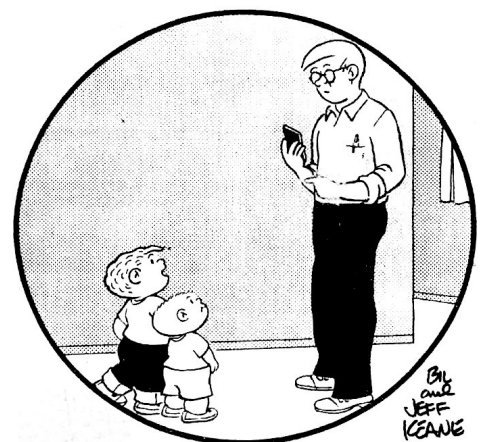
After a catered lunch of St. Patrick's Day corned beef and cabbage, Stan Boehm started us off with some humor. Next it was reported that long time Denver pilot Ken White had flown west. Ken was well respected and liked. He will be missed.

We had one new member attending, Mike Orozco. Mike gave a brief summary of his flying career. He was a Naval Aviator and was hired by United in 1978, furloughed in the early 80s and recalled in 1984, thereafter working his way through the seats and various aircraft until retiring as a 757/767 Captain in 2014.

Last, Ed Riehl, who flew in The Berlin Airlift, gave a presentation on the history of late and post WWII which led up to soviet forces blockading rail, road and water access to allied controlled areas of Berlin on June 24, 1948. The United States and United Kingdom responded by airlifting food and fuel to Berlin until spring 1949. Ed also covered the flight operations aspect of the airlift. His talk was too extensive and detailed to be summarized here but if you get a chance to enjoy his presentation, it is highly recommended.

Attending were: Gerry Baker, Rick and Gayle Bebee, Bob and Ann Blessin, Stanley Boehm and friend Marilyn Gifford, Mack Connelley, Ed Cutler, Al Dorsey, Denis Getman, Bill Hanson, Nick Hinch, David Horwitz, Doug Johnson, Tom and Sue Johnston, Dick and Jeanne Kobayashi, Cliff Lawson, George Maize, Ed Riehl and friend Jan Fausset, Rob Schmidt, Rick Steele, Casey Walker, Russ Ward, Ron Juhl, Walt Elwood, Garth Peterson, and Chris Bruce. Your Scribe, *Tom Johnston*

THE FAMILY CIRCUS | Bil and Jeff Keane



"Is it true that when you were a kid people were smarter than their phones?"

The Columbia River Geezer's RUPA Luncheon

The Columbia River Geezers met for lunch Wednesday 03-09-2016 at the California Pizza Kitchen at The Clackamas Town Center Oregon, located just south east of PDX International Airport. Missing from the picture below is Roger Parsons as he had to leave early.



Left to right: Rich Warden, Rusty Harrison, Lew Meyer, Steve Barry, Dick Ionata, Lynn Vyfvinkel, Benno Vyfvinkel, Ron Blash, Phil Swain, Doug Howden, and Fred Krieg.

New to our group today is retired Captain, Lew Meyer, from Washington DC who recently moved to Battle Ground WA.

We all had a great get together and are looking forward to the second Wednesday of next month April 13 same time same place. Regards, *Ron Blash*

San Francisco North Bay RUPA Luncheon

The North Bay RUPA gathering had a record LOW attendance (14) this month due to illness.

Larry Whyman briefed the Vietnam veterans in the group about VA benefits that are available to them; in short, if you served in the Republic of Vietnam between January 9, 1962 and May 7, 1975, you are eligible for benefits in Priority Group 6, and you are NOT subject to any "Means Test."

Our "Health and Wellness" Guru George Hise advised the group that drinking coffee can help offset Liver damage caused by drinking alcohol and over eating.

In attendance were: Sam and Mickie Orchard, Barney Hagen, Wayne Heyerly, Dick Hanna, Bill McGuire, Dan Porter, "Bones" Bride, George Hise, Jules Lepkowsky, Don Madson, Jim Mansfield, Dee Whyman, and your temporary Scribe, *Larry Whyman*

Seattle Gooney Birds RUPA Luncheon

February 17, 2016: A gathering of some of the world's best aviators and good friends came to have lunch and fellowship at the SEATAC Marriott Hotel.

After lunch we introduced Dave Carver's guest, Mike Jahnke. The next order of business was the sad news of the passing of Verle Roth, former Flight Manager of the SEA Domicile. Verle always made an attempt to attend our luncheons, accompanied by his son-in-law, Terry Mason, as designated driver. We'll miss you, Verle! RIP.

Herb Marks managed to find a couple of jokes on his smart phone followed by one by the host. We adjourned until March.

In attendance: Dave Carver, Mike Jahnke (guest), Bill Stoneman, Mark Gilkey, Al Haynes, Jim Barber, Herb Marks, Chuck Westfphal, Al Black, Jack Brown, Bob Wulf, Bill Shumway, Dick Anderson, and *Bill Brett*.

The Greater Chicago Area RUPA Group Luncheon

Nick's Pizza & Pub in Crystal Lake opened their doors to us on this Early-Spring-like day to host our first Greater Chicago RUPA luncheon of 2016. Thanks to the nice weather and great organizational skills on the part of our fearless leaders, we had a good turnout. Forty-four RUPA members and guests gathered to throw peanut shells on the floor (it keeps the floor polished), dine together, and enjoy each other's company. As usual, the stories, jokes, and laughs were in abundance, and rumor has it that a few of the stories were actually true. We had a few folks there attending their first RUPA luncheon and hope they enjoyed themselves enough to come back.

It never ceases to amaze us that in spite of the noise and general chaos of voices in the room, the servers at Nick's can keep everybody's orders straight and serve us all so quickly. My guess is that if so many of us weren't yelling because we're hard of hearing from listening to jet noise, the decibel level might be less. Our servers, Tammy and Diane, smiled through the whole afternoon, though; many thanks to those nice ladies.



Enjoying lunch, aviation stories, and friendship were: LeRoy & Eva Bair, Ed Bristow, Larry Cabeen, Bill Cherwin, Norm Clemetsen, Bryan & Diane Coolican, Ron & Patricia Cox, Barry Davidson, Jim Downing, Jerry Drommerhausen, Carl Eberle, Don & Joyce Fett, Walt & Jan Fink, Jim Gesler, Bob Helfferich, Mike Hepperlen, Denny Holman, Tom Loftus, Rich Mashke, Bob McCormick, Jim McCusker, Rob McCutcheon, Bob Moncur, Jack Mumaw, Steen Munter, Claude Nickell, Pete & Mona Novak, Glen Peterson, Mark Peterson, Ron Rogers, Dave Runyan, Ole Sindberg, Dave & Linda Strohm, Jim Stuntz, Sid Tiemann, Gus Tuit, and Ken Voelker.

Our next scheduled Greater Chicago Group luncheon and meeting will be held at Nick's on Tuesday, July 12th, 2016. RUPA members, spouses, significant others, and guests are cordially invited and encouraged to attend. Yer Scribe, *Walt*

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

Today, Thursday March 10, twelve (12) of us attended our Gold Coast Luncheon at Galluppi's Patio Bar and Restaurant.

No Pictures today, but our hearty bunch included: Bob Engelman (RUPA Vice President, Dan Kurtz, Ed Wheeler, Denny Keast, Ham Oldham, Ed DeChant, Dan Petrovich (active Captain), Stan Baumwald (ret. NWA pilot), Bill Garrett, Jerry Bradley, Gene Anderson, and your scribe Ned Rankin.

April 14 (Thursday) will be our last lunch with the winter guys. Don't know who will do the summer lunches while Jimmy Morehead flies circles around the Grand Canyon. *Ned Rankin*

Human Mysteries

The life span of a human hair is 3 to 7 years on average. Every day the average person loses 60-100 strands of hair. But don't worry, you must lose over 50% of your scalp hairs before it is apparent to anyone.

The Big Island Stargazers RUPA Luncheon

We had a great turnout for our February meeting, and The Fish Hopper restaurant continued to amaze us with complimentary pupus and fantastic service.

We welcomed our fellow Ruparians who were vacationing in Hawaii in order to escape the wind chill factor on the Mainland: Jerry Keyes (DCA), Gene Stepanovic (ORD), and Dick and Maribeth Kuhn (ORD). Part-time islanders Robert and Linda Bounds flew in from Colorado to enjoy the warm weather at their condo in Kailua-Kona.

There was no shortage of cold beer and ice tea as the conversations around the table covered a wide range of topics including ukulele music, dental implants, pass travel, politics and, of course, the mandatory flying stories that seem to get bigger and better with each telling.



Seated L to R: Linda Morley-Wells, Lauren Cochran

Standing Front Row: Joan Baldwin, Linda Michael, Jen Diedrick, Robert Bounds, Walt Wells, Maribeth Kuhn

Standing Back Row: Jerry Keyes, Gerry Baldwin, Bobby Michael, Don Diedrick, David Carlson, Linda Bounds, Gene Stepanovic, Bill Cochran, Dick Kuhn. MIA from the Photo Op was Sam Wilson.

If you find yourself on the windward side of the island in April, please join us for our once-a-year luncheon in Hilo. Otherwise we will see you at The Fish Hopper on the third Thursday of the month.

Linda Morley-Wells, Scribe

Phoenix Roadrunner RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant on March 8th for a nice get together and lunch. Kristi as always did herself proud taking care of our group. We had a wonderful group and we had lots of conversations.

Everyone expressed sympathy for the Flying West of my sweetheart and wife Phyllis. Some names were remembered that had not been mentioned for quite a while so we recalled some memories.

Those present were: Tom Libode, Mike Carlin, John Baczynski, Jim & Norma Nugent, Paul & Gwen Vining, Dave Specht, John Gordon, Leif Jonnasen, Charlie Schwob and myself.

Hope to have as nice a group at our next luncheon which is scheduled for April 12th. *Ken Killmon*

Complaints Received By "Thomas Cook Vacations"

"When we were in Spain, there were too many Spanish people there. The receptionist spoke Spanish, the food was Spanish. No one told us that there would be so many foreigners."

Gary Cook's Leesburg, VA RUPA get-together

The "Gary Cook" breakfast held at the Bob Evans restaurant in Leesburg, VA met on Friday, March 2, 2016.



Attending, from left to right, E.K. Williams, Chuck Coltrin, Roy "F-16" Liggett, Bill Davis, Stokes Tomlin, Gary Cook and "Super Hero" Ret. USAF Col. John Gallagher. John is a retired United Captain and was a lead C-130 pilot in the attempt to rescue the Iranian hostages during the last year of the Carter Administration.

This informal get-together is held the First Friday of every month, weather permitting. *Stokes Tomlin*

DCA RUPA "Boys Night Out" Dinner

The March 3rd meeting of the DCA RUPA membership was held at the Schmankerl Stube Bavarian Restaurant, in Hagerstown, MD. The occasion is a remembrance of the "Good Old Days", flying from Dulles to Frankfurt, Germany, before retirement.



Seated from left to right, around the table, Gary Cook, Stokes Tomlin, Charlie Schwab (PAA), Chuck Rine, Bill Wellborn, John Easton (current Chairman of the Hospitality Committee), John King, E.K. Williams, Pierre Ney, Tim McKee, Bernie Schwartzman, Gill Coshland, Paul Davis (3), Paul Davis (2) and Paul Davis (No 1). We were sorry to miss the company of our longtime member, Lew Meyer, who recently moved to the West Coast.

The FAT Flyers RUPA Luncheon

The Fresno RUPA gang, the FAT Flyers met on Friday morning, March 11 at our usual hangout for breakfast and serious discussion about just about anything. We had fun as usual, although our turnout was fairly small.

No picture this time, but in attendance beside me were: Richard Jordan, Scott Gjerman, Tom Ryan visiting once again from Merced, Andy Bender (part of our QB group), and Errol Mullins.

Join us whenever you're in the area on the second Friday morning of the month 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) *Paul*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Greetings to our fellow Ruparians from the Southern Oregon contingent. A bit smaller group this month as wintery roads over passes and the allure of warm sunny skies in other places drew some of our group.

For those of us gathering however it was time to share some calories and favorite beverages at our favorite haunt, The Pony Espresso in Jacksonville. As I've mentioned previously, Jacksonville itself is a Historic Monument, going back to the early Oregon days when it served up gold, Indian wars plus the county government location at that time. Today the old brick buildings are alive with shops, restaurants and interesting historic venues to wander through and enjoy plus a wonderful Britt music festival each Summer.....and thus even more reason for us to gather here each month. It all adds to the delight of Southern Oregon.



Around our table this month, seated from the left, Steve Fusco, Scot Lee, Jum Jaeger, Leeann Fusco, Cheryl Jaeger, Marty Niccolls and next to her, our daughter, Lisa. Standing Harvey Saylor, Bob Niccolls and Art Lumley. **Bob**

San Diego North County RUPA Luncheon

Our gang met as usual on the second Tuesday, nine of us, and we had a ball. Everyone was in good humor.



From L to R: Brad Green, Colin Winfield, Paul Whitby, Susan Mayer, Bob Harrell, Mark Mayer, Bob & Ruth Bowman and Rhoda Green.

Our only regulars missing were Evelyn and Bill Pauling, who has a health problem.

My lousy hearing prevented me from hearing all the stories that drew a lot of laughter, darn it! But nevertheless, I had fun with these great people.

Thinking of you, Cleve, and the rest of the crew who puts out a great magazine and gets better and better.

Fraternally yours, **Bob Harrell**

Ohio Cleveland Crazyies RUPA Luncheon

Our February meeting at TJ's in Wooster was short on attendance but long on good stories, good friends and good food. Couple the recent snowy weather with the extreme cold and the fact that many of our members are in the sunny south, we had a good turnout.

We had a greeting and picture from John & JoAnn Pinter from Florida. Dick and JoAnne Orr were off celebrating their 59th wedding anniversary. We had an update from Dorothy Christi on her husband Bill. And Dick Sanders brought several jokes and a great story.



Those attending from Left to Right are: Dawn Lang, Bob Olson, Clara Fain, Phil Jach, Dick Sanders, George Bleyle, Diana Zaleski, and Bob Lang. Cheers, *Phil Jach*

San Francisco Bay-Siders RUPA Luncheon

We thought it was time to take a picture of all of us Bay-Siders; at least all who attended our March luncheon. As is her custom, Rose Spring provided themed necklaces (St Patrick's Day) for the ladies and candy for all. Jan McNaughton also provided goodies. We will never go lacking with these two ladies caring for us.



Top Pic, Back Row. L to R: Larry Wright, Bob Kallestad. (Gerry Delisle. George Mendonca, Cleve Spring, Dick Johnson. Bob Clinton, Bill Hartman and Walt Ramseur.

Front Row, L to R: Pat Wright, Gloria Green, Jan McNaughton, Rose Spring, Jeri Johnson, Roz Clinton, Ruby Moimoi, Carol & Gene Walter.

Some "latelies" but still important attendees, L to R: Bill Madsen, Cindy & Rich Erhardt, Ed & Pat Manning.



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

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Sixteen of us gathered at Edgar's at Quail Lodge, hosted by Pete and Donna Walmsley. The heavy El Nino rains that the Monterey Peninsula has experienced over the past week subsided for the day.

There was a very active social period prior to us sitting down for lunch. We had discussions over the upcoming Proxy Fight over new UAL Board Members, Oscar Munoz's return to work after his new heart and pass travel issues.

Ken Bohrman introduced Cheryl to the group. They were recently married and we look forward to their continued participation. Ken retired in February becoming our new "Junior" member replacing Phyllis Cleveland at the bottom of our Seniority List...not that seniority means anything anymore! Ken and Cheryl will be cruising their motor home around in the coming months. He told of his recent trip down the Big Sur Coast. His motor home withstood the wind and rain as the poor tent campers were being blown away.

Joining us also were Diane Ellis, Brett Morris, Lee and Nancy Casey, Jack Cowles, Phil Young, Milt and Sunee Jines, Phyllis Cleveland, Ed and Pat Manning and yours truly. Bob and Cindy Benzies were missed as Cindy had a bad run in with a very friendly off leash dog that jumped at her and badly injured her leg. We look forward to their timely return.

Next Luncheon is Wednesday, April 13th at 1130...same place as always. *Jon Rowbottom*

SAC Valley Gold Wingers RUPA Luncheon

The Gold Wingers here again. Just another fine luncheon and discussion of the matters of United and other events. Again, we are having our luncheons the first Monday of each month at the Sudwerk Brewhouse and Grill in Folsom, CA. We had on our luncheon on March 7, 2016.



Seated left to right: Dave Leippe, Linda and Ed Akin, Al Fink and Bill Authier.

Standing left to right: John and Sharon Gorczyca, Vivian and Dave Stolp, Karl Winkelbrandt, Jim Whittington, Hugh Berry, Wayne and Joanie Mooneyham.

We chatted about the pilots who have flown west and were affiliated with flying out of SFO or who live in the area. Also of particular interest was the future loss of the 747 in the 3rd quarter of 2018. Many tears were brought to the tables when discussing the Queen of the fleet. Dave Leippe shared a bulletin of the impending Sacramento Capital Airshow that is to be held in October this year. We passed on information about some pass travel updates to include imputed taxes and a pass travel update from the retired Association of Flight Attendants. We also discussed the newly designed United web site, www.united.com.

In the future, we intend to have a short presentation or video with something regarding aviation or the airline industry when we can schedule it into our crowded luncheon time.

We thank everyone for attending and always welcome guests whether they are young or old.

Still Flying High, *John Gorczyca*

Reno's Biggest Little RUPA Group Luncheon

Reno's Biggest Little Group met for lunch on February 24, 2016 at the Thunder Canyon Resort just a few miles north of Carson City. We were honored to have Cort de Peyster join us, who is on loan to RUPA fulfilling Presidential duties there.

Conversation began with discussion and stories of recent cruises taken, particularly those that were enjoyable and a few disappointing ones. Cort supplied each of us with the latest copies of the "Interline Traveler" for future reference. Were there any "off the record" conversations? of course there were.

We extend an open invitation to any and all travelers through Reno to attend the monthly lunch which is held on the fourth Wednesday of the month, except for December when we have the coed Christmas Party. Monthly notices are sent designating the location for lunch. Yes, we move around to sample the abundance of restaurants in the Reno area. If you are in the Reno area on the fourth Wednesday call Gary or Lyle (phone numbers on the back page of this magazine) for location. Our "significant others" hold their own monthly lunch because they grew tired of airplane stories.



In the picture, standing (L to R) Len Bochicchio, Lyle U'Ren, George Hemminger, Gary Dyer, Bill Shepherd, Ned Peterson. Seated (left to right) middle row Don Merucci and Cort de Peyster. Front Row seated (left to right) Jim Whiteley, Joe Gareffa, Gene Lamski. Respectfully submitted by your reluctant Scribe, *Lyle U'Ren*

Southwest Florida RUPA Luncheon

Our regular meeting was held at the Olive Garden and everyone was in a good mood, as the fellowship was cheery and friendly. Eleven members and guests were present. There was no new or old business to discuss so the lunch orders were submitted. The Olive Garden staff and service was outstanding.

Attending: Wallis Alves, Rip Curtiss, Jim Howard, Harvey Hallberg, Skip Irwin, And Don Kincaid,
Guests: Gene Chapman, Don Sullivan, Faith Osborn and Mamie Thompson.

Don't forget Sun-N-Fun RUPA day Lakeland Linder Airport, Lakeland, FL Thursday April 7th 2016

Next SW Florida meeting November 14, 2016. Enjoy your summer! *Gary Crittenden & Dot Prose*

Actual words from a court stenographer's records

ATTORNEY: What is your date of birth?

WITNESS: July 18th.

ATTORNEY: What year?

WITNESS: Every year.

San Francisco East Bay Ruperian's Luncheon

Great food, great server, Benjamin! Great all around service. They like us here. Everybody loves big tipppers!

Nice to see the Sperlings again, Dick and Marilyn. Grant has recovered nicely from prostate surgery and is back beating the white ball down the fairway. BS is taking over Las Vegas (Bellagio) to celebrate his friend's 80th later this month. Steve's commuter train, ACE, made national news yesterday by derailing into the creek in Sunol. Luckily, NASA didn't have Steve on its schedule that day. Bruce gave a nice pitch for visiting Norway, (most beautiful). Rich and Georgia Bouska are working on their AF reunion in San Diego this week. (Dumped us for those party animals???)



1st row, left to right, Marilyn Sperling, Karen Adams, Bruce Milan, Tammy Dahlstrom
Neil Dahlstrom
2nd row, left to right Dick Sperling, Grant Adams, Steve Filson, Barnald (BS) Smith.

Until the 2nd Wednesday April 13th at Primavera Ristoraunte in San Ramon, CA. *Neil Dahlstrom*

First Get together of RUPA Williamsburg, VA

We met the at 9am on the first Saturday in March at Honey Butters for breakfast.



From Left to Right are: Paul Hotinger, Bill Helly, Vic Shumaker, and Jim Krasno.

I hadn't seen Bill since we completed New Hire school in April 1969. We had a good time talking about the Dallas Arms(pit) and other happenings.

We decided to meet the first Saturday of each month, but will probably change meeting location to Victorias Restaurant as their facilities will handle a group better.

If you live in the area and would like to join us, please email or call me. 757-585-2815. krasnojm@earthlink.net

Yours truly, *Jim Krasno*

Dana Point RUPA luncheon

Another great day at the Dana Harbor our group all showed up at 11:30. We have a good bunch, but lately we have quite a few of our members 'fly west' on us. Food and drinks came on quickly... the deck was ours.



Those in attendance L to R: Ken McGreevy, Cheryl and John Arp, Bill Stewart, Jim Grosswiler, Joe Udovch, Ted Simmons and Bill Rollins. A big 'welcome' to Ken hope (not in the picture) you can keep coming back-even though it quite a drive from Riverside to the harbor.

The Guys were in a humorous mood with jokes from all sides. None of which I can I remember. Yes, Park Ames (not in the picture) was present with his joke for the day. Talking about movies with one of members he came up with quick limerick that explains the movie 'Interstellar':

There was young lady named Bright, who traveled much faster than light. She went one day in a relative way and came back on a preceding night. 'Time' is much different when going down a Black hole. At great movie but figuring out what day (or year) in was difficult when compared to what time it was on Earth. *Ted*

FAA unveils effort to expand safe integration of unmanned aircraft



The US Department of Transportation's Federal Aviation Administration (FAA) is establishing an aviation rulemaking committee with industry stakeholders to develop recommendations for a regulatory framework that would allow certain UAS to be operated over people who are not directly involved in the operation of the aircraft. The FAA is taking this action to provide a more flexible, performance-based approach for these operations than what was considered for Micro UAS. The committee will begin its work in March and issue its final report to the FAA on April 1.

"The Department continues to be bullish on new technology," said U.S. Transportation Secretary Anthony Foxx. "We recognize the significant industry interest in expanding commercial access to the National Airspace System. The short deadline reinforces our commitment to a flexible regulatory approach that can accommodate innovation while maintaining today's high levels of safety."

The rulemaking committee will develop recommendations for performance-based standards for the classification and operation of certain UAS that can be operated safely over people; identify how UAS manufacturers can comply with the requirements; and propose operational provisions based on the requirements. The FAA will draft a rulemaking proposal after reviewing the committee's report.

"Based on the comments about a 'micro' classification submitted as part of the small UAS proposed rule, the FAA will pursue a flexible, performance-based regulatory framework that addresses potential hazards instead of a classification defined primarily by weight and speed," said FAA Administrator Michael Huerta.

To develop this framework, the FAA is seeking advice and recommendations from a diverse set of aviation stakeholders, including UAS manufacturers, UAS operators, consensus-standards organization, and researchers and academics. The UAS registration task force established last October serves as a model for the Micro UAS rulemaking committee. The committee (PDF) will be co-chaired by Earl Lawrence, Director, FAA UAS Integration Office and Nancy Egan, General Counsel, 3D Robotics.



A message to United Employees from Oscar

Posted February 28, 2016



Last week, I was reminded of the shared purpose that unites us as winter storms barreled across the Midwest and along the East Coast. Your preparation and teamwork ensured there was minimal impact to our customers under these challenging conditions. In fact, through Friday, our consolidated operation led the industry in A :00 by 1.4 points. Thank you! Your efforts exemplify how we are coming together to restore United as the world's greatest airline and one of the world's most admired companies by continuously earning your trust and that of our customers. To help

ensure that you have a clear vision of where we are headed and how we will get there, company leaders are out visiting stations and facilities across the system. They are also there to listen to your concerns and ideas about how we can do better going forward.

I've been hearing good feedback about these meetings, and in the days ahead I'll be dropping by several airports and United facilities, beginning with CLE, IND and STL on Monday, and IAH, LAX and SNA shortly after that. I cannot encourage you enough to speak up at these forums and share what's on your mind and in your heart. We want to hear your candid feedback on what we can do to improve the United experience for you and our customers. So, please keep the feedback coming!

Regrettably, though, you won't be seeing me on a United aircraft for a bit longer as my doctors are requiring me to travel privately on a temporary basis. Flying on our aircraft is extremely important to me and I look forward to joining you back on board soon.

I hope you'll take time to join me and our other leaders for these valuable conversations (you can learn more about them by visiting our microsite on Flying Together). We are acting on your feedback in ways both big and small to improve not only the customer experience, but - just as importantly - your experience at work. For example, you've told us you need tools that are as mobile as you are, so that's the direction we've taken. We've already rolled out more than 50,000 mobile devices to employees in Flight Operations, Inflight Services and Airport Operations, and we're in the process of adding even more workgroups and improving Wi-Fi bandwidth. Small changes can also make a big impact. At IAH, we're in the process of installing "Big Ass Fans" (yes, that's really the brand name of the company that makes them and, yes, they are really big) in two hangars based on recent suggestions from technicians there. The first hangar is already complete and the second hangar will be finished this week. These are just a couple examples of the many meaningful changes and investments we're making in your United experience. And we're just getting started.

Finally, I want to congratulate you on important recognition we received from Fortune magazine last week. In Fortune's influential measure of corporate reputation, United ranked as the 2nd most admired domestic airline and the 4th most admired airline globally - up from 8th in 2015. Thank you for the hard work and commitment that made this significant improvement possible and delivered last week's industry-leading performance. Keep up the great work! *Oscar*

Posted March 8, 2016



Greetings from Houston, where I am excited to be meeting with many of our IAH teammates. It's great to be back on the front line and seeing the incredible momentum all of you are generating through your focus on our operation, customers and each other.

To help accelerate our path forward, as I hope many of you saw, yesterday we announced that we named three highly qualified new independent directors to United's board of directors: Jim Kennedy, Robert Milton and Jim Whitehurst. They are world-class executives with deep relevant experience, including more than 25 years of combined airline industry expertise. I'm proud to welcome them to our board.

We have also been informed by two hedge funds, Altimeter Capital and PAR Capital Management, of their

intention to nominate six director candidates to United's board of directors. One of their director nominees is Gordon Bethune, who retired as CEO of Continental Airlines in 2004. As many of you know, Gordon is credited with leading Continental's turnaround over 20 years ago. And, like Continental in the '90s, we are starting to see real improvement in our performance by focusing on our employees, operation and customer experience.

However, PAR and Altimeter aren't just advocating appointing Gordon to the board. They are nominating six director candidates, which we believe is designed to put their nominees in control of the board and our company's future. This situation shouldn't change your focus. Nothing changes – so please keep working hard to earn our customers' trust and taking care of each other. Our focus must remain on running a great airline that all of us are proud to work for and that our customers choose to fly.

You can learn more about our response to this proxy contest and follow additional updates at united.shareholderresource.com.

I am energized by the momentum we are seeing across our airline. There are great opportunities ahead of us and we will continue to stay focused on you and our customers as we grow. Thank you for your continued hard work and commitment -- I look forward to seeing you around the system at IAH, LAX and SNA this week and more locations in the weeks ahead. *Oscar*

Posted March 14, 2016

Hello team, Today's my first day resuming my full-time role as your president and CEO. As you know, I've spent the last couple of weeks traveling around the system, as I did when I first arrived, and I continue to be energized by the level of enthusiasm and support you have not just for each other but for our customers.

I have many priorities on my first day back, but at the top of my list is my meeting today with our labor leaders. I believe that, together, we can resolve our contract issues so that we can focus on the most important thing: running the greatest airline in the world. I want to reiterate that the best thing we can do to accelerate our path forward is to continue taking care of each other and delivering a world-class customer experience.

It's been great to see so many of you recently. Thank you again for your unsurpassed professionalism and passion-- I look forward to seeing more of you around our great airline in the weeks and months ahead.

Oscar

United Airlines Retired Pilots Foundation, Inc.

From: Tom Workinger –Treasurer of the UAL Retired Pilots Foundation.

The Foundation is doing well, thanks to the generous retired pilots and the active pilot payroll deduction program. The retired pilots and wives gave \$10,292 last year and the active pilot program gave \$7,900. We presently have five retired pilot widows who received \$29,400. total last year.

Our stocks and bond portfolio provided about \$60,000 in dividends to pay for additional expenses such as insurance, telephone and audit. The UAL pilot payroll program is frozen at present (only the pilots who were in the program before the Continental merger can use the program.)

Due to the deaths of some long-time Board members (Cliff Sanderson, Ted Bochniarz, Kel Carson and Don Toeppen; we have recruited some new Board members. Bob Helfferich (Asst. Treasurer), Don Gregg, Ellen Thompson, Carl Eberle (Vice Pres.), Rick Miller (Secretary.) Also, we now have an Active Pilot (David Schultz) on the Board. Bernie Sterner stepped up to President of the Board. We also have Walt Clark,

Joe Vitelli, Steve Scott, Larry Wright, Steve Moddle and myself. We meet quarterly by conference phone and in March we met in Chicago to go through the financial reports of the award recipients.

We are trying to get the information about our program to the local Councils around the system.

Thanks, *Tom Workinger* (ORD 1955 –1988)

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.

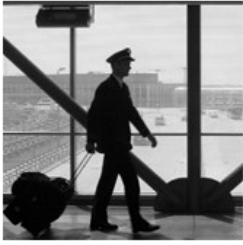
We are working once again with Jerry Poulin at Jerry's Travel Service. If you have any questions, please call him at 1-800-309-2023 access code 33, or gpsp@aol.com.

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

Why United Airlines is Retraining All of its Pilots

By Nikki Ekstein



Within the next few weeks, every single one of United's 12,000 pilots will undergo a new retraining program—and not because they suddenly forgot how to fly. On the contrary, the carrier thinks its employees have plenty to teach one another.

"There's a generation of veteran pilots set to retire in the next five years or so," explained United spokesman Charlie Hobart. The rising class, which ranges from brand new hires to first officers with a solid decade of flight experience, should learn as much from older colleagues as they can, said Hobart. But the coin flips both ways: thanks to changing technology in aviation, veteran pilots stand to gain from relationships with their younger, tech-savvier counterparts. "It's a little like me and my dad," said Hobart about the generational divide—a sentiment many can likely relate to.

As part of the retraining effort, United pilots will be matched with mentors and mentees, re-certifying in a variety of skills, and getting up to date on the next-gen aircraft coming soon to United's fleet. Of course, every airline requires their pilots to periodically complete training modules and pass regular performance checks. "The current training and re-training programs are extensive," said Hobart. But this is just a little different. "A formal mentoring relationship acknowledges those key generational differences and provides situational awareness tools to bridge them. It's actually pretty innovative for the industry."

United Airlines Announces Fleet Update



United Airlines announced an order to purchase 25 new Boeing 737-700 aircraft. The order is in addition to the previously announced order of 40 737-700s. United will take delivery of the aircraft beginning at the end of 2017. The new 737-700 aircraft will enable United to continue utilizing larger, more efficient aircraft as the airline reduces the size of its 50-seat regional fleet. United expects to have fewer than 100 aircraft in its 50-seat fleet by the end of 2019.

The next-generation 737-700s provide a superior customer experience by featuring cabin enhancements including larger overhead bins that can accommodate additional carry-on bags. The aircraft's Boeing Sky Interior creates a larger sense of space through sculpted sidewall panels and LED cabin lighting that mimics soft blue skies and sunset colors.

United also announced that the carrier will retire its 747 fleet from scheduled service by the end of 2018. Additionally, the airline announced that it will be converting 787 orders originally anticipated for delivery in 2020 and beyond into four 777-300ERs and five 787-9s beginning in 2017. These conversions will accommodate the accelerated retirement of the 747s while also meeting United's capacity needs.

"The new 737-700 aircraft are ideal for our fleet as we continue to reduce our reliance on 50-seat aircraft," said Gerry Laderman, United's senior vice president of finance and acting chief financial officer. "Retiring the 747 fleet and replacing those aircraft with more customer-pleasing, current generation aircraft creates a more reliable and efficient fleet that provides a better overall experience for our customers traveling on long-haul flights."

In addition to this announcement, United currently has firm orders for 35 Airbus A350-1000s, 153 aircraft from the Boeing 737 family, 10 Boeing 777-300ERs, and 27 Boeing 787s. The airline also has firm orders for 10 Embraer E175 aircraft that United Express partners will operate.





Pass Travel UPDATE (March 15, 2016)

1) Trouble adding your 2016 Enrolled Friends?

Go to FlyingTogether>Travel>click on the blue box that says "Update pass riders and buddies". If you already enrolled your EFs for 2016 (by December 30, 2015 or recently) then they are yours until 1/1/2017**. However, a problem is appearing now for those who "unchecked" friend(s) and wanted to wait until after Jan 1, 2016 to decide who they want to enroll.

The "old" friends show up on their current page showing "Inactive" status, rather than just blank slots. If you click "Add Dependent or Pass Rider" at the top of the page and begin to type in your new EF's name, the "relationship" box will not contain the option "Enrolled Friend"; only son, daughter, spouse, etc. **You first have to formally remove the inactive person's name(s) to free up that slot.**

Click the little purple "i" button, to the left of your inactive EF, look in the "Detail Summary" box below and click "Remove Dependent", then click "Save" on the next screen. Once your inactive EF(s) are removed, then the "Relationship" box will show the "Enrolled Friend" option so you may add your 2016 EF(s).

** If you already enrolled your 2016 EFs, they cannot be replaced until Open Enrollment in December. However, you may revoke their flying privileges at any time by clicking on the purple "i" button and then choosing "Deactivate Pass Travel". If you do that they can no longer use passes, but you still cannot replace them until Open Enrollment in December when you choose new EFs who will be able to fly beginning January 1, 2017.

2) myUAdiscount riders can get 20% off onboard upgrade to Econ+

If you buy confirmed seats in Y using myUAdiscount, you can get 20% off the price to upgrade into Economy Plus if you purchase the upgrade onboard from a flight attendant. However, if you upgrade at check-in or at the gate you will not get the 20% discount.

Note: if you are flying space available and there are EconomyPlus seats open when your name is called in seniority order at the gate, you should be given a seat in that cabin for free. Therefore, if you are flying on a myUAdiscount confirmed seat and want to upgrade to EconomyPlus, but there are lots of standbys that may take all the empty seats, you may want to forgo the 20% discount, and upgrade at check-in or at the gate.

Employees/retirees now receive 20% off all inflight purchases including EconomyPlus upgrades. Check the Dec 3, 2015 United Daily article for more info here. Read all about the myUAdiscount program on: FlyingTogether>Travel>myUAdiscountProgram. Also, read item #2 in the February 2016 RAFA Pass Travel UPDATE.

3) Fly Standby on Other Airlines with ZED (Zonal Employee Discount) tickets

Read RAFA's "Four steps to worldwide interline travel": www.rafa-cwa.org/page-1836104

But what happens if you get bumped? If you're not accommodated on a flight with your ZED ticket, talk with the gate agents or go to airline ticket counter. Depending on that carrier's operating policy, they may be able to roll you over to the next flight (same destination). Usually the roll-over is not automatic, you must request it.

If you're bumped off the last flight of the day or you want to change origin/destination, you'll have to buy a new ZED ticket.

Etickets purchased on UA016 stock are valid for 90 days.

If the original ZED ticket was purchased on ID90T, go back to ID90T to request a refund.

If the original ZED ticket was purchased on MyIDTravel, go back to MyIDTravel to request a refund.

The ETC is pushing to have all ZED tickets on MyIDTravel by the end of March.

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

United Fired Flight Attendants reinstated

By Kathleen Pender/The San Francisco Chronicle

United Airlines has agreed to reinstate 13 flight attendants who were fired for refusing to work a flight from San Francisco International Airport to Hong Kong in July 2014 because of “menacing” graffiti they perceived as a security threat.

In January 2015, the attendants filed a federal whistle-blower complaint with the U.S. Occupational Safety and Health Administration. The attendants and United, in a joint statement issued March 8, 2016, said they had reached a confidential settlement that included reinstatement for the employees. David Marshall, a partner with the law firm of Katz, Marshall & Banks who represented the flight attendants, welcomed the deal. “The protections that federal law provides to airline workers are essential to the safety of

passenger airline operations,” he said. Neither side would say whether money changed hands or provide additional comments.

“The safety of our employees and customers is paramount. We respect the right of our employees to raise concerns in good faith about the safety or security of our operations, and encourage them to do so,” said Sam Risoli, United’s senior vice president of inflight services.

The flight in question, United 869, was preparing for its 1:55 p.m. departure from SFO on July 14, 2014, when an image was discovered on the plane’s tail cone. Someone had scrawled “BYE BYE” in six-inch letters above two faces, “one smiling and the other with a more troubling expression that could be described as frowning or devilish,” the complaint said.

The image was near the access panel to a gas turbine engine housed in the tail cone that was about 30 feet off the ground, an area accessible only by authorized personnel using specialized equipment, the complaint said. The images could have been written on the plane at SFO or before its departure from South Korea’s Incheon International Airport.

One of four pilots on the flight discovered and photographed the image. He shared the photo with the other pilots and told one flight attendant he had seen a “disturbing image” on the aircraft, according to the complaint. He requested a visual inspection of the engine compartment and removal of the image, the complaint said. Eventually all flight attendants saw the photo. Passengers were allegedly told the delay was due to a maintenance issue.

Maintenance inspectors finished searching the engine compartment and found nothing suspicious, but did not investigate other portions of the plane, the complaint said. Capt. Willard Bowman told flight attendants he was comfortable with the plane’s safety and security.

United’s SFO inflight supervisor, Virginia Coronado, urged the flight attendants to trust the captain’s decision, but some attendants wanted a complete security sweep to ensure the plane’s safety. The Federal Aviation Administration requires airlines to deplane passengers and conduct such a search “in the face of a specific and credible threat to the security of the flight,” the complaint says.

Coronado ordered the 13 flight attendants to work, but they refused, some saying they would work only if United provided a different plane. Flight attendants must comply with a direct order unless it would endanger the health or safety of crew or passengers, the complaint says.

Sometime after 3:30 p.m., a United customer service agent came aboard and announced that the flight was canceled because of “crew availability,” the complaint says.

“All of FAA’s and United’s own safety procedures were followed, including a comprehensive safety sweep prior to boarding, and the pilots, mechanics and safety leaders deemed the aircraft entirely safe to fly,” United said in an email last year.

Following an investigation by a United Airlines labor relations specialist and a grievance hearing in Hong Kong, the flight attendants were terminated in October 2014. When the complaint was filed, one of the fired flight attendants lived in the Bay Area, the others in Hong Kong or Singapore.

United has begun using biofuel in its daily operations at LAX

United reached a milestone in commercial aviation when approximately 150 customers on board our Eco-Skies Boeing 737 took off from LAX on March 11th. Flight 708 - and the many biofuel flights to follow it - is significant because we are now moving beyond demonstration flights and



deploying biofuel into regular operations at LAX. "I have always deeply admired innovation, and I am thoroughly fascinated with science and technology," said LAX Assistant Chief Pilot Captain Glen McGeary, Flight 708's captain. "This flight shows our commitment to developing a sustainable future for commercial aviation and I'm excited to be part of it."

United has agreed to purchase up to 15 million gallons of sustainable biofuel from AltAir Paramount over a three-year period. The airline has begun using the biofuel in its daily operations at LAX, storing and delivering it in the same way as traditional fuel. To highlight this achievement, United will operate flights between Los Angeles and San Francisco with the dedicated use of AltAir Paramount renewable fuel for two weeks, while also integrating this fuel into its regular operations at the airport.

"Today's historic launch of regularly scheduled service utilizing advanced biofuels represents a major next step in our ongoing commitment to operate sustainably and responsibly," said Angela Foster-Rice, United's managing director of environmental affairs and sustainability. "United is a leader in the advancement of alternative fuels, and, along with our partners at AltAir Paramount, we are taking action every day to minimize our impact on the environment and explore new ways to improve efficiency."

"Los Angeles is a global leader in sustainability, so it's no wonder that the first U.S. flights to use commercial-scale, renewable jet fuel are taking off from our airport," said Los Angeles Mayor Eric Garcetti. "LAX and United Airlines have broken new ground with fuel that reduces carbon emissions by as much as 60 percent when compared to standard jet fuel. Today, we set a new standard for sustainability in aviation — an example I hope the rest of the industry will follow in the coming years."

United has collaborated with AltAir since 2009 with a common goal of bringing an ongoing source of sustainable aviation biofuels to an airport. AltAir retrofitted portions of the Paramount Petroleum Corporation – a subsidiary of Alon USA Energy – refinery in Paramount, California, to create a 35 million gallon per year advanced renewable fuel unit, bringing new clean energy jobs to the Los Angeles area. The facility converts sustainably sourced non-edible, natural oils and agricultural wastes into jet fuel and is expected to provide a greater than 60 percent reduction in lifecycle carbon emissions when compared to fuel produced from traditional petroleum. Altair's fuel meets the same standard as traditional jet fuel, ASTM D1655. In addition, AltAir is pursuing certification under the Roundtable on Sustainable Biomaterials (RSB) - a global sustainability standard and certification system that recognizes biomass and biofuel producers that adhere to stringent social responsibility and environmental criteria.

"AltAir Paramount and United are working together to lead the industry in the use of sustainable and homegrown biofuel," said Bryan Sherbacow, AltAir's president and chief operating officer. "Today's launch demonstrates our commitment to helping United reduce its operational impact on the environment and advance the use of alternative fuels."

In 2009, United became the first U.S. carrier to perform a biofuel demonstration flight. In 2011, United became the first U.S. carrier to operate a commercial advanced biofuel flight. Last year, United announced an historic \$30 million equity investment in U.S.-based alternative fuels developer Fulcrum BioEnergy, Inc., a pioneer in the development and commercialization of converting municipal solid waste into low-cost sustainable aviation biofuel. The Fulcrum investment represents the single largest investment by a U.S. airline in alternative fuels and sets United apart in the aviation industry in the advancement of aviation biofuels. United also recently received the World Bio Markets (WBM) Award for Excellence in Advanced Biofuels.

United Airlines and Air New Zealand to form joint venture partnership



United Airlines and Air New Zealand today announced a joint venture revenue-sharing agreement, deepening the partnership between the two airlines, which are both members of Star Alliance. Under the new revenue-sharing agreement, the carriers will more closely coordinate sales and marketing in order to offer their mutual customers more travel options between the mainland U.S. and New

Zealand, as well as to other destinations throughout the airlines' route networks. The arrangement will begin when United launches its nonstop service between San Francisco and Auckland on July 1, 2016, subject to government approval.

"This joint venture will allow us to work more closely with Air New Zealand to optimize our trans-Pacific schedules and offer more convenient flight choices to our customers in both the U.S. and New Zealand," said Jim Compton, United's vice chairman and chief revenue officer. "We look forward to continuing to work with Air New Zealand, an industry innovator and leader, to further grow our business in ways that will benefit our mutual customers."

Air New Zealand currently operates nonstop service to five North American destinations from Auckland, including daily flights to San Francisco, twice-daily flights to Los Angeles, and five weekly flights to Houston. With the start of United's San Francisco-Auckland flights on July 1, the two carriers will operate complementary service on that route, with their respective nonstop flights timed to offer travelers more choice and convenience across the airlines' combined networks. Initially, United will operate the service three times weekly using Boeing 787-8 Dreamliner aircraft, transitioning to daily service in November 2016, with larger Boeing 787-9 aircraft.

United has risen on Fortune's list of admired airlines



United ranked second among domestic carriers, behind Delta, and fourth globally within the airline segment of Fortune magazine's 2016 World's Most Admired Companies list. This is a significant improvement from our eighth-place position globally in 2015.

DL and Southwest were the only other two domestic carriers to make the industry ranking. The global carriers rounding out the airline segment are Air France-KLM, Cathay Pacific, Lufthansa and Singapore Airlines.

In addition to the overall ranking, Fortune ranks companies on nine attributes of reputation. Among the seven airlines, we ranked second in long-term investment value and use of corporate assets, third in global competitiveness and fourth in innovation and financial soundness.

Oscar noted that the credit for the improvement goes to employees. He said, "I am confident that with our operational turnaround that's well underway coupled with the investments we are making in elevating our employee and customer experiences United will continue to rise in this important measure of corporate reputation."

United applauds agreement improving access to Tokyo's Haneda Airport

UNITED

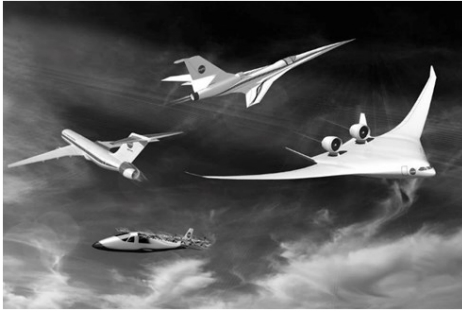


United Airlines issued the following statement after the US and Japanese governments announced an amendment to the nations' air transport agreement enabling US carriers to operate daytime flights to and from

Tokyo's Haneda Airport.

"Offering daytime service to and from the heart of Tokyo will create appealing new business and leisure travel opportunities for our global customers. We congratulate the U.S. Departments of Transportation and State on the successful completion of these important negotiations, and we look forward to providing more convenient access to this key market from our San Francisco hub, where United offers more nonstop trans-Pacific flights than any other carrier."

NASA begins work on quieter supersonic passenger jet



The return of supersonic passenger air travel is one step closer to reality with NASA's award of a contract for the preliminary design of a "low boom" flight demonstration aircraft. This is the first in a series of 'X-planes' in NASA's New Aviation Horizons initiative, introduced in the agency's Fiscal Year 2017 budget.

NASA Administrator Charles Bolden announced the award at an event at Ronald Reagan Washington National Airport in Arlington, Virginia. "NASA is working hard to make flight greener, safer and quieter – all while developing aircraft that travel faster, and building an aviation

system that operates more efficiently," said Bolden. "To that end, it's worth noting that it's been almost 70 years since Chuck Yeager broke the sound barrier in the Bell X-1 as part of our predecessor agency's high speed research. Now we're continuing that supersonic X-plane legacy with this preliminary design award for a quieter supersonic jet with an aim toward passenger flight."

NASA selected a team led by Lockheed Martin Aeronautics Company of Palmdale, California, to complete a preliminary design for Quiet Supersonic Technology (QueSST). The work will be conducted under a task order against the Basic and Applied Aerospace Research and Technology (BAART) contract at NASA's Langley Research Center in Hampton, Virginia. After conducting feasibility studies and working to better understand acceptable sound levels across the country, NASA's Commercial Supersonic Technology Project asked industry teams to submit design concepts for a piloted test aircraft that can fly at supersonic speeds, creating a supersonic "heartbeat" -- a soft thump rather than the disruptive boom currently associated with supersonic flight. Developing, building and flight testing a quiet supersonic X-plane is the next logical step in our path to enabling the industry's decision to open supersonic travel for the flying public," said Jaiwon Shin, associate administrator for NASA's Aeronautics Research Mission.

Lockheed Martin will receive about \$20 million over 17 months for QueSST preliminary design work. The Lockheed Martin team includes subcontractors GE Aviation of Cincinnati and Tri Models Inc. of Huntington Beach, California. The company will develop baseline aircraft requirements and a preliminary aircraft design, with specifications, and provide supporting documentation for concept formulation and planning. This documentation would be used to prepare for the detailed design, building and testing of the QueSST jet. Performance of this preliminary design also must undergo analytical and wind tunnel validation.

In addition to design and building, this Low Boom Flight Demonstration (LBFD) phase of the project also will include validation of community response to the new, quieter supersonic design. The detailed design and building of the QueSST aircraft, conducted under the NASA Aeronautics Research Mission Directorate's Integrated Aviation Systems Program, will fall under a future contract competition.

NASA's 10-year New Aviation Horizons initiative has the ambitious goals of reducing fuel use, emissions and noise through innovations in aircraft design that departs from the conventional tube-and-wing aircraft shape.

The New Aviation Horizons X-planes will typically be about half-scale of a production aircraft and likely are to be piloted. Design-and-build will take several years with aircraft starting their flight campaign around 2020, depending on funding.

NASA selects instruments to study air pollution, tropical cyclones



NASA has selected two proposals for new Earth science investigations that will put new instruments in low-Earth orbit to track harmful particulate air pollutants and study the development of tropical cyclones.

Observations of small atmospheric aerosols from the Multi-Angle Imager for Aerosols (MAIA) will be combined with health information to determine the toxicity of different particulate matter types in airborne pollutants over the world's major cities. David Diner of NASA's Jet Propulsion Laboratory (JPL) in Pasadena, California, is the principal

investigator.

The Time-Resolved Observations of Precipitation structure and storm Intensity with a Constellation of Smallsats (TROPICS) investigation will develop and launch a constellation of CubeSats to study the development of tropical cyclones through rapid-revisit sampling. William Blackwell of the Massachusetts Institute of Technology's Lincoln Laboratory in Lexington is the principal investigator.

The instruments were competitively selected from 14 proposals submitted to NASA's Earth Venture Instrument-3 program. Earth Venture investigations are small, targeted science investigations that complement NASA's larger missions. The National Research Council recommended in 2007 that NASA undertake this type of regularly solicited, quick-turnaround project.

"We are excited to make selections that expand the use of CubeSats for Earth sciences and that make measurements and perform analyses that will have direct societal benefit," said Geoffrey Yoder, deputy associate administrator of NASA's Science Mission Directorate in Washington. "These innovative Earth Venture Instruments will join and expand our growing suite of NASA Earth-observing sensors."

MAIA uses a twin-camera instrument that will make radiometric and polarimetric measurements needed to characterize the sizes, compositions, and quantities of particulate matter in air pollution. As part of the MAIA investigation, researchers will combine MAIA measurements with population health records to better understand the connections between aerosol pollutants and health problems such as adverse birth outcomes, cardiovascular and respiratory diseases, and premature deaths.

The MAIA team has extensive experience in polarimetry, air pollution, and human health. Diner has led numerous polarimetry observations from sub-orbital platforms throughout his career. The team includes partnerships with NASA's Langley Research Center in Hampton, Virginia, and Goddard Space Flight Center in Greenbelt, Maryland, as well as several universities, federal research organizations and international partners.

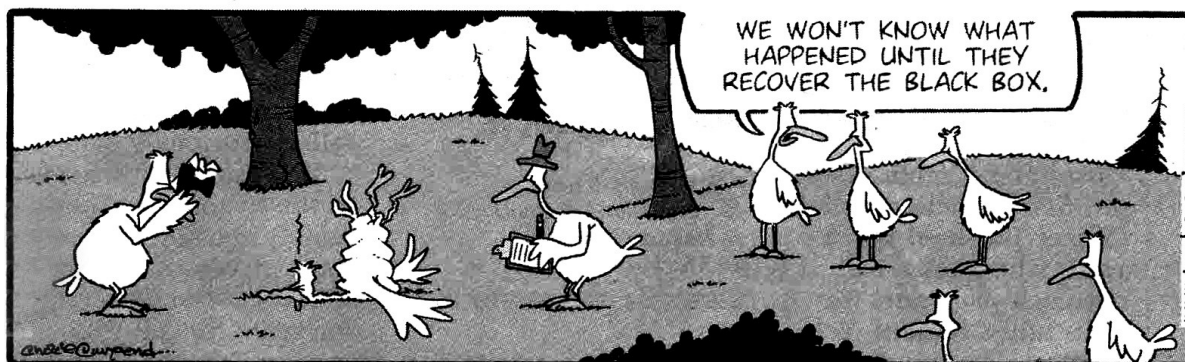
TROPICS will consist of 12 CubeSats, each about one foot long and weighing just 8.5 pounds, that use scanning microwave radiometers to measure temperature, humidity, precipitation and cloud properties. The CubeSats will be launched into three separate orbital planes to enable the overall constellation to monitor changes in tropical cyclones as frequently as every 21 minutes.

The TROPICS team has previous experience developing CubeSats and analyzing satellite measurements of storms, and includes partnerships with NASA's Wallops Flight Facility in Wallops Island, Virginia, Goddard, several universities and the National Oceanic and Atmospheric Administration.

The two investigations were selected from NASA's third Earth Venture Instrument competition. The first Earth Venture Instrument investigation, selected in 2012, the Tropospheric Emissions: Monitoring of Pollution (TEMPO) mission, will be the first space-based sensor to monitor major chemical air pollutants across North American hourly during daytime. It will share a ride on a commercial satellite as a hosted payload and orbit about 22,000 miles above the equator.

The second set of investigations selected in 2014 were the Global Ecosystem Dynamics Investigation (GEDI) and ECOsystem Spaceborne Thermal Radiometer Experiment on Space Station (ECOSTRESS). These instruments will measure changes in global vegetation from the International Space Station, illuminating how forests and ecosystems are affected by changes in climate and land use.

Tundra Chad Carpenter



US airlines give back to communities across the country



Airlines for America
We Connect the World

WASHINGTON, DC - Airlines for America (A4A), the industry trade organization for the leading US airlines, launched a new website to highlight the community service and social good that its members and their employees participate in throughout the year, supporting the communities where they work and live.

The website, <http://airlines.org/airlines-give-back/>, shares the stories of A4A member airlines making an impact through supporting veteran and military families programs; providing educational opportunities and fantasy flights for children in need; working with community building programs, such as KaBOOM! and Habitat for Humanity; and fundraising or raising awareness for medical research to help find cures for cancer and childhood diseases.

“A4A members don’t just fly to cities and towns around the world, they create a global family through their dedication to the communities that they call home,” said A4A President & CEO Nicholas Calio. “Airline employees have volunteered millions of hours working with community service programs, have donated more than 55,000 flights to wounded service members and their families, have delivered 13 million pounds of supplies for relief efforts around the world and have built hundreds of homes and playgrounds across the country. This is the heart of the airline industry.”

Airlines and their employees work hard every day to provide high-quality customer service, delivering passengers and cargo safely and efficiently to their final destination. They also place priority on furthering the global good to support the people and places that mean the most to them.

Boeing Launches Next-Generation 737 Boeing Converted Freighter



Boeing launched the Next-Generation 737-800 Boeing Converted Freighter (BCF) with orders and commitments for up to 55 conversions from seven customers. "The Next-Generation 737 provides exceptional value to express freight carriers through its superior payload, range, reliability and efficiency," said Stan Deal, senior vice president, Commercial Aviation Services, Boeing Commercial Airplanes. "While the recovery of the global cargo market has been slow, we see

demand for freighters, such as the 737-800BCF, that will carry express cargo on domestic routes," Deal said. "Over the next 20 years, Boeing forecasts customers will need more than 1,000 converted freighters the size of the 737, with China's domestic air freight carriers accounting for nearly one-third of the total market."

Through its freighter conversion program, Boeing transitions passenger airplanes into freighters, extending the economic life of the airplane. The 737-800 is the first Next-Generation 737 that Boeing has offered for conversion. While large freighters carry high-density cargo on long-range routes, the 737-800BCF will primarily be used to carry express cargo on domestic routes. It carries up to 52,800 pounds of cargo, flying routes of nearly 2,000 nautical miles. Twelve pallet positions – 11 standard pallets and one half-pallet – provide 5,000 cubic feet of cargo space on the main deck. This will be supplemented by two lower-lobe compartments, combined providing more than 1,540 cubic feet of space for revenue-generating cargo. Boeing has won a total of 30 firm orders and 25 commitments for the 737-800BCF. The first 737-800BCF is expected to be delivered in the fourth quarter of 2017.

Existing passenger airplanes will be modified at select facilities located near conversion demand, including Boeing Shanghai. Modifications include installing a large main-deck cargo door, a cargo-handling system and accommodations for up to four non-flying crew members or passengers.

Common sense is a flower that doesn't grow in everyone's garden.

Boeing 737 MAX LEAP-1B begins extensive flight test program



RENTON, WA - Boeing and CFM International announced today that they successfully initiated flight testing of the LEAP-1B engine on April 29 on a modified 747 flying testbed at GE Aviation Flight Test Operations in Victorville, CA. The LEAP-1B is a product of CFM International, a 50/50 joint company between Snecma (Safran) and GE. To date, the 737 MAX has accumulated 2,724 orders from 57 customers worldwide.

The testing is the next major milestone in a two-year program that will culminate in engine certification in 2016 and delivery of the first Boeing 737 MAX in 2017. The engine performed well and completed multiple aeromechanical test points at various altitudes during the five hour, 30 minute first flight.

"I continue to be really impressed with the LEAP," said Chief Test Pilot Steven Crane, CFM International. "These engines are demonstrating a maturity that you don't always see in new products. I think our airline customers are going to be very pleased with this engine."

The LEAP-1B engine is the exclusive powerplant for the Boeing 737 MAX family and is part of the most extensive ground and flight test certification program in CFM's history. The first LEAP-1B engine began ground testing on June 13, 2014, three days ahead of the schedule set when the program was launched in 2011. "With this major engine milestone and the test results to date, we continue to be confident that the LEAP-1B-powered 737 MAX will provide our customers with the most fuel efficient, reliable and maintainable airplane in the single-aisle market," said Keith Leverkuhn, vice president and general manager, 737 MAX program, Boeing Commercial Airplanes. "The 737 MAX is on track to deliver 14 percent more fuel efficiency than today's most efficient Next-Generation 737s and 20 percent more efficiency than the first Next-Generation 737s to enter service."

Over the next several weeks, the flight test program will encompass a comprehensive test schedule that will gauge engine operability, stall margin, performance, emissions and acoustics. It also will further validate the advanced technologies incorporated in the engine, including the woven carbon fiber composite fan, the Twin-Annular, Pre-Mixing Swirler (TAPS) combustor, ceramic matrix composite shrouds in the high-pressure turbine and titanium aluminide blades in the low-pressure turbine. "The LEAP engine has been doing incredibly well throughout a very rigorous ground and flight test program," said Allen Paxson, executive vice president, CFM International. "Results to date are right in line with what we predicted and where we wanted this engine to be."

Embraer E190-E2 heralds new era in 130-seat jet segment



SAO JOSE DOS CAMPOS, Brazil - Embraer, the world's leading manufacturer of commercial jets up to 130 seats, took a step in the consolidation of its leadership by presenting the E190-E2, the first E2 jet – Embraer's second generation of the E-Jets family of commercial aircraft. The aircraft's maiden flight is scheduled for the second half of 2016, with entry into service scheduled for 2018. "we have taken another step into the

future of Embraer commercial aviation with the world premiere of our second-generation E-Jets," said Paulo Cesar Silva, President & CEO, Embraer Commercial Aviation. "I'm sure that as a result of this event, the market's interest in the E2 will grow even further, increasing the commercial success of this program throughout the world." With an investment of USD 1.7 billion, the E2 program was launched in June 2013 and reinforces Embraer's commitment to continuously invest in its commercial aviation products as well as maintain market leadership in the segment of 70 to 130 seats. The aircraft will have state-of-the-art engines, which, combined with new aerodynamically advanced wings, full fly-by-wire flight controls, and improvements to other systems, will deliver significant reductions in fuel burn, maintenance costs, emissions, and external noise.

Since the E2 was launched, the program has reached 640 commitments, 267 of which are firm orders and 373 of which are options and purchase rights, from both airline customers and leasing companies. Currently, the E-Jets are operating with about 70 customers in 50 countries and, with over 50% market share, they are the global leader in the segment of aircraft with up to 130 seats.

This aircraft is the first of four prototypes that will be used in the E190-E2 certification campaign. Two additional planes will be added for the E195-E2 campaign, entry into service for which is expected in 2019, and three more will be used in the E175-E2 campaign, which is scheduled to enter service in 2020.

The E190-E2 has the same number of seats as the current generation E190 and can be configured with 97 seats in dual class service or with 106 seats in a single class layout. Additionally, the range of the E190-E2 has been significantly increased over the current generation aircraft, by 400 nautical miles, with the capacity to cover distances of 2,800 nautical miles.

Virgin Galactic rolls out new SpaceShipTwo



Virgin Galactic, the space line founded by Sir Richard Branson, rolled out a new version of its SpaceShipTwo at its California Mojave Air & Space Port, where it was assembled. SpaceShipTwo is designed to be flown by a crew of two and carry up to six passengers on a high-speed suborbital flight to the fringes of space. At an altitude above 62 miles, passengers will experience a few minutes of weightlessness and see the Earth below.

Among those contributing to the unveiling was Professor Stephen Hawking, who named the new vehicle Virgin

Spaceship Unity and said via a recorded speech that he hopes to fly into space one day. "If I am able to go and if Richard will still take me, I would be very proud to fly on this spaceship," Hawking said.

After years of development, Virgin Galactic appeared to be nearing the goal of turning ordinary civilians into astronauts when the first SpaceShipTwo broke apart on Oct. 31, 2014, during its fourth rocket-powered flight. Wreckage fell to the Mojave Desert floor. "When we had the accident, for about 24 hours we were wondering whether it was worth continuing, whether we should call it a day," Branson told The Associated Press. He said engineers, astronauts and members of the public helped convince him that space travel is too important to give up on.

The company did not project a timeline for actually carrying space tourists, noting that "our new vehicle will remain on the ground for a while after her unveiling, as we run her through full-vehicle tests of her electrical systems and all of her moving parts."

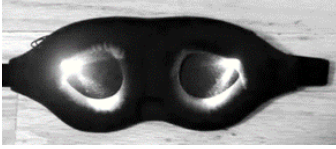
SpaceShipTwo is the successor to SpaceShipOne, the winged rocket plane that won the \$10 million Ansari X Prize in 2004 by demonstrating a reusable spacecraft capable of carrying three people could make two flights within two weeks to at an altitude of least 62 miles. The prize announced in 1996 was intended to spur the development of private manned spaceflight in the same way the Orteig Prize offered in 1919 fostered trans-Atlantic aviation. Charles Lindbergh won that prize with his nonstop flight from New York to Paris in 1927.

Like SpaceShipOne, SpaceShipTwo is carried aloft beneath the wing of a mother ship - a special jet aircraft that releases it at an altitude of about 45,000 feet. After gliding for a few moments, SpaceShipTwo's pilots ignite the rocket engine to send the craft hurtling toward space. After reaching the top of its suborbital trajectory, the spacecraft begins falling back toward Earth and glides to a landing on a runway.



In, a flash, researchers find therapy for jet lag

By Kevin Schultz



Researchers from the Stanford Center for Sleep Sciences and Medicine have discovered a therapy that could help prevent one of the peskiest parts of long-distance travel: jet lag. Jet lag affects up to 95 percent of the millions of U.S. travelers who fly across time zones each year, generally leaving them fatigued, lacking in concentration and feeling unwell overall. Medical experts offer a list of strategies to minimize its symptoms, and light has long been considered as one way to beat it for its ability to help reset the body's internal clock.

But Stanford scientists, setting out to determine the optimal way light can be used to offset jet lag, found that exposing a sleeping person to quick flashes of light for an hour was more than twice as effective as exposure to continuous light. Short flashes of light the night before travel tended to adjust the body's internal clock by up to two hours, effectively helping to prevent jet lag, the researcher found.

Jamie Zeitzer, a Stanford professor of psychiatry and behavioral sciences and the study's author, said the results are tied to a sleeping person's increased sensitivity to light at night and the way the human eye takes in light and sends it to the brain. "The cells that move light from the eye to the clock in the brain have a weird biology," he said. "They continue to respond to light when the light isn't there. They regenerate and become more sensitive."

The researchers said the human body begins adjusting on its own, shaving off the effects of a single, one-hour time zone change on the first day after a trip. That natural adjustment coupled with the flashing-light therapy could mean a jet-lag-free trip for anyone who's flown across a three-hour time change, say, to the East Coast from the San Francisco Bay Area. Researchers said the use of light as a therapy in general is possible because of the body's natural internal clock that is set by its response to the light from night and day. "The circadian clock is a clock in your brain that keeps track of 24-hour timing in the body," Zeitzer said. "It helps time hormone release, when you feel tired, when you feel awake ... basically every-thing you can imagine that occurs over the day."

Warning offered: He said anyone looking to use the flashing light technique shouldn't try it at home. There is a proper protocol to make the therapy successful, said Zeitzer, who serves as a scientific adviser to a Bay Area startup as a means to allow the new science to be used by the public.

The company, LumosTech of Menlo Park, uses strong, yet small, LED lights inside a sleeping mask that covers the eyes and is controlled by an app on a smartphone. A user enters his or her travel information and typical sleep patterns and then wears the mask while sleeping the night before travel. "Most people report seeing one or two flashes at first, but then just go back to sleep," said Vanessa Burns, CEO of LumosTech and a doctoral student at Stanford. Burns said the mask can shift a person's sleep cycle forward or backward depending on the direction of the trip. The mask is still in the development stage, but Burns said it should be on the market this year.

Several jet lag devices now available use continuous light therapy. LumosTech's will be the only product to use the flashing light technology, specific to the Stanford study.

For their research, Zeitzer and his colleagues tested 39 participants, ranging in age from 19 to 36. The volunteers were put on a routine sleep-and-wake cycle for two weeks. Then they were asked to sleep in the lab, where researchers exposed some to continuous light for an hour and others to sequences of flashes of light for an hour.

The study, published Feb. 8 in the *Journal of Clinical Investigation*, found 2-millisecond flashes of light adjusted the sleep cycle up to two hours, compared with continuous light, which adjusted the sleep cycle up to about 40 minutes.

Looking forward, Zeitzer said he and his colleagues want to advance and apply this sort of light therapy to others besides travelers.

"Shift workers want to have a social life and be awake during the day," Zeitzer said. "At this point that is something we are unable to do - that would be moving the clock 12 hours in a single day ... that's what we are striving for."

The Blue Moment

By Captain Alan Cockrell/RUPA Member

The alarm clock's brutal twanging sent a spasm through me. I peered at it as if it were a loathed thing. Oh-four hundred, it said. I rolled out of bed mumbling a homage to a deity.

Many years of professional flying had taught me that in order to soar with the eagles you must often get up with the pigeons. But it never gets easier.

Down in the hotel lobby I met my first officer, Jay Thomas, who also happened to be my fishing buddy. We both commuted from Huntsville to DC. He was a hopeless optimist—grinning, yelling at me from 100 feet away. “Good Morning!”

I looked out the lobby door and saw an ebony sky—not a hint of morning, yet there he was, coffee in hand, teeth shining, ready to fly.

On the way to the airport while I yawned and propped my eyelids open he jabbered about getting up earlier than this to fish, to hunt. “This is nothing,” he reassured me. I wanted to shove him out the door, but I needed him that day.

He had the 757 ready to fly when I got there with the papers. We released brakes at exactly 0600, a perfectly on-time departure, and taxied out as streaks of yellowish beams climbed out of the east. We were one of the first jets to get out of Dulles that morning. Within minutes we were streaking westward across the green Virginia horse country, looking down at mottled cottony patches of fog in its low areas. Our speed built, and as we lifted into a perfectly smooth atmosphere I was beginning to make some sense of the world, to see purpose in the day. If I didn't, Jay would have most certainly told me.

The only thing wrong with that otherwise perfect morning was the imposing overcast of thick gray clouds ahead of us casting a dreary shadow across the land. As we climbed it swallowed us.

Jay turned on the engine anti-ice. We hit bumps. We wondered how long we must fly blindly in that depressing soup of boredom. I stretched and thought of the sleep I had been cheated out of, while Jay chattered cheerfully and incessantly, yet never missed a single radio call from the Center. He stopped in mid-sentence, answered the calls, changed frequencies, checked in with the new controller, and resumed his discourse precisely where he was interrupted. I yawned again and nodded approval of whatever he was saying.

Then, in a heartbeat—BLUE SKY! Big blue. Huge. Long, delirious, burning blue, a poet-pilot once wrote. We rocketed away, angling upward, watching the tops of the cloud layer sink away. Jay yelled, “THE BLUE MOMENT! THIS IS IT! THIS IS WHAT WE LIVE FOR, MAN! THIS IS WHAT MAKES THIS JOB WORTH IT!”

I looked over at him. He was peering out the windscreen and beaming at the vast blue skyscape stretching forever ahead and over us. “What did you call it?” I asked.

“The Blue Moment,” Jay said with a grin the size of Texas. “The Blue Moment is what makes this job all worth it, don't you think?”

I nodded, smiled and scanned the skies ahead. I had experienced this hundreds of times, but had never thought of it the way Jay expressed it.

He was so right. The Blue Moment is like an epiphany that gets experienced again and again, each time as fresh and as new and as awe-inspiring as the first time. The Blue Moment is one of the priceless pieces of treasure that you file away in a special place in your soul to remember and savor in the times ahead when your memories fuel your final years through life.

I was mighty grateful to Jay for waking me up.

Ramblings of a Senior Mind

The easiest way to find something lost around the house is to buy a replacement.

The Everything-in-One Promise of a Continuing Care Community

By John F. Wasik/The New York Times



Is it possible to have it all in retirement? That's what so-called continuing care retirement communities promise.

These hybrids offer independent living apartments (and sometimes free-standing cottages) along with assisted-living support, home care, a nursing home and often specialized memory care, all within one complex. The idea is for a resident to "age in place" and obtain additional services as that person becomes more frail and dependent, without having to move.

It's a concept that appeals to Eve O'Brien, 72, who retired from her job in a community pharmacy last year.

She and her husband, Mike, 76, moved from New York to their summer home in East Moriches on Long Island. But they yearned for "a warmer climate," she said, while "ensuring that we would never be a burden or concern to our children." She has other objectives in mind as well. "An active retirement, ending the responsibilities of homeownership with its unpredictable expenses and ensuring our health care as we age," she said. "I've worked hard all my life." Ms. O'Brien added. "I want to be on vacation and can cook when I want to." So they are looking for a new locale that pairs flexibility, leisure and some degree of health care security.

Healthy, engaged retirees are increasingly drawn to continuing care communities. As they downsize, they look ahead to when they might need help with everyday activities and have health problems or mental disabilities, as many older people eventually do.

But there are important issues to consider before taking the plunge. The major drawback in evaluating continuing care communities is the complexity of their contracts, which come in a number of variations. Some may require a deposit of up to \$1 million, while others may charge only monthly fees. Refunds may be difficult to obtain and depend upon the length of stay and other requirements. Contract details have to be read carefully and financial statements reviewed. While 80 percent of continuing care communities are run by nonprofit religious and fraternal groups, it's difficult to compare facilities side by side since there is no national, government-sponsored rating system. There are nearly 2,000 continuing care retirement communities across the United States, according to LeadingAge, a trade association that represents the communities. They are growing in number again after being pummeled by the housing collapse. Still, they are vastly outnumbered by nearly 16,000 traditional nursing homes.

There are different ways to finance a stay in a continuing care retirement community. The majority require a "buy-in" or large, lump-sum entrance fee for a "Life Care" contract, mostly as a financial reserve for potential future care. Often, part of the upfront payment is refunded to the estate after the resident dies. Such facilities usually charge additional monthly fees, which cover food, maintenance, cleaning and other basic services. Health care or home care expenses are also extra, sometimes paid for out of the deposit. Another model — "fee for service" — does not require a lump-sum buy-in, although these facilities may require rental deposits. They also cover essential services like room and board and may hire outside contractors for home care. And most communities offer some form of "benevolence care" for those who run out of money.

Keep in mind that few of these contracts involve direct, conventional purchase of a housing unit. In most cases, the resident buys only the lifetime right to live in a community, take advantage of its range of amenities and services, and receive care there. The units generally are not bought and sold on the open market. The average buy-in amount is about \$250,000, according to Stephen Maag, director of residential communities for LeadingAge. Entrance fees "have a direct relationship to local housing market prices," he said, which means residents usually pay much more to join in the Northeast and on the West Coast than in the South and Midwest.

Thirty states have regulations that govern continuing care retirement communities. But the independent living sections rarely have rigorous oversight. "The nursing homes in some C.C.R.C.s are not Medicaid certified," said Dr. Stuart Shapiro, a former chief executive of the Pennsylvania Health Care Association, a

group that promotes long-term care for the state's elderly and disabled. Pennsylvania has the most continuing care retirement communities in the country.

"It's not clear what C.C.R.C.s have to disclose," Dr. Shapiro said. "With the independent living part of C.C.R.C.s, there's virtually no regulation." What happens if a facility goes bankrupt, as about 20 companies have done in the last 15 years? While it's rare for anyone to be evicted — usually a new company takes over a failed facility — there is a continuing problem with financial disclosure, according to experts. "There's a lack of transparency with C.C.R.C.s that's resulted in weaker trust," said Katherine C. Pearson, a professor at the Dickinson School of Law of Pennsylvania State University who has testified before Congress on the issue. "You need to visit several facilities, talk to residents, look at past cost increases and five years of financial records."

Professor Pearson, who talks with continuing care community residents around the country, said there was no one rule of thumb to use when evaluating these communities. A prospective resident generally wants a community that is active and engaged and "supports healthy living," she said. But given the magnitude of the decision (after all, it is often the last major purchase someone will ever make), it deserves very careful consideration.

"Get as much financial information as you can," she said. "This is not an impulse buy." Contract review is a must, ideally with an accountant, lawyer and financial consultant. How does a resident qualify for a refund? Most communities apply a prorated formula. If someone doesn't like a community, what is the grace period to receive all of the money back? How is the company's business model going to be sustained for decades as residents need more care?

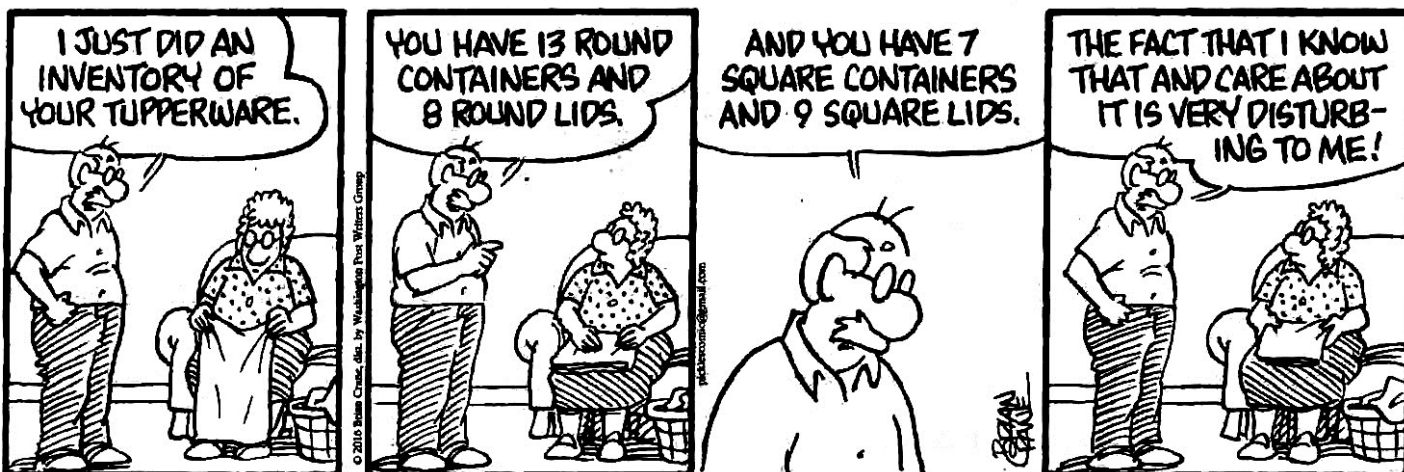
When visiting a continuing care retirement community, talk with residents and the staff. Ask about food services and health care support, and explore the entire facility, not just the more spacious and inviting independent living units. Is a dietitian on staff? Is the community well maintained? Are a hospital and other amenities nearby? Do residents seem happy? What happens if someone needs a higher level of care? What about security? Are the recreational activities appealing?

It's wise to compare several places and check with state agencies to see if there are any complaints. Go to local senior centers to see if they have heard anything about the facilities. "Since there's no government agency clearinghouse on C.C.R.C. reviews, unfortunately, you may have to rely upon anecdotal information," Dr. Shapiro said.

CARF International is an organization that accredits providers. The National Continuing Care Residents Association also has some useful information from those who live in continuing care communities and leads campaigns on certain issues.

Continuing care communities are not for everybody. But by planning ahead for the myriad challenges of aging, many older people (and their families) are able to enjoy their final years of life more fully.

PICKLES | Brian Crane



Staying Healthy While Traveling the Globe

By Jane E. Brody/The New York Times



On a recent trip to Tanzania with four grandsons, my most important task (beside protecting them from the jaws of a lion or leopard) was to keep them, and myself, in good health. It would not have been much fun to be stuck in a tent next to the commode or flattened on a cot while the rest of the gang viewed a dazzling array of wild animals from the safety of a Land Rover. Although I came prepared for the worst, I did everything I could to make our trip the best. And I'm happy to report, no one got sick and we all had a great time.

When I described the steps I took to friends and physicians, they urged me to write about them. So here goes, along with a host of other helpful travel hints from well-informed professional sources.

No. 1: I reminded my grandsons daily, any water you drink or use to brush your teeth must come from a sealed bottle that you open. Ice wasn't an issue in the bush, but that too should be prepared from bottled water. When you take a shower or swim in a pool, keep your mouth shut. (This warning was particularly pertinent for one grandson who always sings in the shower.)

No. 2: Before every meal, we each chewed one pink tablet of bismuth subsalicylate (sold as Pepto-Bismol and various store brands). I have used this preventive since first reading about it in 1980 in *The Journal of the American Medical Association* in a study led by Dr. Herbert L. DuPont, an infectious disease and travel medicine specialist at the University of Texas, Houston. The study described how using these tablets greatly reduced the risk of traveler's diarrhea among American students traveling to Mexico. In a subsequent study published in 1987, Dr. DuPont and colleagues reported that two tablets chewed four times a day reduced the risk of developing diarrhea by 65 percent. (Each tablet contained the standard dose, 262 milligrams of bismuth subsalicylate.)

I have relied on these tablets, albeit in a lesser dose because I'm a lot smaller than average, during trips to Vietnam, Thailand, Peru, Indonesia, India and Nepal, and never got sick despite eating salads and peeled fruit, which one is warned to avoid. In fact, in India and Nepal, my traveling companion, who also took the tablets, and I were the only ones who stayed healthy even though the others in our group assiduously avoided those no-no foods and we did not.

So for the five of us going to Tanzania, I packed 15 tablets for each day of our trip — and no one experienced the slightest gastrointestinal upset. That wasn't the case, though, for most of the others on our itinerary. However, if you choose to try this preventive, I suggest you check first with your doctor and perhaps consider using Dr. DuPont's larger dosage.

Without a preventive, which is no guarantee against food-borne illness, stick to "safe food" that is cooked and served hot, and fruits and vegetables you have washed in bottled water and peeled yourself. Never eat undercooked foods — eggs, meat, fish or poultry — or any food sold by street vendors.

Reduce your exposure to germs by washing your hands often, and always before eating. A hand sanitizer with at least 60 percent alcohol can be used if soap and water are unavailable.

I took no chances, especially since I was responsible for four children. I had an emergency supply of Lomotil (for digestive problems) and azithromycin (Zithromax Z-pak, for infections) just in case.

No. 3 (really No. 1 chronologically): I made sure we were all up-to-date on routine vaccines — measles-mumps-rubella, varicella (chickenpox), diphtheria-tetanus-pertussis, polio and an annual flu shot — and added two (for hepatitis A and typhoid) that the Centers for Disease Control and Prevention recommends for travelers to Tanzania. You can review recommendations for other destinations on the C.D.C. website at cdc.gov/travel. We also each filled prescriptions for generic Malarone (atovaquone proguanil) to prevent malaria, and I checked daily to be sure the boys remembered to take it.

I also packed an ample supply of sunscreen, insect repellent with 20 percent or more of DEET, and a first-aid kit of hydrocortisone cream, antibiotic ointment and a variety of bandages, though happily the latter two were never needed. For one grandson prone to motion sickness, I took some meclizine as well.

As the oldest traveler in the group (and the shortest now that my youngest grandson, at age 11, has passed me), I am acutely aware of the risk of blood clots when flying long distances. I always book an aisle seat so I can get up every hour or so and walk around for a minute. It also helps to move your legs and flex your ankles frequently. You might also wear graduated compression stockings on very long trips. Similar precautions apply to long car or train trips.

Although the risk of clots is generally very small, they can be life-threatening. At greatest risk are people over 40, those who are obese or pregnant or have limited mobility (for example, because of a leg cast) or who have a personal or family history of clots. Estrogen-containing medications also raise the risk; I usually take one of those, raloxifene, prescribed to protect my bones. But it can increase the risk of a clot, so I stop taking it three days before a plane trip of four or more hours. For more information, check the C.D.C. advisory on blood clots and travel, and talk to your doctor.

Even when traveling alone, I always purchase travel health and medical evacuation insurance because, well, you never know. People on my various trips have broken bones or become seriously ill and had to return home mid-trip. Two men died while snorkeling on separate trips of mine.

Consider carrying a card that lists your blood type, any chronic illnesses or serious allergies and the generic names of prescription medicines you take. Bring some extra doses in case of travel delays.

Other worthy precautions: To avoid nasty parasitic diseases like schistosomiasis, do not swim or wade in fresh water in developing countries or wherever the sanitation is poor. Pools should be chlorinated. However adorable an animal (domestic or wild) may be, keep your distance. Do not touch or feed any animal you don't know. Some carry rabies. Should you get bitten or scratched by an animal, wash the wound immediately with soap and clean water and, if at all possible, get to a doctor quickly.

If you expect to be at a high altitude (8,000 feet or higher), consult your doctor about medicine to prevent altitude sickness, which can take more than the starch out of a person. I was glad I did when traveling to Cusco, Peru (11,154 feet) and climbing in the Sacred Valley of the Incas (9,000 feet). The recommended preventive is acetazolamide (generic version of Diamox).

How Exercise May Lower Cancer Risk

By Gretchen Reynolds/The New York Times



The relationship between exercise and cancer has long both intrigued and puzzled oncologists and exercise physiologists. Exercise is strongly associated with lowered risks for many types of cancer. In epidemiological studies, people who regularly exercise generally prove to be much less likely to develop or die from the disease than people who do not. At the same time, exercise involves biological stress, which typically leads to a short-term increase in inflammation throughout the body. Inflammation can contribute to elevated risks for many cancers.

Now, a new study in mice may offer some clues into the exercise-cancer paradox. It suggests that exercise may change how the immune system deals with cancer by boosting adrenaline, certain immune cells and other chemicals that, together, can reduce the severity of cancer or fight it off altogether. To try to better understand how exercise can both elevate inflammation and simultaneously protect the body against cancer, scientists at the University of Copenhagen in Denmark and other institutions decided to closely examine what happens inside mice at high risk for the disease.

So, for the new study, which was published in *Cell Metabolism*, they began by gathering a group of adult lab mice. These animals generally like to run. The scientists then implanted melanoma skin cancer cells into the mice before providing half of them with running wheels in their cages while the other animals remained sedentary. After four weeks, far fewer of the runners had developed full-blown melanoma than the sedentary mice and those that had been diagnosed with the disease showed fewer and smaller lesions. They also were less prone to metastases, even if scientists injected some of the cancer cells into their lungs to stimulate metastases. In effect, running seemed to have at least partially inoculated the mice against the cancer.

Next, the scientists undertook the far more challenging task of reverse-engineering the process by which exercise might be helping to fight off the tumors. To start, they drew blood from both the exercising and sedentary animals and cells from any tumors in both groups. Then they looked microscopically at how the various samples were different. As expected, they found much higher levels of the hormone adrenaline in the blood of the exercising animals, especially right after they had been working out on the wheels but also at other times of the day. The body releases adrenaline in response to almost any type of stressful experience, including exercise. They also found higher levels of interleukin-6 in the blood of the runners. This is a substance that is released by working muscles and is believed to both increase and decrease inflammation in the body capriciously, depending on where and how it goes to work. Perhaps most important, they found much higher numbers in the bloodstreams of runners than in the sedentary mice of a type of immune cell named natural killer cells that are known to be potent cancer fighters. Somehow, the scientists speculated, these elements in the runners — their elevated adrenaline, IL-6, and natural killer immune cells and their lower cancer risk — must be entwined, but it wasn't clear how.

So the scientists repeated their original experiment multiple times, inducing cancer while allowing some mice to run and others to sit. But in some of these follow-up experiments, they injected the runners with a substance that blocked the production of adrenaline and gave sedentary animals large doses of added adrenaline. Then they again looked at the animals' blood and other cells. What they now saw was that when running mice could not produce adrenaline, they developed cancer at the same rate as the sedentary animals, while the sedentary animals that had been injected with extra adrenaline fought off their tumors better than other sitting mice. More remarkably, by studying the action of various genes within the cells of the mice, the scientists determined that adrenaline seemed to be sending biochemical signals to some of the animals' IL-6 cells, making them physiologically more alert, so that when a tumor began to develop in the affected animal, those IL-6 cells in turn activated the natural killer cells in the bloodstream and actually directed them to the tumors, like minute guide fish. Because the runners' blood generally contained more adrenaline, more IL-6, and more natural killer cells than did the blood of the sedentary mice, this process was intensified. A larger number of natural killer cells were directed to tumors in the runners, allowing their immune systems, it seems, to more effectively combat the malignancy.

With these results, “we show that voluntary wheel running in mice can reduce the growth of tumors, and we have identified an exercise-dependent mobilization of natural killer cells as the underlying cause of this protection,” said Pernille Hojman, a researcher at the University of Copenhagen who oversaw the new study. But mice, obviously, are not people, and it is impossible to know from this study whether a similar process occurs in humans, although exercise, particularly moderately intense exercise such as jogging, has been shown to increase adrenaline and the production of natural killer immune cells in people, Dr. Hojman said. “So the mechanisms,” she said, that seemed to partially protect the running mice in this study from malignancies, “can also happen in people,” perhaps providing one more incentive, if we still need it, to get up and move.

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

Carpe Diem Niklas Eriksson



LETTERS

“Because We Flew”

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

Because we flew, we envy no man on earth.

~Author Unknown

BIZARRO | Dan Piraro



JERRY ACKERSON—Seattle, WA

I'm not sure where to send this information. I retired in 1996, based in LAX, flying the 757/767. After retirement I worked part time, for 14 years, at the Museum of Flight in Seattle. My job was Airpark Lead. The Museum airpark at that time had the first jet Airforce One, a 707, and the Concord shown on the cover of the March 2016 *RUPANEWS*, Concorde BOAG. One of my duties was to open and close the planes for visitors to the museum to tour the planes. I never got to fly in the Concord, but I opened and closed the doors of the plane hundreds times. If anyone come to Seattle, be sure to go to this museum, it is GREAT!!! *Jerry*

LEROY BAIR—Gurnee, IL

First – thanks to those who put in the time and effort to publish the *RUPANEWS*. It's outstanding and very informative. It would take hours of our time to search all the info that you include. Eva and I enjoy it every month.

Where did the year go? As someone said in the Letter's section – the older you get, the faster the time flies. We had a very busy 2015. Started out by driving to Islamorada Key – Eva attended a week's conference at the Boy Scout Sea Base on Boy Scout Advancement. I stayed across the street and just crashed. We had planned on spending another week at the resort but our oldest son was having surgery at Mayo the end of the second week to unblock a portal vein (he had lost 45 pounds in 3 months and he's not like his father, he can't afford to lose the weight) so he headed right back after the conference ended. Steve was in the hospital for 10 days as the first surgery with an artificial vein plugged within 12 hours and the surgical team had to reenter and use a vein from his leg. It was a slow recovery but he's doing great now and back to work and activities as before. He was up to attend the NRA Convention in Nashville with his best friend and us. Our spring was also filled with hockey games for the youngest grandsons. And our granddaughter graduated on Mother's Day from Carroll University, Waukesha, Wisconsin, with a degree as an Athletic Trainer. She passed her accreditation exam and is licensed in Illinois and Wisconsin. She is working for Athletico and enjoying everything. She has just this week been assigned to the high school from which she graduated. The youngest grandson graduated from 8th grade so that puts the 2 brothers in

the same school (freshman and senior). Kevin, the senior, is a forward on the varsity hockey team and Tyler, the freshman, is a goalie on the JV team. So this year we have another graduation and college decisions going on.

In June LeRoy and Steve went to Canada for a week of fishing. I was home for 5 days and then we left for Vancouver for a 2-week cruise to Alaska. We used Eagle Points that we get for using our credit card with USAA for our tickets and then upgraded to business. Thank goodness we left a day before our sailing as we were 9 hours on the ground at O'Hare on a bright and beautiful day. We changed gates 3 times, airplane, flight number, flight crew and flight attendants. The folks who were to sail that day on Princess and Celebrity missed their sailing. We had a great time on Holland America. I went fishing on the way north at Ketchikan for halibut and for salmon on the south bound. Great luck with the halibut and had some sent home but got "skunked" for salmon. Eva never got off the ship (this was our 4th trip there) and fishing was the only time I got off.

In August I went with the boys and their daughters for a Daddy-Daughter weekend in Wisconsin at the Boy Scout camp. They really enjoy their time up there. When I got back, Eva had us packed and we flew to Kalispell, Montana, to start a 16-day tour with Vantage Travel of the National Parks – Glacier to Grand Canyon. The smoke from the fires gave us not only visibility issues but also breathing. We are glad that we did it, but it took a toll on us with the smoke, altitude and some lodges not having air conditioning in the national parks. The end of September we joined Air Force 64-C class (Moody, GA) for their 50th Class Reunion on Holland America – Boston to Montreal. This was supposed to happen last fall but the cruise had to be cancelled because of ship engine problems. We were given a full refund and a free cruise. It was great to see everyone again.

We just got back from the Keys again this year. Eva went to the Sea Base for a week and then we did stay another week to enjoy the weather. It was a little cool but such a break from what was going on back here. That closes off our travels and family. Hope everyone has a healthy and happy 2016.

JOHN DAVIS—Evergreen, CO

On March 1st 2003, I set the parking brake for the

last time on a B-747-400 at SFO. Now on Feb, 29th 2016, it just seemed appropriate to write my first letter to RUPA and let everyone know that I am still on the right side of grass.

Kathleen, my wife of 50 years, and I still live in Evergreen and remain active in the local theater company. We keep very busy with the 4-grandkids ages 9 to 13 and other projects. I still can ski the blacks, but my doctor has advised me that I should become a blue cruiser for my first year after back surgery. OK... but I still hit the bumps and occasionally the more difficult slopes.

In January of this year I found myself back at the Denver Training Center for the first time since I retired from United for my annual recurrent as a PSIP working as a contractor for Boeing. PSIP is Boeing's acronym for Purchased Service Instructor Pilot. I have been working for them since 2008 and it has been very interesting working with pilots from all over the world on the B-777 and B-787. I kind of think teaching on what has to be the most technological advanced airplane in the skies, keeps the neurons in the brain active and healthy. At 72 I can still fly the circling approach at minimums and make that single engine missed approach just like (if not better) than those young guys. It just does wonders for the ego.

The letter by Craig Julsgard in the March issue accurately described what it was like being hired in 1964. I can still remember flying F/O on the DC-7 and looking out at those R-3350's and thinking about how cool it was especially since a lot of time had been in a J-3 Cub where you had to prop the engine to get it started. Variable pitched props, hydraulic, and even electrical systems were new to me. The DC-6, 7, and even the 8 had cabin air compressors to pressurize the cabin and guess what? The B-787 has electric cabin air compressors to pressurize the cabin. The old has become new.

Of course my first letter to RUPA could not end without a big thank-you to all those who keep the *RUPANEWS* coming to the house. *John*

JILL MCCARTY, nee KLEINHEINZ—Santa Ana, CA
So sorry I got behind. I enjoy the monthly updates. I have been traveling a lot domestically as I still have east coast based family. One is disabled and I go visit her about every two months. I have noticed a distinct shift in attitude among all the customer service personnel at United since Jeff Smisek left.

So much better, planes cleaner and better coffee. I travel as a widow and I have found it easier than I feared when I lost the majority of my late husband's seniority. I have to be very smart about days and times I choose, but so far, so good.

A thank-you for all you do is in order. I know how much time and effort goes into a commitment like this. Here is my contribution plus a late fee. Hope to make the Guppy Madness in Sonoma this year.

Jill

BILL MOORE—Las Vegas, NV

The big plan I guess is to have a wonderful life 99% of the time and some huge bump once in a while to make one appreciate it. Go all out, all of the time, accomplish all you can and make it a big happy deal.

Have had a rough period. My mate Mary Lou, fell twice ending up with a cracked pelvis and a broken hip and was unable to walk for 3+ years. She passed away Sunday morning in March 2015 in a "skilled Nursing Room" in a home we were living in, very peacefully, bright eyes and a smile. The nurse told me she could hear me, but not see me. I have no idea why I was visiting at that time that morning.

We had great times; she had flown many times with me. We brought three boats across the Atlantic Ocean, Europe to the U.S., with our regular crew of seven, which included our oldest son and his wife and three others. We had three children, three grandchildren and three great-grandchildren. We stayed in shape with tennis, softball, golf and hiking the Oregon coast.



Every word in the dictionary that sends a message, "A wonderful human being" can be applied to Mary Lou. God Bless.

A huge thank you to all those in RUPA who keep us all together. **Bill** ORD - SFO

HOWARD MORGAN—Longmont, CO

Howdy. 79 and doin' fine, all original parts.

For most of the past year, I have been working on completing the restoration of my 1955 Austin-Healey which I have had since 1958. We hope to have it at the English Car Show this coming September. We still have and fly our Cessna 150 and 185 as regularly as we can. I will be very happy when the govt. finally passes the Pilots Bill of Rights 2 so that we all don't have to put up with the AME anymore. At least for 10 years!

Patti has been working with a wholesale vacation company called World Ventures and has recently procured an 11-day cruise for us at \$350.00 each. We can't stay home that cheap. We may have a bunk near the engine room but what the hell! Who says that airline pilots aren't ultra-frugal!

My son, Butch, is flying a Cessna CJ2+ and Phemon 100 as captain for a fractional outfit and patiently waiting for a call from UAL.

Thanks to the folks who are putting the magazine together. Great pictures, stories and tips for pass traveling.

Howard, 303-601-3536, Hangar 33H at the Longmont Airport. Visitors welcome

KINGSLEY PURTON—Brandon, FL

TWENTY FIVE YEARS RETIRED. WHAT A TRIP!!

At 60 years old, quit flying when I found out that I had to pay for the fuel, well, except for the next two summers where I flew a DC-3 for the Naples, Florida Mosquito Control. Their only rule was "Don't hit a tree." Took up sailing seriously where the wind was free. Raced my J-24 from the back of the fleet, to the middle, a solid 2nd for a few years, and then at 69 swept the board with a 1st in the Marco Is. Bud Lite, NSYC Messmer Cup, and the NYC Naples Cup.

At 63, co-founder of the Naples Sailing Center, taught 250 kids to sail over the next several summers. At 65, quit water skiing and snow skiing at

75. Moved to Tampa to be with the grandchildren and joined the Davis Is. Yacht Club. Back to the middle of the fleet. Got t-boned and junked the J-24. At 72, bought my only new boat in my life, a Melges 24. This sailboat will do in excess of 20 knots on a plane. At 74, won the Tampa Race Week and decided to retire from driving at the top of my game. Became a navigator on a J-35 for the next 10 years, was demasted and took a message from the wind gods it was time to stop racing. At 72 became involved in Youth Sailing with my grandkids, Cam and Sammi. The kids did the whole circuit from Florida, Charleston, Norfolk, Annapolis, Long Island, and Lake Michigan plus three trips to Europe. The two of them won the US National Optimist team racing championship along with two other team mates and went to fourth place in the Worlds against seventeen other nations. During that ten years, organized the DIYC "Learn to Crew" and taught another 200 wives to crew. At the present time, I continue to participate in running races on the committee boat. Last month, we did the 49er World Championship and Olympic Games qualifier in 25 knots of wind and 6 foot seas. Only time I have ever been in a powerboat and looked "UP" at waves.

In my spare time on Tuesday and Saturdays, I play golf with the Classic group at Mac Dill AFB where I take great delight in picking the pockets of the seven Generals who are part of the group which has been in existence for over thirty years. Came within two inches of a hole-in-one this summer.

Madelon and I are in good health, celebrating our 63rd wedding anniversary this summer, and look forward to the next twenty years.

Kingsley Purton 1956-1990
DTW-LAX-JFK-EWR-CLE-MIA-ORD

WHIT SIMPSON—Nashville, TN
Good Health here in Nashville since my Triple Bypass heart surgery in 2014. Following a "Nuclear Tread Mill" test each year, the FAA in Oklahoma City will issue me a SPECIAL Third Class medical to allow me to continue to fly my Cessna 182 that I have "Driven" for over 30 years.

I am still involved with leading the Criminal Court Grand Jury here in Nashville.

My son, Ted, is a 737-800 NG Captain based in Newark. Like his old man, he commutes to his

domicile out of BNA. (1996 New Hire)
My best to everyone, and please stay healthy.
Sincerely, *Whit* (Class of 2002)

ERNIE THOMAS—St Helena Island, SC
Dear fellow antiquarians: Missed my birth month letter (Nov) (!). Sorry. Just playing a little trick on the NSA.

In good health, still living on the north side of the Broad river in Beaufort County SC where everyone travels to the south side every day to work, and vice versa. They meet every morning at 0800 on the Broad river bridge and glare at each other.

No more golf. Now into croquet, and recently received a plaque naming moi as a *Roquet Master*. (It's a spoof.) Life flows by like the tide....**ET**

JIM TROSKY—McHenry, IL
Another year, another \$1.50 as they say. No changes in the family except it's growing in great grandchildren about one every other year or so. Still married-54 years to my high school sweetheart. Life is good. Illinois still generally sucks but beats out the Sudan for living conditions.

Worked in the SOC at ORD for 4-5 months this summer...trying to get the Asian trips out on time and keeping them legal. After the boondoggle of FAR 117 it becomes a real challenge.

Keep up the good work. Dues on the way. **JT**

GERRY ZIMMERMAN—Savannah, GA
Cleve, Am still kicking at 89 years. In fact, I am doing very well. No pain even if I am sober. Still very active.

I have a P-35 Bonanza that I keep in GA and fly with friends for the \$200.00 hamburger. Go to such places as Fernandina Beach for lunch and shopping.



To Triple Tree, SC to attend fly-ins such as the Chili-Chili lunch last month.

I still maintain my house in Brighton, CO where I have a Super Decathlon that I loop, spin, and roll now and then. Life is good. My Pretty wife, Jane, of 26 years, goes with me some, as she enjoys flying with me. We occasionally fly the Nanza between SAV and DEN. That way I get seat 1A & Jane 2A all the time.

Looking forward to Sun 'n Fun 'in Lakeland, FL and Oshkosh, WI soon. *Gerry*

IN MEMORIAM

From the book "*Wind, Sand and Stars*"

by Antoine de Saint-Exupery

Nothing, in truth, can ever replace a lost companion. Old comrades cannot be manufactured. There is nothing that can equal the treasure of so many shared memories, so many bad times endured together, so many quarrels, reconciliations, heartfelt impulses. Friendships like that cannot be reconstructed. If you plant an oak, you will hope in vain to sit soon under its shade.

For such is life. We grow rich as we plant through the early years, but then come the years when time undoes our work and cuts down our trees. One by one our comrades deprive us of their shade, and within our mourning we always feel now the secret grief of growing old.

If I search among my memories for those whose taste is lasting, if I write the balance sheet of the moments that truly counted, I surely find those that no fortune could have bought me. You cannot buy the friendship of a companion bound to you forever by ordeals endured together."

JOSEPH V.(JOE) FABBO

Joe passed away easily in Palm Springs, CA. on February 8, 2016, at the age of 93.

He was born December 7, 1922 in New Jersey. Joe's flying career and first flight began in 1943 in an open-cockpit Fairchild with the engine quitting on take-off! After 5 years of military transports, he joined Capital Airlines, moved over to United after the merger, and finally wrapped up his



career flying to Hawaii on the DC-10 retiring in 1982. Always smooth with words, Joe convinced the FAA to name a HNL departure fix (FABBO) after him.

As a member of the Rancho Mirage Country Club in the Palm Springs area, Joe retired there in 1983 to enjoy his favorite hobby of golf. Being a deadly putterer, he had mastered the Arnold Palmer course as well as other greens and fairways. Playing internationally, he competed in ALPA tournaments such as those held in Brisbane, Aus. and Sun-City, So. Africa.

Joe is survived by three daughters.

THOMAS FASIANG

Thomas Fasiang, age 80, peacefully passed away on February 21, 2016 after his long struggle with emphysema. He was born December 23, 1935.

Tom was a proud Army Veteran of the Korean War. He began his career with United Airlines as an aircraft mechanic and retired as a DC-10 Captain. Tom was known for his humor and seemed confused on where to buy a pitcher of margaritas.

Tom was preceded in death by his late wife, Rosalie (nee Trembczynski) and survived by four sons and five grandchildren.

In lieu of flowers, memorial donations to a charity of one's choice would be appreciated.

PAUL K. "RICK" HERRICK

Paul K. "Rick" Herrick, 86, passed away March 3, 2016. Rick was born in Chicago IL, 30 Apr 1929. He was raised in the Lydia Children's Home, a foundling home, until he was adopted at the age of 16 by Glenn and Amanda Herrick in 1945. The Herrick family lived in Waukegan, IL and he graduated high school there in 1948. He then enrolled in the Northrop Aeronautical Institute, Hawthorne, CA and graduated with a degree in aeronautical engineering in 1950. Upon graduation he enlisted in the United States Navy as a NAVCAD. He successfully completed aviation training earning his commission and Naval Aviator designation in August 1952. He was assigned to NAS Whidbey Island to VP-951 and VP-57 flying the P2V Neptune. During the Korean War he deployed to NAS Atsugi and flew operational missions in and around Korea and the north



Pacific. Later he served in the Naval Reserve until 1955 when he was hired as a pilot with United Airlines. During his 33-year career with United he flew everything from the Convair 340 to the Boeing 747. He retired in 1989 to enjoy full-time his lifelong passion of woodworking and numerous other interests including scuba-diving, downhill skiing, volunteer EMT, leadership activities in his church community and most recently a tour guide at the Naval Aviation Museum.

Rick is survived by his wife, Carol Herrick; two sons, three grandchildren and two great grandchildren.

In lieu of flowers, family requests donations be made in Rick's name to the Naval Aviation Museum Foundation, Inc. 1750 Radford, Suite B, Naval Air Station, Pensacola, FL 32508

JAMES FRANCIS HOAK

James Francis Hoak (82) of Harrisonburg, Virginia passed away March 5, 2016 at home with his family. He was born in Luray, Virginia on August 12, 1933.



Jim graduated from Bridgewater College in 1955. He was commissioned as an officer in the United States Navy in May 1956 and served his country as an Aircraft Carrier Fighter Pilot. He also served as an alternate astronaut for the NASA Apollo Space Program. After his military career, he joined United Airlines in 1965 and retired as a senior Captain in 1993.

During retirement, Jim continued practicing the woodworking skills he learned in childhood from his father. He was an active member of Muhlenberg Lutheran Church for nearly 50 years where he also served as a trustee. He was member in the Harrisonburg Rotary Club, the Sons of the American Revolution (SAR), and Shriners International.

Jim is survived by d with his wife of over 50 years, Dolores Heatwole Hoak, four sons, five grandchildren and three lovingly acquired step-granddaughters.

Memorial donations may be made to Muhlenberg Lutheran Church, Shriner's Children's Hospital, the Sentara Cancer Center, or Sentara Hospice.

RICHARD N. "DICK" ORR

Richard N. Orr (85) died Sunday, March 13, 2016,

at Wooster Community Hospital, surrounded by family.

Dick loved flight as early as four years old, as a photograph portrays him posed holding a small airplane. The curly-headed little boy grew that love into a career that included Naval pilot on the carrier USS Kearsarge to a 34 year run with United Air Lines retiring as a Captain on the DC-10.

Dick loved the Cleveland Orchestra, the Wurlitzer Theater Organ, building and flying radio control model planes, playing the piano and, last but not least, his family. He could repair almost everything and loved to garden.

Perhaps, this next sentence is not appropriate for an obituary, but it is true: Dick was a hell of a pilot. And was concerned about the welfare of friends and family offering help where needed. As one fellow pilot said, "He was one of the really good guys." Guess that says it all. In the aviation world when a pilot dies they are said to have flown west. Family, friends and fellow pilots wish him safe landing.

He is survived by his wife, JoAnne, two sons and two grandsons.

DONALD EUGENE PARKER

Donald Eugene Parker, 82, of Ashland, Ore. passed away peacefully March 10, 2016 surrounded by his family at his home.



Don was born October 26, 1933 in Birmingham, Alabama. He graduated from St. Bernard's High School, Class of '50. He served in the U.S. Navy from 1952 to 1956, where he met Roslyn Cederlund, who was also serving in the Navy. The two wed in 1956. Don always loved airplanes and flying. He pursued his passion by attending the Embry Riddle International School of Aviation, obtaining his commercial pilot's license in November 1956. He then worked as a mechanic and flight instructor until becoming an air traffic controller. In the early '60s, while Roslyn was pregnant, Don and a friend built an experimental aircraft, a single-seat biplane called a "Knight Twister," on the Parkers' sun porch in Jacksonville, Florida. They successfully flew it on several occasions.

Don was hired as a pilot by United Airlines in April 1965 and served as a flight engineer and first officer aboard various aircraft until he was promoted to

captain in April 1983. He captained his last flight with United from Honolulu (HNL) to San Francisco (SFO) with his wife, Roslyn, aboard on November 1, 1993. Don was a proud member of the Air Line Pilots Association (ALPA) and the Retired United Pilots Association (RUPA).

Following retirement, Don pursued his other passion, cycling. He logged tens of thousands of miles riding across Oregon and the west, often with Roslyn as his stoker on their tandem. He served tirelessly as the treasurer of the Siskiyou Velo Bicycle Club. When he was not cycling, Don enjoyed spending time with his family, drinking coffee with friends, studying mathematics, and reflecting on what a wonderful and fortunate life he lived. He passed his love of flying to his daughter, Frieda, and his love of cycling to his son, Jesse. He will be missed by the many people who knew and loved him as a kind and gentle man with an enduring Southern lilt in his voice.

Don is survived by the love of his life and wife of 60 years, Roslyn C. Parker; two children, and a granddaughter.

The family would like to thank Don's friends and the nurses and the staff at Providence Hospice. A celebration of Don's life will be held in early May in Ashland. Memories of Don may be shared at www.forevermissed.com/donald-e-parker

VERLE L. ROTH

Verle L. Roth passed away peacefully in his sleep February 8, 2016 at his home in Tacoma, WA. Verle was born September 1, 1920 in Washougal, WA., he graduated from High School in Camas, WA and attended the University of Washington School of Forestry. Verle joined the U.S. Army Air Corps in 1942 and eventually was assigned to the 384th Bomb Group (H), 547th Bomb Squadron out of Grafton-Underwood Airbase in England. He flew 32 missions in The B-17, receiving the Distinguished Flying Cross. Miraculously he was never shot down although often his planes were severely damaged.

He met his lifelong love, Evelyn Matteson in 1942 and they married in October 1943, just before shipping out for England. After the war he joined United Airlines, based in SFO until seniority allowed him to relocate to SEA. Flying just about every aircraft in the fleet he finally checked out in the B727

and eventually became 727 Flight Manager in Seattle. An unfortunate heart attack ended his flying career in the early seventies. A temporary setback, he went on to a long, fulfilling life.

An active member of his church, his deep faith carried him through life. Verle loved to hunt, fish, travel, golf and spend time with family and friends. He always enjoyed seeing his old friends at the RUPA Seattle Gooney Birds Luncheons.

Evelyn preceded him in death in 2010, he is survived by three children, five grandchildren and six great-grandchildren.

FREDERICK ROLAND SCHMIDT

Frederick Roland Schmidt was born on July 2, 1936 in New York, NY and passed away at the age of 79 in Seattle, WA on December 4, 2015.



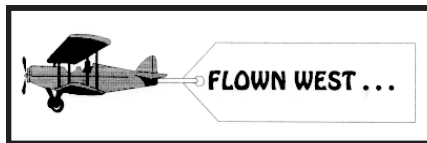
Roland spent his early childhood in New York and moved to Midland, MI at the age of 9. He was a tenacious young man who enjoyed baseball, hockey, skiing, hunting and all things outdoors. He graduated high school in 1954 and then attended Michigan Tech where he obtained his BS in Civil Engineering. Roland enlisted in the US Navy in 1959 where he received his flight training. He went on 2 tours on the USS Ticonderoga flying A-4 jets. After leaving the Navy, Roland joined United Airlines in 1966 and retired from United in 1996.

Roland enjoyed traveling, boating, camping, skiing. He had volunteered for the USO and the Puget Sound Blood Center for many years and was passionate about America, the Republican party, Starbucks, the stock market, aviation, baseball and most of all, his family.

Roland is survived by his children, grandchildren and great grandchildren.

In lieu of flowers, the family respectfully requests donations to the USO. www.uso.





Leon L. “Frenchy” Bourgeois	Mar. 2016
Thelone D. “Tony” Brown	Feb. 15, 2016
Joseph V. “Joe” Fabbo	Feb. 08, 2016
Thomas Fasiang	Feb. 21, 2016
Paul K. “Rick” Herrick	Mar. 03, 2016
James F. Hoak	Mar. 05, 2016
*Stan W. Murphy	Feb. 20, 2016
Richard N. Orr	Mar. 14, 2016
Donald E. Parker	Mar. 10, 2016
Verle L. Roth	Feb. 08, 2016
Frederick R. Schmidt	Dec. 04, 2015

**denotes RUPA non-member*



HIGH FLIGHT

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

April, 2016 Edition

From:

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



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

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant*—623-566-8188
Tucson Toros (Contact Randy 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*—925-735-1946
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 Crazy's (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