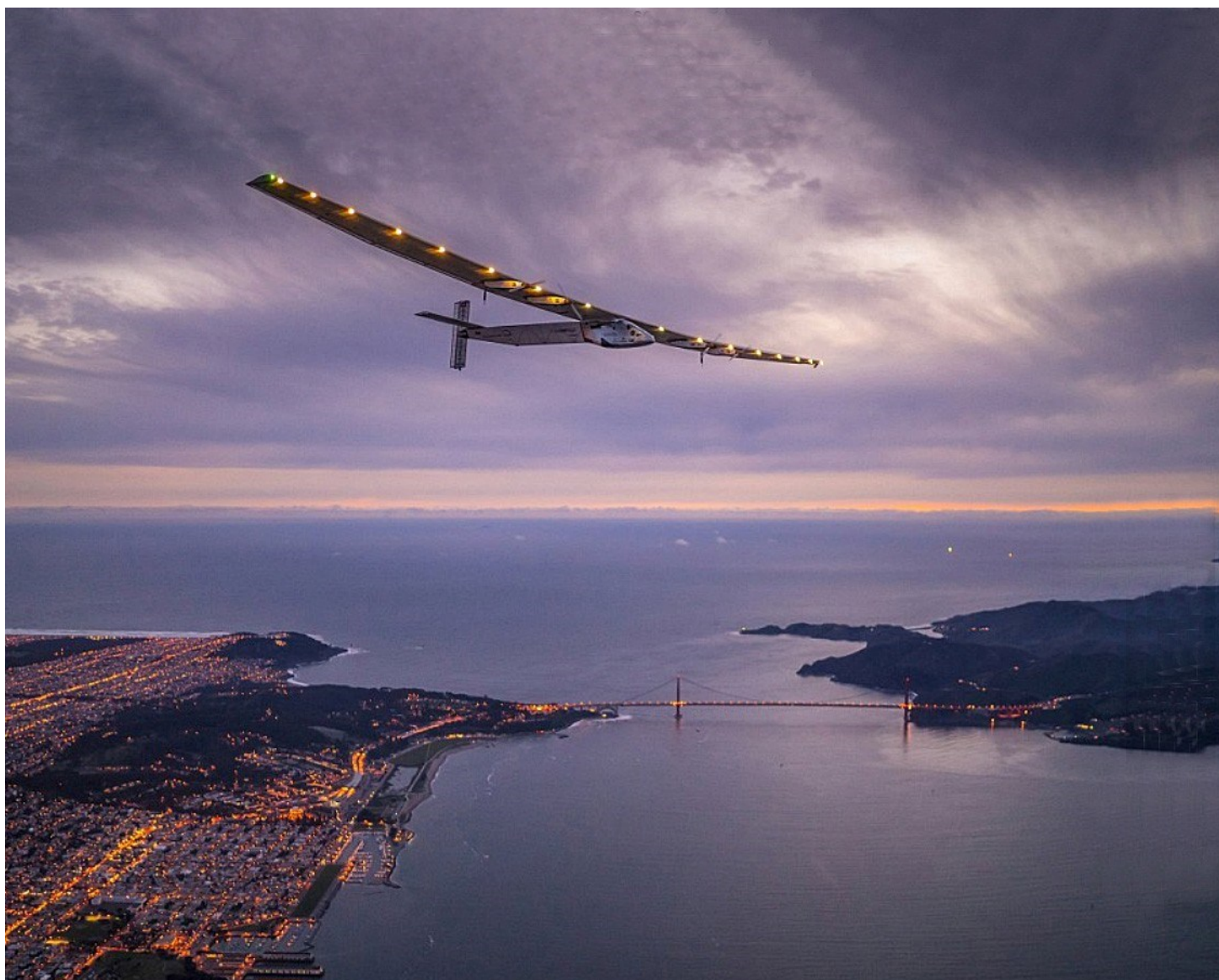

rupanews



Journal of the Retired United Pilots Association



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President's Letter

With the bipartisan Senate passage of the FAA reauthorization, which includes medical reform requirements for Private Pilot Certificate, many RUPArians may soon be able to fly well into their golden years. This legislation came after years of grassroots work by RUPA, AOPA, EAA, SWAPA, AAPA and eventually even ALPA signed on. This is a boon for our members who still enjoy the thrill of flight but were limited by archaic and bureaucratic requirements from the 1930s. Score one for the little guy. Please consider writing your congressmen for passage in the House.

With great sadness we must report the "flight west" of one of our RUPA stalwarts, Capt Al Engelhardt. Al was a great friend to aviation and was instrumental in helping pass the age 65 rule even though the legislation was too late for him. He was also the leader of our Chicago "Joe Carnes" RUPA lunch group. Al will be missed by his RUPA family. Rest in peace old friend.

RUPA continues to remain strong with new members joining weekly. Last count for 2015 was 169 new members and close to 600 now active on our new RUPA Facebook group. Please encourage your UA pilot friends, both retired and active, to join and to attend local lunch groups.

Our former employer appears to be on a good path with CEO Oscar Munoz at the helm. He has avoided the proxy war, settled the IAM contract, close to settling the AFA long overdue contract and seems to be arguably one of the best CEOs since Eddie Carlson or our founder, Pat Paterson. Reports from colleagues at XOJET (my current day job) who have been hired by UAL, is 100% positive in both the culture, training and morale. Refreshing to say the least. Will we get our pensions back? Probably not. That train left the station a decade ago. Old UA pass policy reinstated? Doubtful, but possible with a grassroots appeal by all retiree groups.

We would like to welcome our latest crop of new RUPA members:

Captain Richard Adams (SFO), Franktown, CO / Captain Borre D "Andy" Andersen (LAX) Cape Coral, FL
Captain Henry C. Borgerding, Aurora, CO / Captain Steve Derebey (DCA), Gig Harbor, WA
Captain Ronald J. "Ron" Engstrom (SFO), Chico, CA / Captain Melvin J. Fennel (ORD), Kaleva, MI
Captain Gail Lynn Glaze (SFO), Morgantown, IN / Captain Arthur J. Intemann (SFO), Mill Valley, CA
Capt. Bruce A. Jorgensen, Estero, FL / Captain Russel A. Kuhlen (ORD), Poplar Grove, IL
Capt. Elester "Rocky" Latham (SFO), Elk Grove, CA / Captain Robert K. Marple IV (EWR), Valdosta, GA
Captain Gregory F. Maxwell (DCA), Parker, CO / Captain Greg J. Schwab (ORD), Johnston, IA
Captain Wayne P. Sicard, Cambridge, OH / Captain Roger D. Stults (ORD), Hermitage, TN
Captain John C. Wade (HNL), Haleiwa, HI

Enjoy the summer solstice. Best regards, *Cort*

<p>I Want You To Send Your Dues to:</p>  <p>RUPA PO Box 400 Vineburg, CA 95487-0400</p>	<p>—Or—</p> <p>You can also pay by Credit Card by going to www.rupa.org and click on the <u>Membership</u> tab and then click on</p> <p></p> <p>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</p> <p>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</p>
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About the Cover

The Solar Impulse 2 completed a 62-hour nonstop solo flight

By Naomi Leach and Victoria Woollaston



Pilot Bertrand Piccard landed the Solar Impulse 2 at the Moffett Airfield, in Mountain View, CA, home to Nasa's Ames Research Centre and to Google's Planetary Ventures. The flight from Hawaii took three days and two nights and traveled 2,810 miles without fuel. The aircraft will make three more stops in the US before crossing the Atlantic Ocean to Europe or Africa on its around-the-world tour.

The first part of the Pacific was accomplished by André Borschberg in a world record flight of five days and five nights from Japan to Hawaii last July. A tandem achievement without a drop of fuel.

Piccard said at a news conference after he landed: 'You know there was a moment in the night, I was watching the reflection of the moon on the ocean and I was thinking 'I'm completely alone in this tiny cockpit and I feel completely confident. 'And I was really thankful to life for bringing me this experience. It's maybe one of the most fantastic experiences of life I've had.'

During the flight as he performed a fly-by over Golden Gate Bridge, Piccard said: 'I crossed the bridge. I am officially in America.'

'Solar Impulse showcases that today, exploration is no longer about conquering new territories, because even the moon has already been conquered, but about exploring new ways to have a better quality of life on Earth,' Piccard continued. 'It is more than an airplane: it is a concentration of clean technologies, a genuine flying laboratory, and illustrates that solutions exist today to meet the major challenges facing our society.'

Piccard and fellow Swiss pilot Andre Borschberg have been taking turns flying the plane on an around-the-world trip since taking off from Abu Dhabi, the capital of the United Arab Emirates, in March 2015. The plane's maximum altitude is 27,900ft but this drops to 3,280ft, when the pilot is able to take short 20-minute catnaps.

To help break up the long periods in the cramped cockpit, the pilots planned to land Solar Impulse 2 in 12 locations around the world. The Solar Impulse 2 has made stops in Oman, Myanmar, China, Japan and Hawaii. The trans-Pacific leg was the riskiest part of the plane's global travels because of the lack of emergency landing sites.

Although it's most recent landing was a success, the aircraft faced a few bumps along the way. After taking off in Abu Dhabi on 9 March 2015, it stopped in Muscat in Oman before heading to Ahmedabad in India on 10 March and Varanasi, also in India, on 18 March. On the same day it flew to Mandalay, Burma, before making a pit stop in Chongqing, China on 29 March - for three weeks, rather than the one planned. After Nanjing in China, the next was a five-day flight to Honolulu in Hawaii, before its unscheduled stop in Japan. The Solar Impulse 2 landed in Hawaii in July and was forced to stay in the islands after the plane's battery system sustained heat damage on its trip from Japan. When first attempting to fly from Nanjing, China, to Hawaii, the crew had to divert to Japan because of unfavorable weather and a damaged wing. A month later, when weather conditions were finally right, the plane departed from Nagoya in central Japan for Hawaii.

The plane's ideal flight speed is about 28 mph, though that can double during the day when the sun's rays are strongest. The carbon-fibre aircraft weighs more than 5,000 pounds, or about as much as a midsize truck.

The project began in 2002 with estimated to cost more than \$100million, and is meant to highlight the importance of renewable energy and the spirit of innovation. 'I think innovation and pioneering must continue,' Piccard said. 'It must continue for better quality of life, for clean technologies, for renewable energy - this is where the pioneers can really express themselves and be successful.' Solar-powered air travel is not yet commercially practical, however, given the slow travel time, weather and weight constraints of the aircraft.

'Maybe it will be boring in 20 years when all the airplanes will be electric and people will say 'Oh it's routine'', said Piccard. 'But now, today, an airplane that is electric, with electric engines, that produces its own energy with the sun, it can never be boring. It's a miracle of technology.'

Important Information from RUPA's Sec/Treasurer

Many things to write about, so please read, and if it pertains to you, lucky me!

IF YOU MISS A COPY of the *RUPANEWS*, either the hard copy or the electronic version, let me know.

IF YOU PAY BY CREDIT CARD, and are not sure if it went thru or not, wait! If it worked, you will receive an email.

IF YOU ARE A SNOWBIRD, you have to let me know your new address by the 20th of the month prior to moving, if you want to receive the *RUPANEWS* around the 1st at your new location. The Post Office will only forward the magazine for 60 days even if you filed a forwarding address card.

IF YOU ARE LATE ON YOUR DUES, get them to me by the 20th, or you might miss a copy.

IF YOU WRITE TO ME VIA EMAIL and do not hear back from me, write me again.

IF YOU PAY BY CREDIT CARD, think about adding your middle initial. File numbers are required, but sometimes a middle initial makes it go faster.

IF YOU GO BY A NICKNAME, but your check or Credit Card has your full name, that is what you will see on the mailing label, as it makes it easier for me to find you. Make sure you make your check out to RUPA, and send it to: RUPA, PO Box 400, Vineburg, CA 95487-0400.

IF YOU ARE NOT SURE WHEN YOUR BIRTHDAY IS, check the XPD on the back cover of the News. Dues are due on your birthday. We allow a three-month grace period, but it helps if you don't go past those three months. If you are sick or have a memory problem, we will excuse you for 3 months.

THE CHECK LIST FOR A SPOUSE has been a tremendous help for widows and widowers. The Thanks to Elaine.

DEADLINE FOR THE *RUPANEWS* is the 15th of the month, every month.

Larry Whyman is the Membership Chair.

Cleve Spring is the Editor. Send letters and articles for the *RUPANEWS* to him.

Leon is the Sec/Treasurer. Send your dues to him, and any changes to your address, or email, or phone.

Cleve will be reminding you to make sure that your information in our database is correct for the next RUPA Directory. Send any changes to Leon by December of each year.

MOST, IF NOT ALL INFORMATION IS ON PAGE 2 OF THE *RUPANEWS*.

And do check out the RUPA web site--www.rupa.org. *Leon Scarbrough* rupasectr@aol.com

San Francisco Bay-Siders RUPA Luncheon

Twenty-five of our stalwart regulars and a visitor from a chapter across the bay, B.S. Smith, came together to share stories and enjoy lunch together.

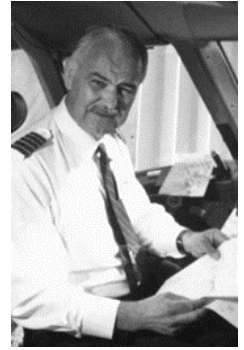
We meet in an area away from the regular patrons of Harry's and have the opportunity to move around and meet each other in separate groups. Topics of conversation must include the weather, health issues, gripes about Con/UAL, memories of UAL, etc., but we all go away feeling a connection to a common bond.

Those attending were: Rich & Georgia Bouska, Bob & Burkie Callahan, Bob & Roz Clinton, Gerry DeLisle, Rich & Cyndi Erhardt, Barry Hamley, Bob Kallestad, Jan McNaughton, George Mendonca, Hank Morales, Bob & Dee Norris, Craig Norris, Walt & Mary Ramseur, B.S. Smith, Cleve & Rose Spring, Isabel Traube, Gene & Carol Walter and Larry Wright.

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

The Joe Carnes 31 North RUPA Group Luncheon

It was the duty of your scribe [me] this day to act as emcee and luncheon coordinator and to relay the sad news of the passing of our friend and Head Honcho, RUPA Area Representative Captain Allan Englehardt. His Flight West was a real downer and cast a pall over things---we honored him with a moment of silence and also recalled good memories with him. Having known Allan, we're pretty sure he would've said something to the effect of, "Don't grieve---enjoy this day and each other's company" and as he stated once before, "The show must go on." Our collective mood started out on the glum side, but changed to one of acceptance of a Greater Way than we're privileged to know about. Our Southwestern buffet smorgasbord lunch provided by Bernice and the staff at 31North Banquets in McHenry helped to lift everyone's spirits too. Many thanks to these folks for their hard work and warm hospitality. A special thanks to my bride Jan for stepping up and handling the money and accounting jobs this day in fine (and her typically-efficient) manner.



Our guest speaker was Allan's close friend, Orthopedic Surgeon Dr. E. Boone Brackett, who related some great stories of his fifty years' being on the "inside" of the medical world. Dr. Brackett spent time at Great Lakes Naval Hospital treating wounded servicemen returning from Vietnam. Former Marine Rick Eilert's autobiographical work, *For Self and Country*, talks about "Doc Bone" in nearly every chapter because he so endeared himself to the patients and staff for his tireless and expert work.

Dr. Brackett has been an AME, holding instrument and pilot certificates including an ATP, and flies his own 182. Besides an Orthopedic Surgeon, he holds a law degree, loves motorcycles, classic cars and---classical music too; he's been a guest conductor of the Chicago Symphony Orchestra.



The 63 present-and-accounted-for attendees were: John Anderson, Jim & Corinne Boyer, Dr. E. Boone Brackett, Glynn Bradley, Larry Cabeen, Bill Cherwin, Sigmund Chrzanowski, Norm Clemetsen, Ron & Patricia Cox, Barry Davidson, Bill Duzet, Carl Eberle, Walt & Jan Fink, Tom Franklin, Milt Gray, Don Gregg, Bob Helfferich, Tom Helms, Buck Hilbert, Wendell Jelm, Verne Jobst, Scott "Deano" Joseph, Les Kero, Dick & Maribeth Kuhn, Howard Levinson, Chip & Cindy Little, Wes Lundsberg, Jim McCusker, Dick Murdock, Howard & Marjorie Nelson, Glen & Mary Peterson, Charlie Peterson, Matt Poleski, Jim Richardson, Jim Rosater, Larry & Mary Sandford, Dick Schultz, Dave Schultz, Jack Sheridan, Ole Sindberg, George Sorenson, Steve Spencer, Gene & Ginnie Stepanovic, Dave & Linda Strohm, Jim Stuntz, Bill Thompson, Jim Thompson, Sid Tiemann, Gus Tuit, Ken Voelker, Wayne Walusiak, Dave Wege and Frank Zackary.

Our next luncheon will take place on Tuesday, September 13th, 2016, at 31N Banquets, 217 N. Front St., McHenry, IL. Retirees, active pilots, spouses, and guests are all welcome. YHS, *Walt*

Annual Guppy Gathering

The 2016 Guppy Gathering will be held Wednesday, September 21 from 11-2 pm at the NE corner of the Sonoma Town Plaza in Sonoma, CA. Any and all pilots and flight attendants are invited to come.

For more information, contact Jan Wheadon at 707-224-3901 or janicewheadon@aol.com.

The Big Island Stargazers RUPA Luncheon

We had a great turnout for our annual meeting on the east side of the island in the historic town of Hilo. It was a beautiful day and Pineapples Restaurant owner, Pam Owen, pulled out all the stops and welcomed us with an array of complimentary pupus while we mingled and sipped tropical libations in the bar.

Many Westsiders came with shopping lists in hand in order to make purchases at the specialty shops located around Hilo. Members discussed their upcoming travel plans and the flying stories continued to entertain us. Joining us as guests of Len & Donna Bochicchio were fellow Ruparian Charlie Schwob (SFO) and his wife, Yogi, who were visiting from the Phoenix area.



In the photo, Left to Right: Walt Wells, Linda Morley-Wells, Grace & Dick Slinn, David Carlson, Bill Cochran, Al & Linde Rimkus, Sam Wilson, Lauren Cochran, Julie Wilson, Joan & Gerry Baldwin, Don Diedrick, Donna Bochicchio, Pam Owen-Pineapples Owner, Yogi & Charlie Schwob, Len Bochicchio. Missing in action from the photo op was Beth Raphael.

We will be back in Kailua-Kona in May, so please join us on the third Thursday of the month.

Linda Morley-Wells, Scribe

The Monterey Peninsula RUPA Lunch Bunch

We had a good turnout for our lunch with a lot of stories about flying the line with some of our favorite pilots. There was even one about a dog found dead in the cargo compartment upon arrival. Thinking it died in route, the station folks tried to find a replacement to deliver to the waiting passenger. When told it was not the correct dogs the passenger was asked how they knew and they replied their dog was dead and they were bringing it home for burial! There were many stories about flying with George Nixon who was a favorite at SFO.

Edgar's at Quail Lodge did an excellent job serving our energized group and the food was excellent. It was great to see Bob and Cindy Benzies again. Cindy's leg injury is recovering slowly but has improved to a point where she can walk with the aid of a walker. We have missed them over the months and we look forward to her further recovery.

We had a wonderful addition to the group when Jeff Mundle and his wife Sue joined us. Jeff is an A320 Captain at SFO and still has 5 more years to go before he retires. Jeff and Sue just returned from a month long vacation in Spain and Portugal and shared their trip with the group. We hope to see more of them in the future! Our attendees were: Pete and Donna Walmsley, our gracious hosts, Jack Cowles, Barrie and Sharon Nelson...Barrie won First Place for Most Stories, Don Roszel, Jeff and Sue Mundle, Phil and Pat McClain, Nancy and Lee Casey, Diane Ellis, Milt Jines...Milt won Second Place in stories told, Phyllis Cleveland, Bob and Cindy Benzies, Ed and Pat Manning and Jon and Jane Rowbottom.

Our next luncheon will be on June 8th at 1130 at Edgar's. It is very important for folks to RSVP to Phyllis by Monday night so that we have an accurate head count. Pete gives the Chef the numbers on Tuesday so they can set up the tables, assign the staff and have enough food on hand for our Wednesday gathering. Please give Pete some help by RSVP'ing early. *Jon Rowbottom*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

A beautiful Spring greetings from Southern Oregon! Wonderful time of the year with blossoms, flowers and color of every description in abundance in the Valley. We still have an abundance of snow in the high country around us and the lakes and reservoirs are filling after the years of drought. What a delight to be able to live in the midst of it all.

We had our regular third Thursday lunch at the Pony in Jacksonville this last Thursday. We were short a few, but understandable with all there is to do in the area. But next month...ah, that will be at Dan Kurtz's ranch in Klamath Falls. Over the last few years Dan has treated us to a wonderful day at his place with the cutting horses, young calves and horses and a great lunch. This year will be no different with a lady who has performed at rodeos doing a show for us. Dan promises it will be a delight for all. Further, he invites all in RUPA land to come and attend. One caveat, he needs a 'heads up' (RSVP) of how many plan to attend so that he can plan for the lunch. I can be the conduit for those who plan to join us.



Enjoying the Pony on this day: Scot lee, Steve Fusco with Leeann behind him, Harvey Saylor with Jim Jaeger behind him, and Marty, daughter Lisa and Bob Niccolls.

We missed Dan for the picture since he had to leave prior to the camera making its appearance. Another grand time with the Intrepids of the Rogue Valley. Cheers to all, *Bob*

San Francisco East Bay Ruparian's Luncheon

May 11th, the East Bay group met at our usual spot, the Primavera Ristoraunte in San Ramon, CA. We got a last minute cancellation from Neil Dahlstorm. He had to undergo last minute emergency surgery for a detached retina. Hang-in-there Neil, we all wish you the best and we are sure you will be able to see us at the next meeting. Grant Adams was unable to attend because he had fallen behind on a project that was high on his honey-do list. So we were down to seven attendees. Never the less, we had a great time.

Steve Filson announced that he was a Grandfather for the first time. His daughter gave birth to a boy just before our meeting. Lee Francis told us about his mother who was a flight attendant in the early thirties. At that time all flight attendants had to be nurses. She flew on tri-motors and the Boeing 247. He promises to bring pictures sometime of her in uniform which was quite different than the uniforms of today.

In attendance were: B.S. Smith and his friend Patsy Koester from Las Vegas, Lee and Shirley Francis, Rich and Georgia Bouska and Steve Filson.

Until the 2nd Wednesday next month, June 8th and every month thereafter, if you're in the area, come join us. *Rich Bouska*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As is usually the case this time of year in SE FL, many of our 'Snowbirds' have bailed out and headed North for the Summer. However, there are a few of us left and we managed to get ourselves over to Shrimper's for another Tuesday afternoon B S session ...excuse me, I mean RUPA Luncheon.

We did manage to gather 8 of us together for our good time, food and service (Marcus was our server) combined with many different conversations along the way. Among the items discussed were small-single engine pilot training; Don Onofrio spending a few days in the hospital with a minor 'stroke' -- coincidentally Ret. UAL Cap't. Sid Sigwald was down the hall (in another room) for an unknown reason; various Physical ailments and challenges experienced by some of our members; National and Local Politics and some 'exciting' T-28 stories shared by Dick Baese and Jim Dowd. These War Stories and Tales of Woe sure make the time 'fly' by...a GR8 couple of hours with good friends.



Left to Right: Don Onofrio, Dick Baese, Ted Osinski, Dave Hoyt, Dave Damon, Jim Dowd, Jack Boisseau and Bob Langevin.

That's about it for now....but wishing you all a SAFE Summer along with SAFE TRAVELS and if you happen to be in the Stuart area on Tuesday, June 14th, we'd love to have you join us for our next Luncheon...we start at 11:30...(at Shrimper's, of course). Cheers, Adult Beverages and LOL, *Bob Langevin*

Hawaiian Ono Nene's RUPA Luncheon

We have all heard the saying, "Timing is everything." Unfortunately, the timing was off this month for our Hawaiian Ono Nene RUPA luncheon held on Wednesday, April 20, 2016, at Mid Pacific Country Club in Lanikai, on the island of Oahu. The majority of our regular attendees were either off island or unavailable.

However, RUPA Secretary-Treasurer, Leon Scarbrough, was able to join me, along with John Wade, a Hawaiian Airlines pilot and Don Lawrenson, a Canadian friend of Leon's who learned to fly in an Ercoupe.



Left to Right: Don Lawrenson, Larry Becker, John Wade, and What's his Name!

The Washington Area Eddie O'Donnell RUPA luncheon

The April 21, 2016 luncheon for our members and guests was held at the Amphora Restaurant located in Vienna Virginia. Officially starting at 11:15 with lunch beginning at 12 noon, we had 45 minutes to talk to old friends, acquaintances and guests. Our meal consisted of a salad, fried chicken breast with rice and broccoli followed with a bowl of ice cream.



L to R: Ray Best, Gene Couvillion, Paul Gilson, Roger Limeux, Jon Beckett, Tony Keffer, Clyde Luther, Edna and Bill Nolan, Barb Ryan (not her best side)



L to R: Clyde and Claudette Luther, Linda Cerisano, Bob and Betty Goodman, Marilyn Pasley, Don Reinhard, Larry Grube, Gil and Pat Coshland.



L to R: Laura and Herb Petitt, Fred Keister and his friend Camille Moore showing off their Maui-tan, Hal Cockerill, Betty and E.K. Williams, Barb Ryan, Mike Frank, Ward O'Brien.

We did not have a guest speaker, but we did not need one because we had E.K. Williams in charge. He did a great job presenting information concerning 20% discount on positive fares on United. He also told us about some of the difficulty some of us are having with the new CVS Pharmaceutical insurance.

Barb Ryan won the 50/50 cash drawing and the winners of the bottles of wine were Gil Coshland and E.K. Williams. It was very exciting to witness the drawing that E.K. Williams won. First E.K.'s wife, Betty, had a winning ticket but E.K. intervened and gave the bottle back to the club and presented the container of tickets to another person to pick a winner. Low and behold, the ticket this time was E.K.'s. Two ticket drawings two numbers in line. This time E.K. accepted being the winner. Talk about luck!

Congratulations to Clyde Luther. We learned that Clyde will be inducted into the Virginia State Golf

Association Hall of Fame on May 10 at the Homestead Resort.

We missed the presence of Theresa Ruddy and remembered her for all the years she provided very nice flowers for the tables at our Coed Luncheons. All of us send best wishes.

A special thanks to: E.K. Williams for all that he does for the group. Hal Cockerill for handling the check-in.

Our next scheduled luncheon for members only at the Amphora Restaurant on Thursday, July 21, 2016.

We all had a great time as usual. *Jon P. Beckett*

San Francisco North Bay RUPA Luncheon

I find it becoming more difficult to find much of anything to report for the *RUPANEWS*. The number of people attending has decreased to about fourteen for the last three months, so there is a much smaller source of information.

This from Rick Saber "Norton 1." "Most Honorable Brother Bob, 4 May. Alas, twas not nearly as fun sans you and Doris...this goes without saying. But, no clicker??? au contraire! your faithful savant, Norton 1, brought his second original from them thar dark days, and called the meeting to order at George Hise's command. With but 15 in total aboard, it was lively but non-rowdy."

We had a very short meeting with some information regarding the number of deaths due to medical mistakes, UAL stock price, and a photo of the Lockheed JetStar just donated to the Pacific Coast Air Museum was passed around. I am the crew chief. As soon as we finished eating most members departed for home.



Attending: George Hise, Merle and Deke Holman, Bill McGuire, Dick Lammerding, Jim Mansfield, Rick Saber, Dan Bargar, Dwight Daley, Bruce Milan, Gardner Bride, Wayne Heyerly, Jules Lepkowsky, Barney Hagen, and me, *Bill Greene*

Dana Point RUPA Luncheon

A beautiful Day in the Harbor at Dana Point for our 11:30 meeting. Our 11:30 time makes it good to find a parking space which can get quite busy when the Catalina ferry boat comes and goes!

On the Deck under the new fixed blue umbrellas our hardy group assembled. A beautiful day for our lunch. Staff got us drinks and food quickly. Don't know where the 'public' were as it sure was quiet on the Deck, but not for our assembled members!

Assembled today were: Bill Rollins, Bill Stewart, Bob Fuhrman, Bruce Dunkle, Butch Trembly, Jack Frisch, Joe Udovch, John and Cheryl Arp, Park Ames, Rusty Aimer and Ted Simmons.

Thought for the day...'I may not have gone where intended to go... But I think I have ended up, where needed to Be!

Some of our members got to fly on the Wings of Freedom Tour that touched down at Orange county airport for a few days of public viewing and riding. I actually caught a low level flyby-prior to the viewing of The B-24. and B-17 as they flew by. I was on the deck of my home and heard this roaring that sounded like a large formation of piston engines aircraft---not so- just two beautifully restored War Birds taking a tour group along the coast. The next day I took a walk through of the B-24. They were on viewing at the Lyon Air Museum at Orange county airport as part of the national Wings of Freedom Tour.

Our next meeting is June 14. Cheers, *Ted*

Ohio Cleveland Crazyes RUPA Luncheon

Our April meeting was well attended with seventeen pilots, wives and family. Our luncheon and service was fantastic as usual. Pat Morris provided us with a great assortment of candies and chocolates for dessert to top off the great meal.

Rich McMakin reminded us of the coming "Summer Do" at his home on Saturday, June 11th and asked that all should go easy on bringing desserts. Dick Sanders presented a financial report and passed the hat for an infusion of funds to rebuild our account. And, our in house jokester, Ken Wheeler, brought many great jokes and stories to share with all and kept us laughing.



Those in the photo Seated L to R : Ken Wheeler, Ken's helper Diane Johnson, Bob Lang and Dawn Lang. Standing from L to R: Phil Jach, Harvey Morris, Pat Morris, Rich McMakin, John Hochmann, George Bleyle, Diana Zaleski, Joe Getz, Dick Sanders, our waitress Shalya, JoAnn and John Pinter. Two other guests that did not make the photo: JoAnne Orr and Kristi Deem, Ken Wheeler's daughter. Cheers, *Phil Jach*

Los Angeles South Bay RUPA Luncheon

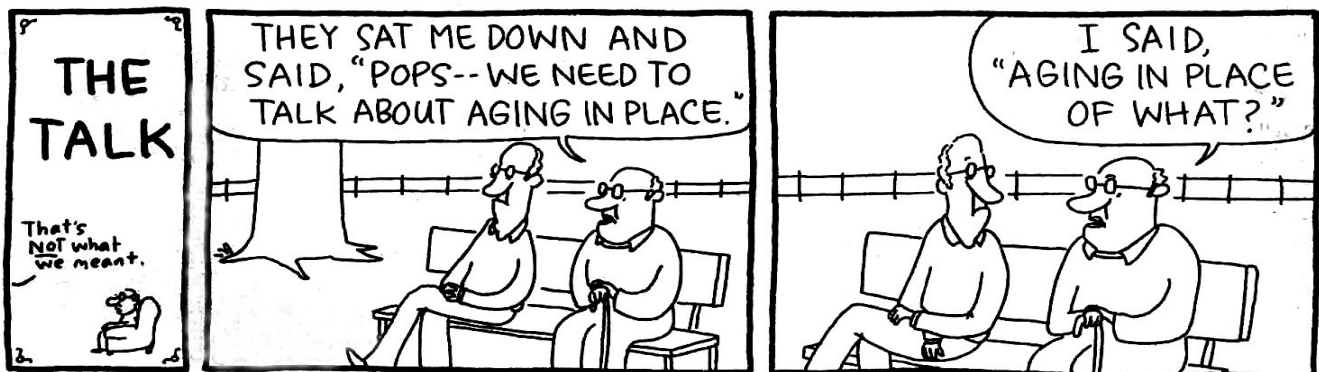
We met again at Sam's Woodfired Pizza Restaurant who are very friendly and helpful caring to our complex table arrangement and food ideas. So until the Proud Bird Restaurant re-opens we shall continue with Sam's Pizza in El Segundo.

Sue and Arvi first on the scene were happy to welcomed Loyd Kenworthy and his friend Adrienne then Dick and Barbara, Tom Reidt and Kathy Hesse with Perry Cockreham.

We covered many subjects and the benefit of Kathy Hesse who gave us updates on United Airlines as it evolved locally. LAX is again heavily impacted by much construction. There will be a multi-story rental parking and a passenger transport about a mile from the parking to the many terminals. You might check the lawa.org website for updates and plans.

Next meeting for the LAX South Bay gang will be June 9th at 11:00. Cheers, *Arvid von Nordenflycht*

RHYMES WITH ORANGE | Hilary Price



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

Are Jackson and Jim Morehead now have the summer duty through September for the RUPA lunches in South Florida. We had a very successful lunch on May 12.



Left to right: Jim Morehead, Art Jackson, Ham Oldham, Ralph Rodriguez, Ed Wheeler, Dave Dryer, Paul Whiteford, Bill Garrett, Stan Baumwald, Ed and Ona DeChant.

The next luncheon should be Thursday June 9. Luncheons are held the second Thursday of each month.

Jim Morehead

San Diego North County RUPA Luncheon

Howdy Cleve. Our group met as usual on the second Tuesday of May. You may recall that one of our group had a medical problem that kept him at home for a while. But he, Bill Pauling, is now in good shape. He and his wife Evelyn were the first to arrive, followed by me and Colon Winfield for a total of four of us.

The small number is good for me with my hearing problem despite a pair of excellent hearing aids, courtesy of the VA. They work quite well if there is little background noise.

While munching our lunch we continued to trade stories. We all had some good ones, but Colon is the master. a man of a million tales, all true and never repeated. "You da man", Colon. Missing from our group was the Greens, the Bowmans, the Mayers, and Paul Whitby. No one reported sick, just busy, I guess.

My birthday is June 8, so I'll make this also my two cents worth. On June 8, 1974 I set the parking brake on the DC8 at LAX because I was having a heart arrack. I was hurting, but was able to grab a small airline to Santa Barbara, where my family and I lived. I called my wife, who was only about 5 minutes away in Goleta. I spent a week at the hospital, felt good and started to wonder if I would ever fly again. I received my answer after being diagnosed by the leading cardiologist in California. He put his arm around me, and told me I would not be around for very long because, although my heart was no problem, I had arteriosclerosis and that was a death sentence. I felt so good and strong, I swam in my pool daily, and a bit later, my wife and I went on a skiing trip to the Rockies, skiing in 7 different locations in 7 days. Upon returning home, I asked my regular doctor if he would give me a Class One physical. He did, and pronounced me Fit as a Fiddle. United felt differently when I took the physical with their doctor. Grounded for good. Well, I didn't have my hopes up, so I asked about being a simulator instructor. They told me I would need a Class two airman's physical, so no go. American Airlines said they would hire me as an operator, but I would have to work out of Dallas. My wife and I decided a big NO for that one. We liked California. A few months later we decided to become avocado farmers, and bought 14 acres of raw land in in San Marcos, CA which after a few years of hard work a was a success. So ended my flying career that started in 1947, with thanks to the G.I Bill, otherwise I might be pumping gas and changing oil in Jersey City, NJ. YUK! I was widowed in 2007, but we had retired in 1988 by selling the farm.

Thanks for all you, do, Cleve, and others who keep *RUPNEWS* circulating. *Bob Harrell*

Seattle Gooney Birds RUPA Luncheon

We must be losing our touch here in Seattle this month, with only ten of our faithful showing up. It must have been one of those rare sunny pleasant days that we get this time of the year and several decided to stay home. Our leader Bill Brett called in sick and asked Chuck Westpfahl to take his place. And the first order of Chuck's position was to ask if I would write the monthly letter. So, as asked here 'tis.



Picture 1, L to R: Jim Barber, Dave Carver, Chuck Westpfahl, Bud Granley, Dan Mueller, Fred Sindlinger.
Picture 2: Alan Black, Ken Case, Jack Brown, Herb Marks.

It appears that most of our attendees were ex-military pilots for there was lots of discussion involving some exciting moments in fighters, bombers, troop carriers, and a few others. Bud Granley, who spends most of his flight time inverted at airshows every summer, told of some of the airplanes that Paul Allan has on display at his hangar on Paine Field airport at Everett, Wash. All are flight ready and he has the pleasure of flying them.

Recently we had a memorable occurrence here at Boeing Field when the original Boeing 727 was flown from Paine field, Everett Wash, where it was completely restored over the past 20 some years, and landed at Boeing Field some twenty minutes later. The flight was flown with



departing flaps extended and gear down. There were lots of old former 727 United pilots volunteering to fly the transfer flight but the restorers stuck with their crew. I was lucky enough the following weekend to go to the Museum of Flight here at BFI where the airplane is being displayed. It is a magnificent display of old number one 727 all decked out with United's paint job. I brought along my Captains hat so that I could have my picture taken standing in front of that beauty. I tried to get authorization to go into the cockpit and sit down in that good old left seat, wheel in left hand and right hand on throttles and have my picture taken there. But the lady in charge of ramp displays denied me the privilege although we could tour that cabin and look into the cockpit. I really enjoyed that day.

Some chatter involved what seems to be a serious attempt of the new leadership at United in honestly trying to make a decent airline out of this mess we've witnessed these past few years. We all hope they are successful.

We lost one of our senior members recently. He was Herb Breivik, one of our most respected and capable United pilot. He will be missed at our monthly lunches.

We closed the lunch as usual with a couple of knee slappers from a couple of guys and I added my two howls to end the festivities. *Herb Marks for Bill Brett*

Denver Good Ol' Guys RUPA Luncheon

Our monthly meeting was held as usual on the third Tuesday of the month April 19 at The Tin Cup Bar and Grill in Aurora. The meals and service are always excellent but this was one of the best yet. Several attendees asked us to relay their kudos to Cindy and crew for the service and cuisine.

Stanley Boehm started us off with some humor. Sadly, it was reported that Ed Riehl and Sam O'Daniel had flown west. Both were highly respected and well liked. They will be missed. Nick Hinch reported that Al Snook is having health challenges. This elicited comments from several members concerning the outstanding job Al did back in the day on the ALPA training committee and how he had helped many of his fellow pilots.

Jim Colman e-mailed me that for a nominal fee you can get The Colorado Dept. of Motor Vehicles to make you a driver's license indicating you are a veteran. You need to present your DD214 along with your license. He said it is worth a 10% discount at Home Depot and has saved him a speeding ticket. Maybe there are other discounts as well if one asked.

We were fortunate to have as guests three representatives of RUAEA--Retired United Airlines Employees Association-- www.ruaea.org. Present were Denver Representative Sharon Burbank and her husband Don Burbank as well as Virgil Gooselaw, national Vice President of RUAEA. They briefed us on various aspects of RUAEA. Sharon, a retired Customer Service Representative, led off with information concerning Denver activities and organization. She said that Denver RUAEA meets the first Saturday of every month at 9:00 A.M. in the Stapleton training center cafeteria for breakfast. All United retirees, either UA or CO, and guests are invited to attend.

Both Don and Virgil are retired highly experienced maintenance and management employees of United. Don, a commercial pilot, after a career spanning 18 years at the original Frontier and 28 years with United, retired in 2013 from DENMM as the liaison for mechanics between the UA & CO merger. He left IADMM as the Managing Director of East region about a year after the official merger. At that time, they replaced Don with a CO manager and made the region smaller. While Don was the MD, he oversaw all of the East Coast, South America, Europe, Middle East, Africa and Moscow. His perspective on the takeover of United by Continental was interesting and balanced. In retirement Don volunteers with the EAA 7 weeks out of the year as crew chief on the B-17 which tours the country to be on display and give rides. Don generously hosted a group of us to tour the B-17 on May 7 at Centennial Airport. Also, Mack Connelley, who flew The B-17 in combat in Europe in WWII, accompanied us to give a B-17 pilot's perspective as well.

Virgil spoke on the overall mission of RUAEA and how they are working in the interests of United retirees. Virgil is a commercial pilot and has owned an Aeronca Chief. He said he flew anything that had wings that the owner would let him fly. The last three years with United he was a Project Manager/Coordinator on the New Airport (DIA) which opened on April 1, 1995. He retired in October of 1995.

Attending were: Rick Bebee, Bob Blessin, Stanley Boehm, Chuck Brescia, Sharon and Don Burbank,

Mack Connelley, Bob Crowell, Jack Davis, Donna and Vic DeLuca, Al Dorsey, Denis Getman,

Virgil Gooselaw, Bill Hanson, Tom Hess, Nick Hinch, Doug Johnson, Sue and Tom Johnston, Dick Kobayashi, Cliff Lawson, Dave Murtha, Joe Rozic, Dick Shipman, Casey Walker, Russ Ward, Ted Wilkinson, Arv Witt and Gerry Zimmerman.

Your Co-Scribe, *Tom Johnston*

Hurricane to do list

The World

- Watch the Weather Channel
- Pack Evacuation Kit
- Buy Batteries
- Buy Dry Goods
- Buy Water
- Watch the Weather Channel some more
- Pack the car with essentials
- Speculate with neighbors about hurricane

Florida

- Buy Vodka
- Buy Backup Cigarettes
- Complain
- Plan Hurricane Party
- Complain some more
- Speculate if the hurricane will cancel work Monday
- Buy more Vodka
- Speculate with neighbors about hurricane party

SAC Valley Gold Wingers RUPA Luncheon

We had a fun May luncheon and really not much to report. I discussed with our group the need for 737 simulator instructors needed in California for part time employment. I passed on a message delivered by Oscar Munoz and the state of UAL, IAMs ratified contracts, the first quarter earnings and net income, a Health Data report that was discussed in the RUPA magazine, the need for shingles shots and those SFO based pilots who have flown west. I also included a written description of how to list on Skynet on other air carriers and pay for the flights with your credit card. We had a video of the superior flight skills of Sullenberger landing on the Hudson in 2009. I think about three quarters of the group were fast asleep in the first 10 minutes of the video. Only a few sore necks were reported and absolutely nobody's head fell on the table from sleep deprivation and boredom. Of course, I am totally kidding. We had one birthday celebration, Wayne Mooneyham. He did not disclose his age. Smart man! His lovely wife, Joanie, baked and provided us all with wonderful chocolate chip cookies. We again thank everyone for attending.



Left to right: John and Sharon Gorczyca, Bill Authier, Mike Kozumplik, Rod Violette, Marv Alexander, Dave Leippe, Joanie and Wayne Mooneyham, Ed Akin, Larry Rossini, Dave Stolp, Vivian Stolp, Judy and Jim Whittingham. Karl Winkelbrandt was in attendance but not available for the picture.

Still Flying High, *John Gorczyca*

Thousand Oaks RUPA Luncheon

We homed into the local NDB to arrive at the Sunset Terrace on a beautiful VFR day. Early birds gathered on the terrace till the doors opened at 11:30.



left to right are: Marcene Rankin, Doug Bielanski, Larry Lutz, Don Tanner, Jim Hall, Dale Myers, Ivan Cox, Ray Engel, Claude Giddings, Jerry Adams, myself, Mike Herriott and Doug Rankin.

Doug Bielanski opened the meeting with aviation news including Jeff Smisek's generous severance package, changes to the UAL BOD, and icing problems on the newer GENx-1B engines on the 787 and 747-8. An FAA directive requires using the older engines or shaving off a small amount of metal from the case surrounding the fan to prevent rubbing and engine failure. Another item was the Navy using a couple of OV

-10 Broncos fitted with four 7.62 mm guns in the fight against ISIS. That brought up the fact that Don Tanner was an O-1 FAC at Nha Trang attached to the Army. Nha Trang is now a very nice beach city; we went there six years ago on an OAT tour.

I was an O-2 FAC at NKP and Bien Hoa and mentioned that I enjoyed meeting a bunch of fellow UAL retirees including Ken Owen (an O-1 FAC attached to the Big Red One), Barry Weber, the "other" Dale Myers, and Mark Brophy at a California Air National Guard reunion of veterans. Ken Owen was shot down, getting a Purple Heart, a Bronze Star, 9 Air Medals and 2 DFCs among other awards.

Doug Rankin and Ray Engel recalled being copilots and engineers for each other due to the odd policy of Capital Airlines in their use of pilots and flight engineers. Doug was hired in 1953 and Ray in 1956.

A lot of topics were discussed including travel, TSA delays, and the parking situation at LAX. Claude had some humorous articles. One that I recall was an evaluation that stated "The only reason men would follow him would be out of curiosity."

If you want to sign a petition to get the PBGC to make UAL take back the pensions check out:
http://petitions.moveon.org/sign/restore-united-airlines?source=s.fwd&r_by=2069222

It's free and only takes a minute. Who knows it might work.

Our next meeting should be July 14th. Regards, *Denny Fendelander*

The Columbia River Geezer's RUPA Luncheon

May 11 found an even dozen of our Columbia River Geezers turned out for our monthly lunch at the Clackamas California Pizza Kitchen. Excellent turn out, I thought, especially on such a beautiful Spring day.



From Left to Right: Steve Barry, Benno & Lynne Vyfvinkel, Fred & Carole Krieg, Dick Ionata, Lew Meyer, Mike Thomas, Doug Howden, Tony Passannante, Bill Park, and Rich Warden

The only issue when the group is of this size is that it's difficult to hear what's going on at the other end of the table, but I can tell you that all were having a great time.

As far as I could tell, the simultaneous and spirited conversations covered the ubiquitous, and always interesting subjects of travel experiences of our very active group of globe trekkers. Several of our SCUBA diving members had a lively discussion of that marvelous sport, Dick Ionata also brought along some "Show & Tell" material describing in text and pictures some of the world aviation records he has certified.

That's about it for now, if you find yourself in the area on any second Weds of each month, please join us at 1100 hours at the Clackamas Town Center CPK, just west of I-205, Sunnyside Road exit, Clackamas, OR.

Tony Passannante & Ron Blash

Some golf facts you may not have known

Balls travel significantly further on hot days. A golfer swinging a club at around 100 mph will carry the drive up to eight yards longer for each increase in air temperature of 25°F.

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

RUPA members are invited to attend the RUAEA Seattle Convention



The RUAEA Convention is being held in Seattle, September 21 -24, at the DoubleTree SuitesSouthcenter. All the information you need about the convention is posted on our website, www.rupa.org.

Click on the "2016 RUAEA Convention"

There are 12 pages so you have to scroll down, or page down to see all the information. The schedule of events sounds great, especially

The Boeing Museum of Flight

Check it out. Hope to see many of you there.

United Airlines' Newest China Route



United Airlines continued to expand the number of cities it serves in interior China with the launch of new nonstop flights to Xi'an on Sunday, May 8. The flights from United's Asia-Pacific gateway in San Francisco is the first trans-Pacific service to Xi'an operated by any airline, and United is the first U.S. airline to serve the city, a destination for commerce and tourism in the central region of China.

At the eastern end of the Silk Road, and with a population of more than 8 million, Xi'an is an important cultural, economic and educational center with facilities for research and development and China's space exploration program. The plains surrounding Xi'an are home to the famed Terracotta Warriors, thousands of life-size, hand-molded figures buried with China's first emperor, Qin Shi Huang.

United will use the world's most advanced passenger airplane, the Boeing 787 Dreamliner, to operate the three-times-weekly service during the peak travel period between May 8 and Oct. 27, 2016 (westbound).

"United is celebrating our 30th anniversary of service linking the U.S. and China this year and there couldn't be a better way to honor our proud and long-standing relationship than by being the first airline to offer customers nonstop trans-Pacific service to Xi'an," said Marcel Fuchs, United's vice president of Atlantic and Pacific sales. "United operates more nonstop U.S.-China flights, and to more cities in China, than any other airline and we expect the addition of flights to Xi'an to continue to create opportunities for trade and collaboration between our two countries throughout the U.S.-China Tourism Year and long into the future."

The flights will depart San Francisco International Airport at 1:25 p.m. on Tuesdays, Thursdays and Sundays and arrive in Xi'an at 5:30 p.m. the following days (all times local). The return flights will depart Xi'an's Xianyang International Airport at 9:30 a.m. on Tuesdays, Thursdays and Saturdays and arrive in San Francisco at 6:35 a.m. the same days. Flying times will be approximately 13 hours, 5 minutes westbound and 12 hours, 5 minutes eastbound.

United began nonstop service to China in 1986 and today has twice as many routes between China and the mainland U.S. as any other U.S. airline, with 96 weekly departures serving:

Beijing, with nonstop flights from Chicago, New York/Newark, San Francisco and Washington Dulles;

Shanghai, with nonstop flights from Chicago, Guam, Los Angeles, New York/Newark and San Francisco;

Chengdu, with nonstop flights from San Francisco;

Hong Kong, with nonstop flights from Chicago, Guam, Ho Chi Minh City, New York/Newark, San Francisco and Singapore.

In addition, United will begin new nonstop service between San Francisco and Hangzhou on July 13, 2016.

United operates more than 250 daily flights from San Francisco to more than 90 destinations in Asia, Europe, North America and Latin America.

A major component of the new Xi'an service will be traffic originating in China, and United has timed the Xi'an flights to connect conveniently at San Francisco with an extensive network of service throughout the United States, Canada and Latin America.

Would United Be Stronger if Divided?

By Lou Whiteman



United Continental Holdings is a perennial underperformer that tripped up again when it released first quarter earnings, but the airline's troubles have gotten so bad that some are beginning to wonder whether the only way to save the company is to tear it apart. Chicago-based United on April 21 reported adjusted earnings per share that topped estimates, but actually saw its shares trade down afterwards because of its guidance that passenger revenue would continue to weaken in the months to come. The stock closed Thursday at \$48.94, down \$.20 on the day and 23% below its 52-week high.

United has largely been a laggard since its 2010 merger with Continental Airlines Inc., but a new management team installed last year has made progress towards curing some of the labor and integration headaches that for years plagued the airline, causing investors to hope going into earnings season that the worst was finally behind it. The poor guidance has caused some company followers to question that assumption. Wolfe Research analyst, Hunter Keay, concluded after reviewing United's first quarter results that the airline has "no obvious plan" to cure what he sees as a structural disadvantage, saying "we do not see the current strategy" closing the airline's margin gap versus its competitors.

"Last year one could attribute UAL's poor revenue performance to an unreliable operation," Keay wrote. "But UAL is now running its best operation run since the merger and the gap is widening." Keay highlighted issues involving the United route map, including a predominance of coastal hubs that mean longer flight lengths and awkward north/south connections, especially along the East Coast. United's hubs tend to be in large markets with significant rivals, leaving the company with more competitive battlegrounds than rivals and generally lower market share at its so-called strongholds.

The solution, to some at least, is a revamp or perhaps a slice-and-dice of United's sprawling U.S. network. United takes great pride in its expansive route map, but if the company is unable to generate returns that match those of rivals, what's the point? "UAL may have the best network for passengers but we doubt it's the best network for shareholders," Keay wrote.

United Continental today is almost without question a stronger and more viable competitor than either pre-merger United or Continental would be on their own, and there is unlikely to be a call for the two companies to completely unravel that deal. Instead, the push by critics is for a more drastic dose of what airlines do whenever they merge: retreat from weaker markets to focus on areas of strength. The idea is not exactly new. As far back as two years ago, Imperial Capital analyst Bob McAdoo called on United to drop its hub at Washington, D.C.'s Dulles International Airport, which routinely ranks as the airline's least profitable. Dulles, McAdoo noted at the time, is just 211 miles from United's far more lucrative Newark, N.J., hub, and a shutdown would follow the trend airlines have used mostly successfully to bring down costs post-deal. Delta Air Lines cut out of Cincinnati and Memphis after acquiring Northwest Airlines and gaining a hub in Detroit, and American Airlines shuttered the St. Louis hub it gained when it bought Trans World Airlines.

United has already applied this strategy elsewhere, downsizing the Cleveland operation it bought when it merged with Continental in favor of its large Chicago presence. Today, Dulles would still be a likely target. Legacy United, in the days before it had Continental's Newark stronghold, had established a largely-international presence there that it hoped to support based on government travel, but that business has proven to be less lucrative than the corporate trans-Atlantic flying out of the New York area. Dulles is also located a very long 30 miles from downtown Washington, a trip that can easily take more than an hour by taxi in rush hour, putting it at a disadvantage for local business compared to Reagan National Airport, from where you can look across the Potomac River to the Washington Monument.

Others would like to see United reconsider its scale at Los Angeles International, especially given the airline's success in building a trans-Pacific operation up the coast in San Francisco. Los Angeles is both overcrowded and the center of a buildup by Delta and others, meaning United could likely attract significant interest if it were to sell assets or leases there. Denver, too, has been under the watchful eye of United management, and could be targeted for more of a downsizing. The airport offers a relatively favorable

location for collecting and distributing West Coast traffic but is plagued by weather issues. Also, United faces intense competitive pressure there from hometown Frontier Airlines, as well as a large Southwest Airlines presence.

But United sources have mainly downplayed the idea of dramatically reducing the airline's footprint. They argue that, in an age where large-scale domestic consolidation is complete, United, American and Delta, thanks to international alliances, can all offer business travelers access to the entire globe. As a result, they insist, factors such as quality real estate, along with in-flight amenities, are growing in importance. "There is expense in operating out of Los Angeles and New York, but there is also strong demand from customers to fly in and out of those cities," one source said. "Long-term cuts would make the airline weaker, not stronger, and that is not good for shareholder value." The coastal hubs that mean longer flights are also ideal gateways for more-lucrative international traffic, perhaps helping to offset any added costs from the increased flying time.

More broadly, many at United would dispute Keay's assertion that the issues plaguing the company are structural, and cannot be overcome with time. The airline is in the early stages of a restart under new CEO Oscar Munoz, making peace with some key labor groups and more recently reaching a settlement with two activist investors that involved revamping the board and adding considerable additional airline experience. United vice chairman and chief revenue officer, James E. Compton, during last week's call with investors, responded to a question from Keay about potential divestitures or breakups by saying, "I think it's way too early for anyone, particularly me, to answer."

Cowen & Co.'s Helene Becker in a note points out that United Continental's capacity is already down since the 2010 merger, and argues that should United shrink, that capacity would likely be backfilled by "another potentially irrational operator," resulting in market share lost to United and potentially an even worse revenue environment depending on the level of the new entrant's recklessness.

Management said it intends to host an investor call in late June to go over its plans to boost revenue and prove skeptics are wrong about the airline's structural issues. Executives also said they will list initiatives that will likely include reworking the fleet and restructuring new fares to boost revenue. A fleet revamp, in which the airline retires its aging and expensive 747s and phases out less-efficient regional jets, would be a start. From there, perhaps investors can get a clearer view of what kind of earnings this slumbering giant can deliver and make a more clear-headed judgment about whether a breakup is in order.

"United is in a difficult spot and needs to prove they are not broken," Becker wrote. "We are willing to wait to hear what management says to investors in June." If the company fails to deliver by then, all bets are off.

United commemorates 30 years of connecting Dulles hub to the world



In May 1986, United Airlines commenced hub operations at Washington Dulles International Airport (IAD) with 58 departures serving 24 destinations. Today, the airline celebrates three decades of serving Dulles as a hub and more than 50 years serving the capital region, connecting customers to 83 global destinations with more than 200 departures, including capital-to-capital service to nearly 40 airports worldwide.

"Over the last 30 years, United has employed nearly 17,000 dedicated employees at IAD who have helped connect more than 500 million people through Washington Dulles to destinations around the globe," said Jon Roitman, senior vice president of airport operations for United. "We are committed to providing our customers at IAD and throughout the world with an elevated travel experience, and we look forward to delivering unmatched service from the national capital region for decades to come."

United remains focused on adding service to the places customers want to fly at the times they want to travel, and will launch two new daily seasonal routes from IAD to Barcelona and Lisbon on May 25. Additionally, United recently applied to serve Havana from Dulles – the only airline that would offer direct flights to the Cuban capital from the Washington, D.C. market.

Senate passed FAA legislation, including third class medical reform



The Senate has passed FAA reauthorization legislation, including third class medical reform, on a 95-to-3 vote with strong bipartisan support. The measure would authorize FAA programs until Sept. 30, 2017. Final passage on April 19 followed a procedural vote the previous day.

“This is a solid bill for general aviation,” said AOPA President Mark Baker. “The third class medical reform language goes far beyond the AOPA-EAA 2012 petition and means that hundreds of thousands of pilots will never need another FAA medical exam. Getting these reforms is vital to the entire general aviation community. Add to that the fact that there are no user fees for general aviation in this bill and there are provisions to continue research into unleaded fuels and increase grants for improvements to GA airports, and it’s all good news for GA.” “There are now several bills in the House of Representatives that will get third class medical reform across the finish line.

Under the Senate bill passed April 19, most pilots who have had a regular or special issuance third class medical certificate within 10 years of enactment will never need to see an aviation medical examiner again. Pilots would need to see a personal physician every four years, make note of the visit in their logbook, and keep a form signed by the doctor in their logbook following the examination.

Additionally, should a pilot develop certain specific cardiac, mental health, or neurological conditions, they will only have to get an FAA special issuance medical once.

Compared to the earlier third class medical petition, the legislation would give pilots greater latitude, allowing them to fly aircraft up to 6,000 pounds and carrying up to five passengers at altitudes below 18,000 feet and speeds up to 250 knots.

The FAA is currently operating under an extension through July. With the Senate bill now passed, the House will have to move swiftly to consider the Senate measure or adopt its own bill in order for FAA reauthorization to become law ahead of the July deadline.

Spotted at the Pima Air Museum in Tucson

A low time 787 was spotted at the Pima Air Museum in Tucson. It was one of the first built and used by Boeing Flight Test. By all accounts it was an absolute outsourcing nightmare for Boeing, so bad that ANA refused to take delivery of the aircraft.



Apparently, Boeing has donated this, and several other 787 airframes to various museums to move them off the lot at Everett.

A Message from Oscar (April 20, 2016)



Dear Team, As we accelerate our path forward, I am motivated by the positive momentum I am seeing across the airline. In fact, just this past Saturday our nearly 30,000 IAM-represented employees voted overwhelmingly to ratify seven new contracts. These new contracts are well deserved, and I assure you that my highest priority is getting contracts like these done with the AFA and IBT for our flight attendants and technicians, as well.

To guide and bolster United's continued momentum, we have also been making meaningful changes to United's Board of Directors. This includes last month's appointment of three new world class independent directors that collectively added substantial aviation, technology and financial leadership to the Board, including 30 years of combined airline experience.

Today, we strengthened our Board even further with the announcement that Robert Milton, who recently joined United's Board, will become Non-Executive Chairman following our Annual Meeting later this year. Robert is the former Chairman and CEO of ACE Aviation Holdings Inc., and previously served as President and CEO of Air Canada. Robert is an experienced aviation executive and an excellent choice to lead our Board. He will succeed Henry Meyer, who has decided to retire and not stand for re-election at the 2016 Annual Meeting. I am grateful to Henry for his dedicated Board service and all he has done for our company over the years.

I also want to share the good news that we have reached an agreement with Altimeter Capital Management, LP and PAR Capital Management, Inc., the two shareholders who announced last month their intention to run a proxy contest for six board seats. Under the agreement, we have added two new directors to our Board, both of whom we think will bring a great deal of value, and we will add a third mutually agreed independent director within the next six months.

Together, these moves put the proxy contest behind us and represent a new day for United's Board. And as we continue to move full speed ahead in running a great airline, our focus on taking care of each other and our customers has never been more important and our future has never looked more exciting.

Thank you for all that you are doing and I look forward to seeing you around the system. Fly safe and fly friendly. *Oscar*

North American airline satisfaction climbs to 10-year high



NEW YORK, NY - Investments made by airlines to improve the passenger experience by lowering fares, achieving better on-time arrivals and reducing the frequency of lost luggage, along with enhancements to in-flight services and growing customer tolerance for extra fees have had positive effects on passenger

satisfaction, says the J.D. Power 2016 North America Airline Satisfaction Study, SM released May 11.

The study measures passenger satisfaction with North American airline carriers based on performance in seven factors (in order of importance): cost & fees; in-flight services; boarding/deplaning/baggage; flight crew; aircraft; check-in; and reservation. Satisfaction is calculated on a 1,000-point scale.

"While the perception of the airline experience still has a lot of room for improvement, there is notable progress in terms of satisfaction among the highest-ranked airlines in the study due to their keen focus on meeting or exceeding passenger needs. The airlines are clearly listening to their passengers and are taking action," said Rick Garlick, global travel and hospitality practice lead at J.D. Power.

"As a result, we see satisfaction rising across all touch points of the passenger experience. Airlines are making positive strides by adding value to its products and services with newer and cleaner planes, better in-flight services, improving on-time arrivals and bumping fewer passengers from their flights. For airlines ranking below the study average, investing in product and service improvements now may reap big rewards in the future when it comes to retention, reputation and share of wallet."

FAA Administrator makes two major drone announcements



NEW ORLEANS, LA - Speaking May, 4th at the AUVSI annual conference in New Orleans, FAA Administrator Michael Huerta announced the agency is establishing a broad-based advisory committee that will provide advice on key unmanned aircraft integration issues. He also announced plans to make it easier for students to fly unmanned aircraft as part of their coursework.

Huerta said the drone advisory committee is an outgrowth of the successful stakeholder-based UAS registration task force and the MicroUAS aviation rulemaking committee. Those panels were set up for a single purpose and for limited duration. In contrast, the drone advisory committee is intended to be a long-lasting group. It will help identify and prioritize integration challenges and improvements, and create broad support for an overall integration strategy.

“Input from stakeholders is critical to our ability to achieve that perfect balance between integration and safety,” Huerta said. “We know that our policies and overall regulation of this segment of aviation will be more successful if we have the backing of a strong, diverse coalition.”

Huerta said he has asked Intel CEO Brian Krzanich to chair the group. Huerta also announced the FAA, in the very near future, will start allowing students to operate UAS for educational and research purposes. As a result, schools and students will no longer need a Section 333 exemption or any other authorization to fly provided they follow the rules for model aircraft. Faculty will be able to use drones in connection with helping their students with their courses. “Schools and universities are incubators for tomorrow’s great ideas, and we think this is going to be a significant shot in the arm for innovation,” Huerta said.

FAA's UAS Symposium broadens dialogue on integration



WASHINGTON, DC - The FAA held a UAS (*Unmanned Aircraft Systems*) Symposium in conjunction with Embry-Riddle Aeronautical University this week to broaden the dialogue with industry and the public on how to safely integrate unmanned aircraft into the National Airspace System.

FAA Administrator Michael Huerta and Deputy Administrator Mike Whitaker both noted the tremendous progress the FAA and industry have made on integration by working together collaboratively. They called on the attendees to build on this success by helping the FAA frame the next steps for future collaboration on the bigger integration challenges.

“Working together, we have accomplished a truly incredible amount in the last couple of years. But we’re still really at the beginning of the process,” Huerta said during his keynote address. “We need to start thinking about bigger challenges, so I propose that we use this symposium to frame these challenges together.”

Huerta noted safety is a shared responsibility. He said the FAA-industry partnership is working because both respect that they sometimes have different viewpoints but ultimately find common ground. This has resulted in a string of recent accomplishments.

For example, the FAA assembled a diverse task force last fall that helped create a robust drone registration system in record time. Today, more than 425,000 people have registered their drones, absorbing the FAA’s shared safety message in the process.

Based on the success of the registration task force, the FAA formed an aviation rulemaking committee in March to develop recommendations for how the agency could allow certain unmanned aircraft to operate over people. The committee delivered a comprehensive report earlier this month that will help shape a new rule.

The agency has also streamlined the Section 333 and UAS test site processes to make it easier to fly. The small UAS rule, which will be finalized in late spring, will allow for routine commercial drone operations and eliminate the need for most Section 333 exemptions.

The wide-ranging viewpoints and feedback provided during the UAS Symposium will inform the FAA's long-term discussion on UAS integration. It will also mark the beginning of a new phase of the collaboration that will help the FAA identify and prioritize integration challenges. Administrator Huerta will report on next steps during AUVSI's Xponential in May.

Study shows First Class Cabins Fuel Air Rage

By Deborah Netburn/Los Angeles Times



If you've felt your blood pressure rise after seeing passengers being served champagne on the tarmac while you're fighting for overhead space in coach, you are not alone. A new study finds that class division in the skies can have a real and occasionally dangerous effect on passengers in both sections of a plane. Researchers report that the simple presence of a first-class cabin on an airplane is correlated with a nearly fourfold increase in the chance of an air rage incident in economy class. And when economy-class passengers are forced to pass through

the luxurious first-class area on their way to the cramped economy seats, the rate of air rage incidents is more than seven times higher than if there were no first-class seats at all.

The study, published in the Proceedings of the National Academy of Sciences, is based on data collected by a large international airline over several years and many thousands of flights. However, to get access to the data, the authors agreed not to reveal the name of the airline. "These companies have a lot of fear about releasing this type of data to the public," said lead study author Katherine DeCelles, an associate professor of organizational behavior at the University of Toronto. "People like to bash airlines whenever they can."

To be clear, true air rage is quite rare. DeCelles said it might include an intoxicated passenger refusing to sit down, or a passenger who has just been told to turn her phone off making a verbal threat to an in-flight worker.

On average, these incidents occur in economy class just 1.58 times per 1,000 flights. For first class, the number drops to just 0.14 per 1,000 flights.

"The very definition of the air rage phenomenon is that it has to endanger the safety of the flight," DeCelles said. "It has to be pretty extreme to warrant documentation." Still, with a large data set, certain patterns emerged. The authors found that the presence of a first-class cabin predicted the chances of air rage better than a number of other factors, including how much legroom there was on the plane, how wide the seats were, and even how long a plane had been delayed.

The authors report that the presence of first class was associated with greater odds of air rage similar to the effect of a nine-hour, 29-minute flight delay. And when economy passengers boarded the plane from the front, rather than the middle, and had to see the first-class luxury they were missing, the chances of air rage was similar to the effect of a 15-hour flight delay.

However, DeCelles said there may be some factors that could have a greater effect on the odds of an air rage incident that were not included in the study. We don't have a measure of how much alcohol people were drinking; that might have a bigger effect," she said. "Also, we would assume that the hotter the flight is, the more aggressive people will be, but we did not have temperature data."

Based on the findings, DeCelles has a few recommendations for airlines to minimize potential air rage incidents. "I don't think it is feasible to get rid of first class, and it's not something the average customer expects," she said. "But the average customer expects to be treated well." She suggested airlines refrain from rubbing the inequality between first class and coach in their economy passengers' faces. For example, making people in coach wait in long lines for the bathroom when the first-class bathroom has no line is problematic. Also, closing the curtains between the two cabins could reduce feelings of anger, she said.



Airlines, airports sound the alarm on long TSA lines



Airlines for America

Airports are again sounding the alarm about crushing lines at security checkpoints. And now airlines are joining the chorus too. That all comes as fliers at some airports are being advised to arrive up to three hours before their scheduled departures. At the world's busiest airport in Atlanta, May 9, the line for the main Transportation Security Administration stretched into the airport's voluminous atrium before winding back on itself and into the domestic terminal's baggage claim, The Atlanta Journal-

Constitution reports.

To the west, travelers flying from Denver's busy airport are regularly facing wait times of 60 to 90 minutes during peak periods. The Denver Post writes that's led airport officials to begin "advising passengers to arrive as much as three hours before their boarding time to have enough cushion to pass through security" during popular times of the day. And in New York City – home to three of the USA's busiest airports – CBS News notes the agency penned a letter to the TSA warning that "the patience of the flying public has reached a breaking point...we can no longer tolerate the continuing inadequacy of TSA passenger screening services."

The airlines are trying to ratchet up their own pressure on the subject. American Airlines alone says that nearly 7,000 of its customers missed their flights because of long security lines at its hub airports during an especially busy week in March.

Against that backdrop, industry trade group Airlines for America (A4A) has launched the iHateTheWait.com website. The site asks fliers to post photos of the long lines on social media along with the hashtag #iHateTheWait. "Presumably this will make Congress more aware of the problem — and let fellow travelers know what they're in for when they get to the airport," The Associated Press explains of A4A's goal. A4A spokeswoman Jean Medina says the campaign is "raising awareness of the issue and serving as crowd-sourced (wait time) information."

Airports and airlines have been raising those concerns at least since winter, warning then that the combination of TSA personnel cutbacks and surging passenger numbers would spell problems for travelers. Several airports – including Atlanta and Seattle – have even threatened to dump the TSA in favor of private screeners amid growing frustrations with lines.

The Transportation Security Administration asked Congress on May 4 to shift \$34 million between its accounts to hire and train 768 new officers and pay overtime for its 42,500 officers. Key senators agreed the same day, and their House counterparts approved the shift. But with a surge of fliers expected during this year's potentially record-setting summer travel season, critics fear the efforts may be too little, too late. "We were watching what was essentially a slow developing car or train wreck," Jonathan Grella, executive vice president for public affairs for the U.S. Travel Association, says to The Denver Post. "We are hoping that all involved will be able to slam on the brakes before it's too late."

Even the TSA seems resigned to the fact that things could get worse before better. "This is going to be a rough summer; there is no doubt about it," Gary Rasicot, who holds the TSA's newly created chief of operations role, says to The New York Times. "We are probably not at the staffing level we would like to be to address the volume. This is why we are talking about people getting to the airport a little earlier than planned."

US Travel Association issues statement on Senate passage of FAA bill

**U.S. TRAVEL
ASSOCIATION**

WASHINGTON, DC - US Travel Association President and CEO Roger Dow issued the following statement on passage of the US Senate's FAA reauthorization bill (S 2658):

"The US travel community thanks and congratulates the Senate for passing an FAA bill that includes many sensible provisions for improving air travel. As we've said before, the guiding principles for any aviation reform measure should be that it is pro-competition, pro-growth and pro-traveler. This bill takes steps in that

direction, though we still have work to do to achieve many of the substantial reforms that America's aviation system needs."

WHAT'S TO LIKE: Airline antitrust review. "We are grateful that the bill directs GAO to review alliances among air carriers that are currently immune from antitrust prosecution, and the potential impact of such agreements on fares and airline competition. Increasing competition in the aviation marketplace is critical to improving the flying experience for all travelers to and within the U.S."

PreCheck Expansion. "In addition, we strongly support the inclusion of the TSA PreCheck Expansion Act. Expanding TSA PreCheck is a smart security move that will give approved travelers the efficient, 21st-century screening process they deserve. Opening opportunities for the private sector to partner with TSA on promoting and expanding this valuable program is simply a win-win."

No biometrics amendment. "We are also pleased that the Senate chose not to approve an amendment which would have set an arbitrary deadline for implementing biometric exit mandates, and blocked airports from receiving critical funding for security. Security must come first, and this amendment would have been a costly setback to the Department of Homeland Security's existing work to implement an efficient biometric exit system for processing travelers departing the U.S."

A BIT SHORT OF THE MARK: No PFC adjustment. "Despite many positive provisions in this legislation, we remain disappointed that a long-overdue adjustment to the Passenger Facility Charge (PFC) cap was left out of the Senate's final bill. Allowing airports the ability to modestly increase the cap on the PFC for the first time since 2000 would pave the way for much-needed infrastructure improvements at our airports that ultimately benefit flyers."

Virgin Galactic's WhiteKnightTwo is Back

Virgin Galactic's WhiteKnightTwo was back in the air in April, piloted by Kelly Latimer and Dave Mackay, and an Extra 300 chase plane. The aircraft was put through the paces as the pilots, ground and mission control crewmembers performed numerous ground and air exercises in preparation for future commercial space flights. Virgin Galactic simulated all elements of a mission including rollout of the vehicle, flight preparation, take off and release from high altitude. After the simulated release, WhiteKnightTwo flew a simulated spaceship return profile and then performed several practice touch and goes before final landing. The aircraft eventually will carry SpaceShipTwo and its passengers to the edge of space.



"Preparing the commercial operations crew and WhiteKnightTwo VMS Eve at Spaceport America is an important milestone on the road to commercial human spaceflight service. It was helpful to work alongside local air traffic controllers in New Mexico and to conduct exercises in New Mexico airspace. We look forward to returning to our future home at Spaceport America." George Whitesides, CEO, Virgin Galactic.

Plenty of Passengers, but Where Are the Pilots?

By Kate Murphy/SundayReview



DELAYS or cancellations because of bad weather or mechanical problems are exasperating but common occurrences in air travel, but increasingly, passengers aren't making it to their destinations for yet another reason: not enough pilots. The gate agent may not tell you that's why you're grounded, but a dearth of qualified pilots is disrupting, reducing and even eliminating flights.

"After 35 years analyzing and following this industry, I've never seen anything like it — and it's only going to get worse," said Dan Akins, an aviation economist and consultant who conducts quarterly surveys of both pilots and airlines to identify staffing trends. "Everyone knows the house is on fire and no one can find the hose."

In addition to widespread delays and cancellations, at least 29 communities, from Modesto, CA, to Macon, GA, have lost air service since 2013, and hundreds more had their number of flights reduced. Meanwhile, airports that haven't lost service complain they can't get additional flights to keep up with local economic development. "We've had \$5 billion of new industry come to our area, and the airlines say they can't grow us because there aren't enough pilots," said Mike Hainsey, executive director of the Golden Triangle Regional Airport, which serves Columbus, Starkville and West Point, MS.

So what's causing the shortage? To start, there are just a lot more passengers. According to the Department of Transportation, airlines carried a record 895.5 million passengers in the United States in 2015, up 5 percent from the previous year. To meet global growth over the next 18 years, Boeing forecasts that the industry will need more than a half million new pilots.

Next, you can point to the roughly 18,000 pilots in the United States who will age out by 2022. This is a can Congress kicked down the road in 2007 when it raised the mandatory retirement age to 65 from 60 to delay the exit of all the military pilots who moved to airlines after the Vietnam War.

There is also a bottleneck in the supply of new pilots because of federal legislation passed after the 2009 Colgan Air crash in Buffalo, which was attributed in part to errors by the flight crew. Among other changes, the law mandated that, as of 2013, all entry-level first officers (that is, co-pilots) on commercial carriers have at least 1,500 hours of flight time instead of the previous minimum of 250 hours. This change translates to years of flight instructing or flying on the often hair-raising fringes of aviation (aerial pipeline inspecting, banner towing, corpse transport and the like) for meager wages and often in poorly maintained equipment, before flying for a regional airline like Republic Airways, ExpressJet and Endeavor Air.

Then you're looking at several more years of low pay (about \$26,000 per year), unpredictable schedules and undesirable routes, giving up nights, weekends and holidays before you have a shot at advancing to a major airline like Delta, United, Southwest or American, where only after many more years can you hope to start making the kind of benefits and money (about \$135,000 a year) that might make it all seem vaguely worth it.

So while being a professional pilot once seemed a glamorous profession — all mirrored sunglasses and swagger — now, not so much. Even those pilots living the dream of flying for a mainline carrier say that in reality it's a highly automated, button-pushing kind of job with advancement based on seniority rather than merit. And then there is the toll on pilots' families from long absences and the constant threat of furloughs resulting from economic downturns, or terrorist attacks.

"The real problem the industry is facing is young people aren't making the decision to become an airline pilot," said Capt. Tim Canoll, a Delta pilot and president of the Air Line Pilots Association. "It takes a very motivated person to meet the physical, emotional and intellectual challenge of becoming a pilot, and that same motivated person does the math looking at what it takes and the return on investment, and it just doesn't add up," particularly when training costs alone can reach \$150,000.

Thus far, the shortfall is most acute at regional airlines, which are often affiliated with major carriers, using their logos and connecting passengers to mainline hubs. These smaller operators are responsible for around 50 percent of national departures and were able to hire only 50 percent of the pilots they needed last year,

according to the Regional Airline Association.

Citing the pilot shortage, two regional operators, Republic Airways and SeaPort Airlines, filed for Chapter 11 bankruptcy in February. Other regional carriers have been unable to fulfill their obligations to their mainline partners, resulting in shake-ups; United Airlines, for example, recently transferred 40 jets from ExpressJet to CommutAir in the hopes the latter could better meet its needs.

“Hiring is not a huge problem yet for the major carriers because regional carriers serve as their pilot pipeline,” said Faye Malarkey Black, president of the Regional Airline Association. “But the number of pilots the majors are going to need in the coming years will burn through our entire work force unless there’s some sort of intervention.”

AND it’s not just airlines that are feeling the pinch: flight schools, charter and corporate operations, weather trackers and crop-dusting outfits all say they are struggling to find pilots. Even the military can’t seem to recruit or retain talent, with the Air Force alone short 511 fighter pilots.

The Air Line Pilots Association says the solution is simply to raise wages and improve working conditions to attract people to the profession, a difficult proposition given the unfavorable contracts that regional airlines have with their mainline partners, which leave little to devote to salaries and benefits. And even those regional airlines that have recently raised pilots’ pay still can’t fill positions.

Aviation industry experts suggest that airlines need to start subsidizing and overseeing pilot training as in the so-called *ab initio* programs common in Europe, Asia and the Middle East. Airlines like British Airways, Lufthansa and China Eastern Airlines pay all or part of new cadets’ training, often at flight schools in the United States. Jet Blue recently announced that it would begin a trial *ab initio* program, but its recruits would have to pay \$125,000 for the privilege.

Airlines and airports, among other aviation interests, are lobbying in Washington to reduce the 1,500-hour rule to get aspiring aviators who have met certain training requirements into the cockpit sooner, which is already possible if you’ve flown for the military or attended an accredited aeronautical school.

Researchers at Embry-Riddle Aeronautical University and the University of North Dakota, using training records from 22 regional airlines, found that newly hired pilots with 1,500 or fewer hours tended to need less training and were less likely to drop out than those with hundreds and even thousands more hours.

“The sweet spot is 700 to 800 hours,” said Elizabeth Bjerke, chairwoman of the aviation department of the University of North Dakota and an author of the study. “At that point they have experience but haven’t developed bad habits. It’s not quantity of hours but quality of hours.”

However, in testimony before the Senate last year, Capt. Chesley B. Sullenberger III said that had he or his co-pilot flown fewer than 1,500 hours (each had more than 20,000 hours), they would not have been able to put down US Airways Flight 1549 on the Hudson River without fatalities after geese were sucked into the plane’s engines on takeoff from La Guardia Airport in 2009.

When a pilot “is in the 14th hour of his or her duty day, flying at night in bad weather into an airport he or she has never seen before, would I want my family on that airplane?” Captain Sullenberger asked. If the pilot had fewer than 1,500 hours, he said, his answer would be an emphatic no.

The aviator and poet John Magee once described commanding an aircraft as “dancing the skies on laughter-silvered wings.” Easing back the yoke and feeling gravity let go is indeed indescribably exquisite. But now, in aeronautical parlance, the drag of the profession threatens to overwhelm its lift, which could mean a hard landing for the industry



Airline Profits Soar to Jaw-Dropping Record in 2015

By Chris D'Sngelo/HuffPost Hawaii



While you, the customers, had your knees pinned against the seat in front of you and were forced to swallow record baggage and booking fees last year, the U.S. airline industry saw profits soar to the very cushiest of highs. The Department of Transportation reported that 25 U.S. airline companies combined in 2015 for after-tax earnings of \$25.6 billion — a more than threefold increase over the \$7.5 billion in profits one year earlier. Last year's profits, largely driven by a huge drop in the price of jet fuel without much change in what you pay for flying, is the most since at least 1976, when

Congress deregulated the airline industry, according to USA Today. The earnings are enough to purchase more than 70 Boeing 747 airliners.

It was the sixth straight year of industry profits, according to the Bureau of Transportation Statistics. But the good times have come after years of red ink: The industry lost \$27.2 billion in 2005 and \$23.7 billion in 2008.

In 2015, total operating revenues dropped slightly to \$168.9 billion, from \$169.3 billion in 2014, the department said. At \$126.9 billion, airline fares accounted for nearly three-fourths of all revenue. Baggage and reservation change fees accounted for \$3.8 billion and \$3 billion, respectively.

Overshadowing the industry's slight decline in revenues, however, was dramatically lower fuel costs, to \$27 billion in 2015 from \$43.4 billion the previous year.

Despite their savings, the airlines charged only slightly lower ticket prices during 2015. In the fourth quarter of 2015, the average domestic airline flight dropped to \$363 — the least since 2010, according to the Transportation Department. The airlines' jet fuel windfall has been slow to trickle down the aisle, however, and with new fees, passengers likely aren't paying less.

Melanie Hinton, a spokeswoman for industry trade group Airlines for America, told USA Today that U.S. airlines are "putting every dollar to work for customers, employees and investors."

"Everybody keeps telling us that we're seeing all these improvements, but nobody's seeing them," Charles Leocha, a founder of Travelers United, told the newspaper. "New airplanes don't help us when the planes are bigger with more seats on board and they're squeezing more people into them." In April, the Senate voted down a measure aimed at preventing airlines from further reducing the amount of legroom. That's not a way to fly." But hey, at least the airlines have been kind enough to bring back complimentary cookies and pretzels. Enjoy!

Delta introduces innovative baggage tracking process



Delta Air Lines is deploying Radio Frequency Identification (RFID) baggage tracking technology, a first for US carriers, providing customers with improved real-time tracking of luggage throughout the travel experience. This move marks a historic shift for Delta and the 120 million bags it handles annually. RFID will replace barcode hand scanning – the industry standard since the early 90s. With this new technology, scanners use radio waves to capture highly accurate and consistent data stored on an RFID chip embedded in the luggage tag, driving superior tracking

and increased transparency. With RFID, customers will see their bags on and off the aircraft during their journey via push notifications to the Fly Delta mobile app beginning in the fourth quarter of 2016.

"With a \$50 million investment in RFID at 344 stations around the globe, we aim to reliably deliver every bag on every flight," said Bill Lentsch, Delta's Senior Vice President – Airport Customer Service and Cargo Operations. "This innovative application of technology gives us greater data and more precise information throughout the bag's journey."

Initial deployments of RFID integrated throughout the baggage process show that bags are tracked at a 99.9 percent success rate, ensuring proper routing and loading. For customers, RFID means much more than just consistent baggage handling.

"In the same way that customers want information at their fingertips about flight changes, we know our customers want clear visibility to their checked bags," said Tim Mapes, Delta's Chief Marketing Officer. "Delta's industry-first baggage tracking app was a good first step. RFID will allow us to set a new standard for more transparent, interactive tracking on the Fly Delta mobile app."

Delta teams have deployed 4,600 scanners, installed 3,800 RFID bag tag printers and integrated 600 pier and claim readers to enable hands-free scanning of baggage throughout the handling process. RFID will soon track bags on all Delta mainline and Delta Connection flights.

Spread throughout 84 of Delta's largest stations, 1,500 belt loaders will give baggage the green light – literally – as it enters and exits the belly of a plane. The belt loader sensor will flash green when the bag is being loaded on the correct aircraft or red when the bag requires additional handling.

Today when a customer misses his or her connection, agents on the ground manually scan each bag to find the customer's luggage and ensure it is retagged for the new flight. With RFID scanners, agents have the ability to take inventory quickly or pinpoint a single bag. "We've put every part of our process for baggage handling under the microscope and evolved it to the point of industry-leading performance," Lentsch said. "RFID will give Delta people a great tool to further widen the gap between us and our competitors."

Delta increases commitment to Gogo's in-flight Wi-Fi technology



ATLANTA, GA - Delta Air Lines will continue fueling customers with the fastest connectivity experience in the sky by increasing its commitment to 2Ku, Gogo's industry-leading in-flight Wi-Fi technology, by at least 350 aircraft. This brings Delta's total 2Ku commitment to more than 600 aircraft in its mainline fleet.

2Ku is next-generation technology that provides consistent, uninterrupted coverage nearly anywhere in the world, including over oceans. Installation of 2Ku will offer customers faster speeds and bandwidth more than 20 times that of Gogo's ATG technology, allowing for video streaming functionality. This summer, customers will be able to use Wi-Fi and in-flight entertainment from taxi and takeoff through landing on 2Ku-enabled aircraft. In late 2016, Delta will launch IPTV, giving customers the ability to watch live TV from their own devices on 2Ku-enabled aircraft.

"Delta customers have expressed an interest in their time in the air being as productive as their time on the ground, and 2Ku satellite offers a vastly upgraded in-flight Wi-Fi experience," said Tim Mapes, Delta's Senior Vice President and Chief Marketing Officer. "By committing to more aircraft with 2Ku technology, we're providing Delta customers with faster and more reliable in-flight connectivity as a part of Delta's commitment to always delivering the industry's best on-board services."

2Ku installation has already started on Delta's Boeing 737-800 and Airbus A319 fleets, and additional fleets will be retrofitted with the new system. By the end of 2016, Delta will operate more than 35 aircraft with 2Ku, which offers reduced drag and fuel burn compared to other Wi-Fi systems. 2Ku is next-generation technology that uses dual Ku-band satellite antennas – one receiver for the upward link to the aircraft, and the other for the downward, return link to the ground.

Delta has completed installation of Ku-band satellite Wi-Fi on nearly all of its wide-body international fleet – including Boeing 747, 767, 777 and Airbus A330 aircraft as well as Boeing 757 aircraft operating on long-haul routes – and will be 100 percent complete by September 2016. 2Ku service will be offered on Airbus A330-900Neo and A350-900 aircraft when they enter Delta's fleet in 2019 and 2017, respectively.

Delta operates the world's largest Wi-Fi-equipped fleet, with more than 3,500 connected flights daily, including its entire fleet of 660 domestic mainline aircraft. More than 1,000 Delta aircraft, including nearly all Delta Connection two-class regional jets and 99 percent of its long-haul international fleet are equipped with in-flight Wi-Fi service, offering access to more than 370,000 customers per day.

Qatar Airways fed up with Airbus A320 problems, turns to Boeing



DUBAI, United Arab Emirates - Qatar flag carrier is talking with Boeing to secure substitute aircraft after further problems were discovered with the Airbus A320neo, Qatar Airways' chief executive said. The Gulf airline could walk away from between four and six aircraft orders that have yet to be delivered after problems affected the A320s hydraulics and software, Akbar al-Baker told reporters at a media roundtable in Dubai.

Baker criticized U.S engine maker Pratt & Whitney, saying the engines it supplied for the A320neo were inadequately tested for the high temperatures experienced in the Gulf region. "They have indicated they will have all those fixes by the end of the year," Baker said of Airbus. "We have talked to Airbus, they know very well that we're a very unhappy, very unhappy customer."

Baker said it could turn to the Boeing 737NG as a replacement, noting the U.S. aircraft maker was "trying to oblige and give us the aircraft that we require." A decision on whether to cancel the order and to take the 737s instead will be made by the summer.

Honda Aircraft Company delivers first HondaJet in Europe



FRIEDRICHSHAFEN, Germany - Honda Aircraft Company recently delivered the first HondaJet into Europe.

"Delivering the first HondaJet in Europe is a significant milestone in our journey to bring new value to the light jet market," said Honda Aircraft Company President and CEO Michimasa Fujino. "Our first customers who have made their commitment to fly the HondaJet are taking Honda skyward in a bold way. It has been rewarding to see the joy in their faces as they take delivery of their aircraft."

The first HondaJet to enter service in Europe will be operated by Rheinland Air Service, the exclusive HondaJet dealer for Central Europe. "For more than 40 years, Rheinland Air Service has been serving the European business aviation market with superior aircraft maintenance, repair and overhaul capabilities, as well as aircraft sales, support and fueling," said Johannes Graf von Schaesberg, chairman and CEO for Rheinland Air Service. "We are honored to be partners with Honda Aircraft Company and to serve as the exclusive HondaJet dealer for Central Europe. With the delivery of our HondaJet, we look forward to showcasing its class-leading performance and fuel efficiency to our customers."

The HondaJet was developed from a clean sheet design and incorporates advanced technologies and innovations. The HondaJet Over-The-Wing Engine Mount (OTWEM) configuration, natural-laminar flow wing and composite fuselage were developed from long-term Honda research activities. These innovations combine to make the HondaJet the fastest, most spacious and most fuel-efficient jet in its class.

The HondaJet is manufactured at Honda Aircraft Company's world headquarters in Greensboro, North Carolina. The HA-420 HondaJet received FAA type certification in December 2015 and immediately began customer deliveries in North America.

Boeing 737 MAX completes high altitude flight tests in Bolivia



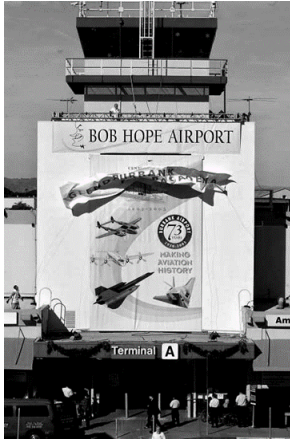
The Boeing 737 MAX 8 has completed high altitude flight testing in La Paz, Bolivia. Boeing noted the flight test marked the first international trip for its re-engine narrowbody, which began flight testing in January. "The airport's 13,300-ft. (4,050-m) altitude tested the MAX's capability to take off and land at high altitudes, which can affect overall airplane performance," Boeing said.

The 737 MAX program VP and GM Keith Leverkuhn said the aircraft's CFM International LEAP-1B engines and "other systems performed well, as expected, under extreme conditions."

Boeing said three 737 MAX 8 flight test aircraft have completed more than 100 combined flights so far. A fourth and final flight test aircraft is expected to achieve first flight "in the coming weeks," Boeing said, adding that "the program remains on track for first delivery [to Southwest Airlines] in the third quarter of 2017."

Burbank drops Bob Hope from Airport Name

By Spud Hilton/San Francisco Chronicle



It's a relatively exclusive club: John F. Kennedy, Charles Schulz, Abraham' Lincoln, Louis Armstrong, John Wayne, Arnold Palmer, Will Rogers and Chuck Yeager, among others.

And Bob Hope will no longer be a member.

The legendary comedian's famous-flier points have expired. He was downgraded from first class (or at least premium economy) straight to coach. Next to the restroom. An honor paid him posthumously has been put on permanent standby. Bob Hope Airport will be no more.

Commissioners who oversee Burbank Bob Hope Airport - more commonly Bob Hope Airport, supposedly to keep passengers from finding out they're going to Burbank - have decided to start calling it Hollywood-Burbank Airport (which is a little like Ford calling its next new model the Mustang-Pinto).

The Burbank-Glendale-Pasadena Airport Authority approved the change on May 2 to increase the airport's "brand development and logo identity," mostly on the advice of branding consultants Anyone Collective of South Pasadena. (One would hope there was a discount on the consulting fee since they're rebranding the airport with the same name it had from 1967 to 1978. Anyone could have come up with that - oh, wait.)

Hope, who was born 5 ^{1/2} months before the Wright Brothers' "flying machine," was a star of radio, movies and TV (with 90 screen credits), hosted the Academy Awards seven times, and devoted half of his 100 years of life to entertaining U.S. military troops in scores of countries. But his name just "isn't doing it," airport Commissioner Don Brown told the Los Angeles Times.

Hope held the honor of having an airport with his name for 13 years. Thanks for the memories - now get out. There's a bigger issue, however. If Bob Hope can be stripped of this kind of legacy, think of the other highly recognizable luminaries who might have their names replaced on the side of airports, courtesy of rebranding: There's Theodore Francis Green (Providence, R.I.), Bert Mooney (Butte, Mont.), Rick Husband (Amarillo, Texas), James M. Cox (Dayton, Ohio), William P. Hobby (Houston), and somebody named Dallas Love (which just seems like a cheesy stage name). Is no one safe?

The title of Dulles International Airport probably is staying put, despite the airfield being named after a Secretary of State under Eisenhower, mostly because the airport's brand and logo identity were thoroughly established when it was the backdrop for the movie "Die Hard 2."

Officials at soon-to-be Hollywood-Burbank Airport have said it will take a little time to replace all the signs. In the end, the airport's legal name - for court documents and on a brass plaque behind the Ficus in the arrivals lounge - will continue to be Bob Hope Airport. More than likely it will be about as visible as was Leslie Townes Hope, the name he was born with.

Ironically, nearly all famous women in U.S. history have been spared the potential indignity that Bob Hope's name is facing. It's difficult to remove a woman's name from the side of a commercial airport in the United States because, well, except for remote and obscure exceptions, there aren't any. (There's a half exception., Bill and Hillary Clinton Airport in Little Rock.)

It's probably best that way: If brand development and logo identity are important enough to scrap Bob Hope, you'd probably end up with your next flight touching down at Kate Upton International. Or Miami Kardashian. And those names might even be honored as long as Hope's was. But I wouldn't count on it.

Aviation Museums

For all you aviation aficionados who want to view Aviation Museums from the comfort of your home, you'll enjoy this website. <http://www.vgbimages.com/AirMuseums>.

Just click on any of the museum pictures to go to their Website for a photo tour of each.

American Airlines Letter to CO-Pilots

October 25, 1930

To - All CO-Pilots:

Every man in an organization has a certain part to play and duty to perform. The first pilot is delegated the responsibility of flying the ship; the service crew has the responsibility of keeping the ship in safe flying condition; the traffic department has the responsibility of supplying the passengers and the operations department has the responsibility of ordering the ships in and out and making certain that everyone in the operations department performs his duty. Even with all this division of authority into the above named competent departments, there are still many SMALL CHORES which have been left undone, and for this reason and none other, there has been created in the aviation industry a demand for THE CO-PILOT.

There are now fourteen co-pilots in the Southern Division of American Airways, Inc., whose flying time ranges from 400 hours to 2500 hours.

Regardless of how much flying time a co-pilot has had, it is necessary that all co-pilots be regarded alike by their superiors, THE FIRST PILOT. Your job is to do many things which other employees do not want to do. Your immediate superior is the first pilot. His wants are your orders - he is king - you are his faithful and alert servant. You are on probation always; your working hours are from now on and your pay is small. Your advancement is uncertain and there are thousands of other first pilot aspirants striving to get your job at even less money and more work. You are not employed because of your flying ability and by your employment you are not assured ever of having a run of your own as first pilot.

The pilot with whom you now have the privilege of flying largely controls your destiny. If you handle these many details assigned you, many of which are unpleasant, and if you prove to be of value to him and to others, you may assume that you will have the privilege of remaining as co-pilot for him until some years to come, at which time you will have learned much from your associations and flying experiences with him; and you will have won for yourself recognition by the company and all as a gentleman and as an experienced co-pilot worthy of promotion.

You were not employed to do the flying, not only because you are not considered capable but because far better pilots, the finest in the world, have been employed for that work and if you are permitted to take the controls at any time you may consider this a special favor on the part of the first pilot. A co-pilot who does his job well, makes very little noise and listens attentively to his superiors and will in time demand a receive recognition for his services.

As co-pilot, there is something which really is worth working for and which can be attained but first IT MUST BE EARNED. As long as you do your work well and conduct yourself strictly as a co-pilot, this company will regard you really as an important department of the organization and you will find many very good friends among those with whom you are

working. You are going to be asked to do many personal favors for the older pilots but always keep in mind that these same older pilots are at some time later going to be in a position to do many and greater favors for you.

If you know yourself to have an excess of pride, swallow it; if you have personal faults, overcome them; always make a neat and pleasant impression on your passengers and upon those with whom you work and live.

Trusting that you are successful in your enterprise of becoming A GOOD CO-PILOT.

Sincerely yours,

JERRY MARSHALL
OPERATIONS MANAGER

1920 Flying Regulations-United States Air Service

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning short, have someone lift the tail around.
4. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
5. Pilots should carry hankies in a handy position to wipe of goggles.
6. Riding on the steps, wings or tail of a machine is prohibited.
7. In case the engine fails on take-off, land straight ahead regardless of obstacles.
8. No machine must taxi faster than a man can walk.
9. Do not trust altitude instruments.
10. If you see another machine near you, get out of the way.
11. Before you begin a landing glide, see that no machines are under you.
12. Hedge-hopping will not be tolerated.
13. No spins on back or tail slides will be indulged in, as they unnecessarily strain the machine.
14. Pilots will not wear spurs while flying.
15. If an emergency occurs while flying, land as soon as you can.

Common Tools and Their Uses

DRILL PRESS : A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

Worried? You're Not Alone

By Roni Caryn Rabin/The New York Times



I'm a worrier. Deadlines, my children, all the time they spend online — you name it, it's on my list of worries. I even worry when I'm not worried. What am I forgetting to worry about?

Turns out I'm not alone. Two out of five Americans say they worry every day, according to a new white paper released by Liberty Mutual Insurance. Among the findings in the "Worry Less Report": Millennials worry about money. Single people worry about housing (and money). Women generally worry more than men do and often about interpersonal relationships. The good news: Everyone worries less as they get older.

"People have a love-hate relationship with worry," said Michelle Newman, a professor of psychology and psychiatry at Pennsylvania State University, who was not involved in the writing of the report. "They think at some level that it helps them."

The belief that worrying somehow helps to prevent bad things from happening is more common than you might think. Researchers say the notion is reinforced by the fact that we tend to worry about rare events, like plane crashes, and are reassured when they don't happen, but we worry less about common events, like car accidents. But that doesn't mean all worrying is futile. "Some worry is actually good for you," said Simon A. Rego, the author of the new report and a cognitive behavioral psychologist who specializes in anxiety disorders and analyzed decades of research on worrying for the paper. "It's what we call productive or instructive worry, that can help us take steps to solve a problem."

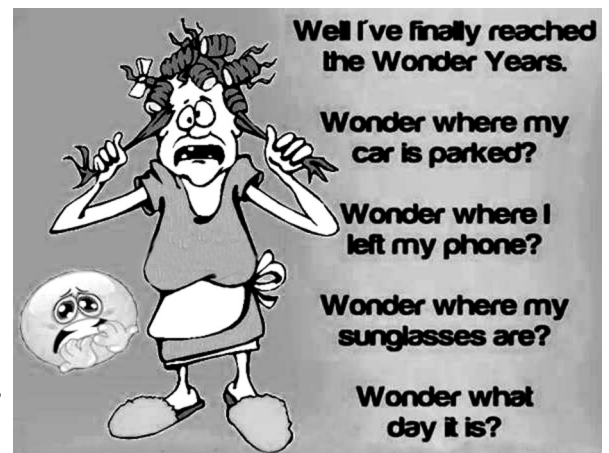
One study published in 2002 recruited 57 young adults and asked them to list their worries in a diary for seven days and rate each worrying episode. When the researchers analyzed the results, they determined that about 20 percent of the worries were about anticipating a negative outcome in the future. But nearly half of all the documented worries reflected a process of problem solving. While that can be constructive, people who worried a lot and couldn't control their worrying were less likely to find a solution to their problem. The researchers, Marianna Szabo, now at the University of Sydney, and Peter F. Lovibond of the University of New South Wales in Australia, concluded that failing to come up with solutions may actually lead to more pathological worrying.

In 2007, the same researchers tried to correlate aspects of worrying with specific components of problem solving, like defining the problem, gathering information, generating solutions, evaluating and choosing a solution. Once again, they concluded about half the cognitive content of the worry episodes included attempts to solve a problem. Once people devise a solution, they quit worrying one-third of the time. But people found it hard to stop worrying if they weren't satisfied with the solution they came up with.

People "get caught up in the worry itself," Dr. Newman said. "It becomes so habitual; I call it 'a process looking for content.'" That kind of worrying can get out of hand. "Excessive worriers have multiple domains that they worry about, and if something triggers a worry in one domain, it can seep into other areas," Dr. Rego said, "and things can move back and forth like wildfires — once one gets going, it can start other fires as well."

Worrying, a cognitive process, should not be confused with anxiety, which generally refers to an emotional state of unease that also includes worry. While 38 percent of people worry every day, most of them do not have anxiety. Generalized anxiety disorder, the primary feature of which is excessive and uncontrollable worrying, affects only 2 to 5 percent of the population.

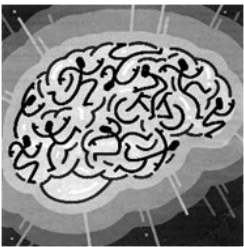
Liberty Mutual Insurance officials commissioned the report to better understand how Americans can "break the worry cycle," since the insurance business is designed "around helping



people live with less worry,” said Margaret Dillon, the company’s executive vice president and chief customer officer for the United States, adding that it could also help them develop the most appropriate products. The report noted, for example, that top worries for people ages 25 to 44 are about finances and housing, she said.

If you’re worried about your worrying, the report suggests some coping strategies, including: Divide and conquer. Try to come up with a solution to a worrisome problem by breaking it down into four parts: defining the problem, clarifying your goals, generating solutions and experimenting with solutions. Grab a pen and paper and brainstorm, the report suggests. Studies have shown this approach can help ease depression and anxiety. Practice mindfulness, choose a routine activity or part of the day and try to experience it fully. Set aside concerns, and try to be “in the moment.” Schedule a worry session Pick a designated time of day to mull your problems. If a worrying thought enters your mind outside of your scheduled worry session, jot it down so you can think about it during your scheduled worry time. Then get back to your day. Practice accepting uncertainty Notice your thoughts and label them (as in, “there is the thought that I can’t manage”). Let go of tension in your body; soften your forehead, drop your shoulders and relax your grip.

Physical activity can forestall the mental decline in aging brains



More people are living longer these days, but the good news comes shadowed by the possible increase in cases of age-related mental decline. By some estimates, the global incidence of dementia will more than triple in the next 35 years. That grim prospect is what makes a study published in March in *The Journal of Alzheimer's Disease* so encouraging: It turns out that regular walking, cycling, swimming, dancing and even gardening may substantially reduce the risk of Alzheimer's.

Exercise has long been linked to better mental capacity in older people. Little research, however, has tracked individuals over years, while also including actual brain scans. So for the new study, researchers at the University of California, Los Angeles, and other institutions analyzed data produced by the Cardio-vascular Health Study, begun in 1989, which has evaluated almost 6,000 older men and women. The subjects complete medical and cognitive tests, fill out questionnaires about their lives and physical activities and receive M.R.I. scans of their brains. Looking at 10 years of data from nearly 900 participants who were at least 65 upon entering the study, the researchers first determined who was cognitively impaired, based on their cognitive assessments. Next they estimated the number of calories burned through weekly exercise, based on the participants' questionnaires.

The scans showed that the top quartile of active individuals proved to have substantially more gray matter, compared with their peers, in those parts of the brain related to memory and higher-level thinking. More gray matter, which consists mostly of neurons, is generally equated with greater brain health. At the same time, those whose physical activity increased over a five-year period - though these cases were few - showed notable increases in gray-matter volume in those same parts of their brains. And, perhaps most meaningful, people who had more gray matter correlated with physical activity also had 50 percent less risk five years later of having experienced memory decline or of having developed Alzheimer's.

"For the purposes of brain health, it looks like it's a very good idea to stay as physically active as possible," says Cyrus Raji, a senior radiology resident at U.C.L.A., who led the study. He points out that "physical activity" is an elastic term in this study: It includes walking, jogging and moderate cycling as well as gardening, ballroom dancing and other calorie-burning recreational pursuits. Raji said he hopes that further research might show whether this caloric expenditure is remodeling the brain, perhaps by reducing inflammation or vascular diseases.

The ideal amount and type of activity for staving off memory loss is unknown, he says, although even the most avid exercisers in this group were generally cycling or dancing only a few times a week. Still, the takeaway is that physical activity might change aging's arc. "If we want to live a long time but also keep our memories, our basic selves, intact, keep moving," Raji says.

Dehydration: Risks and Myths

By Jane E. Brody/The New York Times



There is surprisingly little data on how much water is needed and when it's best to fill up. Truth to tell, sometimes I don't follow my own advice, and when I suffer the consequences, I rediscover why I offer it. I've long recommended drinking plenty of water, perhaps a glass with every meal and another glass or two between meals. If not plain water, which is best, then coffee or tea without sugar (but not alcoholic or sugary drinks) will do.

I dined out recently after an especially active day that included about five miles of walking, 40 minutes of lap swimming and a 90-minute museum visit. I drank only half a glass of water and no other beverage with my meal. It did seem odd that I had no need to use the facilities afterward, not even after a long trip home. But I didn't focus on why until the next day when, after a fitful night, I awoke exhausted, did another long walk and swim, and cycled to an appointment four miles away. I arrived parched, begging for water. After downing about 12 ounces, I was a new person. I no longer felt like a lead balloon. It seems mild dehydration was my problem, and the experience prompted me to take a closer look at the body's need for water under a variety of circumstances.

Although millions of Americans carry water bottles wherever they go and beverage companies like Coke and Pepsi would have you believe that every life can be improved by the drinks they sell, the truth is serious dehydration is not common among ordinary healthy people. But there are exceptions, and they include people like me in the Medicare generation, athletes who participate in particularly challenging events like marathons, and infants and small children with serious diarrhea.

Let's start with some facts. Water is the single most important substance we consume. You can survive for about two months without food, but you would die in about seven days without water. Water makes up about 75 percent of an infant's weight and 55 percent of an older person's weight. Human cells simply don't function without water, and the body has evolved a finely tuned, complex system for making sure it has the water it needs under a wide range of conditions. In most cases, thirst is a reliable signal that more water is needed. A main job of the kidneys is to excrete just enough water to keep cells properly hydrated. However, contrary to myth, dark urine does not necessarily mean you're dehydrated. Urine can be discolored by foods like asparagus, blackberries and beets.

Another popular myth: To moisturize skin, prevent wrinkles and produce a glowing complexion, you need to drink eight glasses of water a day. Drinking extra water doesn't improve skin in people who are otherwise well hydrated. Better to use an emollient moisturizer to counter dry skin. Good hydration definitely protects against kidney stones, and there is evidence that it counters constipation and exercise-induced asthma. It may also help protect against vascular diseases, like stroke, an elevated heart rate or sudden drop in blood pressure and is especially important for people with diabetes.

Despite the vital importance of water, there are relatively few good studies of how much is needed, by whom and under what circumstances, according to Barry M. Popkin, a professor of nutrition at the University of North Carolina at Chapel Hill. "We do not truly understand how hydration affects health and wellbeing, even the impact of water intakes on chronic diseases," he and his colleagues wrote in *Nutrition Reviews*. "Nearly all the funding of water research has been provided by industry," Dr. Popkin said in an interview, referring to companies that sell all manner of beverages, including bottled water. "And most of the research on water has been organ-specific, done by people studying the kidneys or lungs. Whole body systems haven't been well studied."

There are no formal guidelines on how much water people need each day. The amount is affected by what people eat, their weight and activity level and even the environment in which they live. The Institute of Medicine, which issues recommendations on the amounts of nutrients we need, states that an "adequate intake" of water ranges from 700 milliliters (about three cups) a day for newborns to 3.8 liters (16 cups) for lactating women. Still, the institute concluded that "individuals can be adequately hydrated at levels below as well as above the adequate intakes provided."

Furthermore, the institute stated that all kinds of liquids can contribute to a person's total water needs, including beverages like tea, coffee, juices, sodas and drinking water, as well as the moisture contained in

foods like fruits, vegetables, soups and even meats. In fact, the institute estimates that the moisture in food accounts for about 20 percent of a typical person's water intake.

Although the institute included juices and sodas as potential sources of hydration, these often sugar-laden beverages have become a serious nutritional problem in recent decades. The entire increase in fluid intake in the United States, from 79 ounces a day in 1989 to 100 ounces in 2002, came from caloric beverages, Dr. Popkin and colleagues reported. Studies have shown that people who drink these extra calories don't compensate by consuming commensurately fewer calories from food, which has contributed mightily to the ballooning waistlines of Americans.

To be sure, it's important for athletes to drink plenty of water, especially when high levels of activity, heat and humidity result in excessive sweating. But overdoing hydration has its own risks; marathon runners and other athletes have died after drinking more water than the kidneys are capable of processing in a timely manner, leading to swollen cells and dangerously low blood levels of sodium and other electrolytes.

At the same time, inadequate hydration can have debilitating effects. Studies by Lawrence B. Armstrong and colleagues at the University of Connecticut's Human Performance Laboratory showed that dehydration can adversely affect vigilance, concentration, reaction time, learning, memory, mood and reasoning and can cause headaches, fatigue and anxiety.

Older people, especially the frail elderly, are among those at greatest risk of poor hydration, Dr. Popkin noted. The mechanism of thirst becomes less effective with age, and many older people cut back on how much they drink to limit how often they need to get to a bathroom. "There's a big problem with older people falling during the night and breaking bones when they get up to go to the bathroom," Dr. Popkin said. "Many don't drink because they're afraid to fall, but instead they may die of the effects of dehydration."

New guidelines advise on aspirin use

By Allie Shah/Star Tribune



Minnesota doctors welcomed recent federal health guidelines on daily use of low-dose aspirin to prevent heart attacks and strokes. The new advice - which spells out by age and risk who is likely to benefit from taking an 81 milligram-pill a day - is clear and helpful, many doctors say.

"We've had a lot of patients who decided for whatever reason on their own to start taking aspirin," said Dr. Rae Ann Williams, who specializes in internal medicine at HealthPartners' Como Clinic in St. Paul. "This recommendation really helps us tailor that recommendation

and have a much better conversation with patients about whether or not they are at high risk, and help guide them in their decision-making."

Numerous studies have shown that taking a low-dose aspirin a day can prevent a heart attack or stroke, leading causes of death and disability in the United States. But for some people, the risks associated with following a daily aspirin regimen - including stomach bleeding and allergic reactions to aspirin - may outweigh the benefits.

So how can you tell if you are a good candidate for daily aspirin use? Here's what the new guidelines, developed by the U.S. Preventive Services Task Force, advise:

- A daily low-dose aspirin is recommended for those adults 50-59 whose life expectancy is at least a decade and who have a 10 percent or higher chance of a heart attack or other cardiovascular event. They also must have only an average risk for stomach bleeding.
- Adults 60-69 with a similar risk profile are advised to consult their doctor about possible daily aspirin use.
- Taking an aspirin daily was not recommended for adults younger than 50 or older than 69.

The new guidelines are precise, said Dr. Alan Hirsch, a cardiologist and University of Minnesota professor who is helping spearhead a statewide public health campaign called "Ask About Aspirin."

"This is somewhat clearer and more, data-driven than the previous ones," he said referring to earlier recommendations. "This guideline creates a simple middle-age (50-59) range for which the green light and red light are clear." It also reinforces a central message of the campaign: Know your risk and talk to your doctor.

Study sees statin benefits in lower risk patients

By Lindsey Tanner/AP Medical Writer



The first major research of its kind shows that cholesterol-lowering statins can prevent heart attacks and strokes in a globally diverse group of older people who don't have heart disease. The results bolster recommendations in recent guidelines on who should consider taking the drugs.

The aim was to prevent heart problems using a statin alone, blood pressure drugs or a combination of the two. The three approaches are commonly used in high risk patients or those with evidence of heart disease. The patients in the study did not have heart disease and faced lower risks of developing it, and the statin approach worked best. The research involved nearly 13,000 men and women from 21 countries on six continents. Most previous studies on heart disease prevention have been in white, North American patients with higher risks because of high blood pressure, unhealthy cholesterol levels or other conditions.

But with heart disease a leading global killer, causing 18 million deaths each year, there is a trend toward recommending preventive drug treatment to more borderline patients. The benefits of this strategy were “seen in people from every part of the world,” said study co-author Dr. Salim Yusuf, a professor of medicine at McMaster University in Hamilton, Ontario. “This is globally applicable.”

The research was published online in the *New England Journal of Medicine* and presented at an American College of Cardiology meeting in Chicago. Study sites included Canada, Europe, China, South America and South Africa. About 20 percent of patients were white. Patients were at moderate risk because of age — men were 55 and older and women were at least age 60 — and because they had another heart disease risk factor, including obesity, family history or smoking. On average, their cholesterol levels were nearly normal and blood pressure was slightly lower than the cutoff for high blood pressure, which is 140 over 90. They were randomly assigned to receive one of the treatments in low doses or dummy pills for almost six years. The drug treatments all reduced cholesterol and blood pressure levels but other results varied. Statin-only patients were about 25 percent less likely to have fatal or nonfatal heart-related problems than those given dummy pills. Those in the combined drug group fared slightly better and the researchers credit the statin for the benefit. Blood pressure drugs alone worked no better than dummy pills at preventing these events, except in the fraction of patients who had high blood pressure. The drug doses used may have been too low to provide much benefit to low-risk patients, although longer follow-up may be needed, according to a journal editorial published with the research.

Heart problems and deaths were relatively rare in the three study groups. In the combined drug group, less than 4 percent of patients had those outcomes, versus 5 percent of those on dummy pills. Nearly similar results were seen in the statin-only group. Those outcomes occurred in about 4 percent of patients on only blood pressure drugs and in those on dummy pills.

Patients on statins had slightly more muscle pain or weakness — known statin side effects, than those on dummy pills. Statin patients also had slightly more cataract surgeries but the researchers said it isn't known if the drug played a role.

Dr. Clyde Yancy, cardiology chief at Northwestern Medicine in Chicago, said the results add important evidence favoring drug treatment for lower-risk patients, but emphasized that lifestyle approaches including diet and activity should be included. He wasn't involved in the research.

The study used 10 milligrams daily of rosuvastatin, sold as a generic or under the brand name Crestor. The editorial authors said other statins would likely have similar results. Crestor's maker, AstraZeneca, and the Canadian Institutes of Health Research paid for the study. Yusuf reported receiving grants from both; and several co-researchers reported grants and personal fees from the company and other drugmakers.

The blood pressure drugs were candesartan, sold as a generic and by AstraZeneca as Atacand; and hydrochlorothiazide, a generic diuretic.

LETTERS

DONALD M. ANDERSON—Downers Grove, IL
Enclosed, my dues for 2016. Sorry I'm a little late. On March 8, the light of my life, Joan, and wife of 65 years passed away. A sad loss to our three children and four grandsons.

I'm 92 and just got my driver's license renewed. Good luck to all. *Andy*

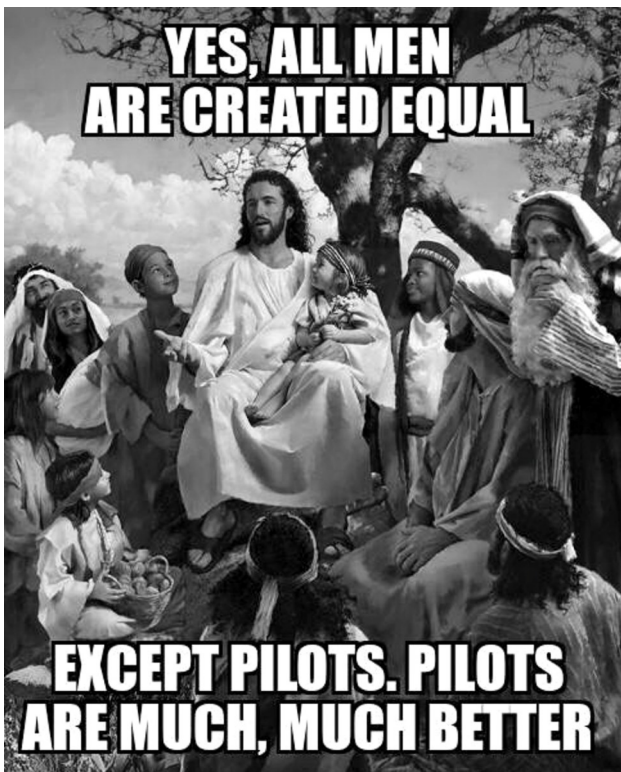
JOHN W. BARLOW—Carson City, NV
Cleve; Hope I'm doing this right. Check for another year of the *RUPANEWS*. I enjoy the news, but see few names I know.

Just had my 95th birthday, a good time was had by all. Worked for UAL 1943/1981.

Best to you. *John*

FRANK CALDERARO—Martinsville, NJ
Went back to a college class reunion. Met my Italian prof - asked what I was doing - told him I was an airline pilot. He was not impressed.

"You go to school to drive (not fly) an airplane." Now I'm annoyed - thought I did well - he didn't. I always had a copy of my monthly schedule - showed it to him. It indicated I had 18 days off.



Timing was right - I also had a copy of my W-2 statement, earnings for the previous year - now he's impressed, really impressed. I don't know what they pay college profs - I'm sure I did a lot better.

That's my favorite flying story. Nothing like putting down a snooty college prof. *Frank*

THOMAS E. COSGROVE, JR.—Potomac, MD
On June 21st, I will be 86 years old! This past April, Peg and I celebrated our 63rd Anniversary.

We are getting along fairly well, although Peg can't stand up for very long periods of time.

I miss my brother-in-law, Ham Wilson. He kept me informed on the events in Miami. For those of you who did not know Ham, you missed a jewel.

This summer, about 40 or so of our children, grandchildren, and in-laws, will be joining Peg and me at the beach, an annual tradition for us.

Thanks go out to the staff at RUPA.

MRS ARLYN GUNDERSEN—Manhattan Beach, CA
Thank you for being so helpful after the merger! I don't use my passes often, but needed to go to Wisconsin for a family tragedy and without your helpful instructions in RUPA I wouldn't have been able to figure out how to do it. *Arlyn*

DAVE HENRY—Venice, FL

Hi Cleve, it's been a while, but just want you to know that we are still here in Venice, a nice little town on the gulf coast of southwestern Florida. My wife, Lillian, and I just celebrated our 64th wedding anniversary and are doing well.

Not much new in my daily routine, the weeks go by so fast it's hard to know what month it is. I'm still moderately active and in pretty good health, play 18 holes of golf twice a week, and that gives me a social life of sorts.

The weather here in Florida is delightful, but the hurricane season is rapidly approaching, along with the heat and humidity, just hope our luck holds up and all the storms stay out to sea.

Want you to know that all your efforts on our behalf in publishing the *RUPANEWS* are greatly appreciated, and lastly to say hello to all the friends and coworkers that I made in my 33 years with United, those were good years.

All the best, *Dave* EWR CLE ORD JFK 1955 1988

BRUCE KENNEDY—Spring Lake, MI
On Thursday 4/8, while getting ready for a vacation to California. Caravan bus tour of N. California. I suffered a stroke. I had just gone into the kitchen to make us some tea when my legs gave out and I did a slow slide to the floor. I tried to call Kathleen but nothing understandable came out. Kathy heard me, came running and called 911. I could hear the paramedics, but could not talk. They rushed me to the ER at Mercy hospital in Muskegon. I had an Ischemic stroke; Had no control of my body or speech. Kathleen reads a lot and knew that if given within 4^{1/2} hrs., a miracle drug TPA could reduce the long term effects. They gave me the drug and within 30 min my speech started to return, then the body movement came back. I was in the hospital until 4/11.

Take about ("luck" or my guardian angle) only 10% to 30% stroke victims have some improvement...
OR THE SIDE EFFECTS ARE THERE FOREVER.

I feel weak, tired etc. but I have NO SIDE EFFECTS; EVERYTHING WORKS. I am restricted from flying for 6 months, told to take it easy and recover.

Wow, When I think about how bad it could have been the way I was forever; it is just amazing. NO SIDE EFFECTS.

I am now on blood thinner, Eliquis, and a couple others for the foreseeable future. *Bruce*

ROBERT LAWSON—Huntington, NY
Well like those before me who have made it this far, it's hard to believe 20 years have passed since I flew the venerable 727 on a beautiful night LGA Expressway Way Approach, wife and daughter in the cockpit to Rwy 31. Taxied to the end under the fire hoses (PANY) and to the gate for the last time. Capt. Mike Perry thought it inappropriate for us to ride employee bus to parking lot. So he chauffeured myself wife and daughter to the lot in his large luxurious Mercedes sedan. Boy would I like to do that all over again, maybe once a month. Pursuing that elusive "Did We Land" landing on a runway at LGA.

Go to the great Pete Sofman RUPA Skyscraper luncheons and have a good time seeing the old gang. Here again I'm able to get 'CAPT. OF THE YEAR' Haeni to do the driving to N. J.. It won't be the same without Bob Falco. Truly a wonderful guy

and many many good times over the years.

It was not easy typing this but I hope I have many more years to practice. Thank you RUPA. Until next time; *Low Level Lawson*
EWR, JFK, CLE, LGA, 65-96.

DON C LEISSNER—Hilton Head Island, SC
I am now 82 Years young and have been doing not much of anything for fifteen and a half years.

Tried to go SA one time to ORD from Savana. Made it up OK but had to rent a car and drive home. I started out in a chevy but got only an hour out and the computer went out. Drove back to ORD and they gave me a BMW. We drove four hours and stopped to get a little rest. On the road again and two hours out a sign came on and oil -see manual. There was no manual. Checked under hood oil all over it. Drove 35 miles to closet airport and got a third car. Happy to report we made it to Savana.

I am still trying to figure out how they come up with your seniority to board SA.
Keep up the good work. *Don*

ROD LION—North Las Vegas, NV
Hi Gang, and thanks to all at RUPA for the great work keeping the *RUPANEWS* coming. Enjoy it every month.

This is retirement year 17 for me and all is well. Sold my house last year and bought a new one about a mile and a half from the old place. Now living in Sun City Aliante on the golf course and enjoying it.

Had a great visit with Retired Captain Dave Mosby

**My plans for the weekend?
I'm going to Walmart's
parking lot and put sticky
notes on the windshields
that say
"Sorry for the damage"
and then watch for the
people look for it.**

while back. Next month I will be visiting Captain McQuarrie at Alaska's Best Lodge for a few days, and August will be a trip to Maui for granddaughter's wedding. Get to see the kids a few times a year and all doing well.

If you get my way give me a call, cell: 253-307-7508. *Rod*

CHARLES A. MCKINNON—Saint Helena, CA Upon reaching the ripe old age of 100, on March 9th, it's time that I write a RUPA letter of thanks to all of the pilots who keep RUPA going and made it one of the best and most effective retired employees organizations. You keep us all together and well informed regarding airline information. THANK YOU!

On March 18th the Tracy Press had a half page story regarding my time at the Boeing School of Aeronautics, that United ran at Tracy in 1940. The article stated that I was the last surviving Tracy Ace. I find this hard to believe as I was the oldest of all of the pilots who were hired in this training program (by 2 or 3 years, with a wife and 4 year old son). I would appreciate it if RUPA could check this out and let me know.

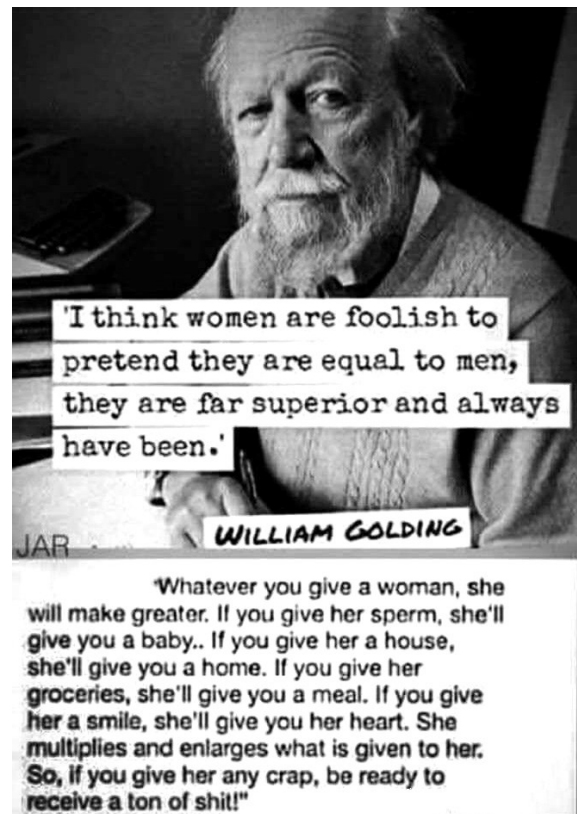
As most of the readers of the "RUPANEWS" have no reason to know of me -- I will give a brief history of my UAL background. I was assigned to the third Tracy class on December 15th, 1940. The program was to last three months. Due to the valley Tule fog every morning the flight training was severely delayed, therefore the first class that started in September had not finished their training in January. In a brilliant stroke of intelligence United management brought in their top dispatchers, metrologists, schedulers and maintenance professionals to teach us the basics of the industry. They also brought in Jack Knight who had flown the first scheduled night flight from Cheyenne to Chicago. During his very interesting talk he stated that you only had to know three things about flying, "Keep the nose down, keep the nose down, keep the nose down." What a wonderful program, it gave the Tracy pilots such a head start in their airline career.

In August I completed the Tracy training and was assigned to Chicago. Bob Sailors was my first captain and he seemed to take a personal interest in my becoming a skilled airline pilot. He told me that if I would fly the aircraft according to his instructions

he would let me fly 90% of the flight time and would sign my log book to verify it. As we Tracy pilots came to United with very little flight time (less than 100 hours), this would give me a fine boost toward the 1,200 hours required for an airline pilots rating.

Bob was a precise, smooth pilot. He would slump down in his seat with the bottom of the windshield on the horizon and watch the nose go up and down. Then he would say "Chuck -- You are making me airsick." What he wanted was for me to keep the plane level on the "0", while all the time I thought that I was doing such a good job of staying within plus or minus 100 feet. He showed me how to hold altitude using something he called "kinesthetic sense;" hands very lightly on the wheel so as to get the sense of what the airplane wanted to do, then apply a soft pressure to counter this motion. It worked!!! Keeping the altimeter on "0" was possible much of the time with no visible control movement.

The assignment with Bob Sailors -- to my good fortune -- lasted four months, so you can see what a wonderful introduction to professional airline flying I was privileged to. My next captain assignment was with Otis Kline. And I thought that Bob Sailors was meticulous! Otis had three uniforms and al-



ways wore a clean one on each trip; he only flew with gloves on. On our first trip I was flying inbound on the Toledo four course range. I thought that I was doing a good job of staying to the right side of the course with a solid "N" and an occasional on-course solid signal. Otis said that I was too far to the right of the course and occasionally drifting into the "A" signal. He showed me that there was an edge sound on both sides of the on-course signal he called "the key click." He wanted me to fly the "right-hand key click," only. Also, on ILS approaches, he wanted the aircraft to be in landing position at the 200 foot altitude mark, requiring no additional maneuvering. Give the devil his due. He was able to do any flying that he asked me to do and taught me how to do it.

I had the privilege of flying with many great pilots. However, this letter is getting too long; perhaps the stuff for another letter. There is one more trip that I would like to share with you, before I close. I was assigned to New York for vacation relief so I got to fly with Pop Sterling. Once, on a layover, I commented on his extensive knowledge of the land over which we flew. During the conversation he said that he could fly the New York - Cleveland route and bring all of the airway beacons up on my side looking only out his side window. On the next trip he started at Allentown and, in fact, did bring up every beacon from there to Youngstown.

At 100 years of age, my health is good. My wife is wonderful. I work out daily at the gym (7 days a week) and have a recumbent bicycle at home that I ride at least 30 minutes a day. Each afternoon Jan and I sit on the patio and have our "attitude adjustment hour," which always includes a glass of Crown Royal or Black Label Scotch. It's a good world and the last 10 years have been the best.

Adios, for now. I will tell more of the early UAL stories on my 101st commemorative birthday letter, as I have absolutely no idea of slowing while I'm having so much fun.

Chuck, chuckmckinnon@comcast.net

MARV MEYER—Surprise AZ

Parked the DC-10 on May 7, 1993, and still miss the wonderful people at UAL/ORD.

Finally gave up on the Chicago weather 3 1/2 years ago and moved to Surprise, AZ. One of the best moves we ever made.

We will celebrate anniversary number 62 in September, and have great-grandchild number 5 arriving in August.

Have become a "care-giver" for my wife, but life is still very good. Feel blessed to have reached this stage of life.

Thanks to everyone at RUPA for all the excellent work you do. Very much appreciated. **Mark**

JACK RODERICK—Batavia, IL

Hi Cleve, Sent my dues in on my birthday month and it's about the only thing I didn't forget nowadays. As we say in the navy "steaming as before" with all things going OK for my age. The normal old age ailments but nothing too bad.

Family in good shape with 9 grandkids now. Wife Nancy was in the hospital for a back operation from an in-flight injury she received while working as a stewardess 3 years ago. She is still in therapy and coming along OK.

I am still working at the Air Classics Museum at the Aurora, IL airport. I give tours and work the desk. We are open weekends from April to November.

I really miss the CLE Craziest as I have a lot of friends there. I enjoy the articles that Don Kariskos wrote for the *RUPANEWS*. Don and I had a lot of good flights and layovers together. He's one of a few people who can say "I owned a Fairchild 22." Had a lot of good times in CLE.

Guess that's about it for now. Many thanks and kudos to the staff and workers for the great job you do with the *RUPANEWS*.

Jack, EWR, CLE, ORD

WALLY SITTON—Lowell, AR

I'm 81 now and Leilani and I are still enjoying good health.

We lived in the Los Angeles area during my career and moved to the Ozarks in NW Arkansas in 1989, and live on the bank of beautiful Beaver Lake on 30 acres and have a personal airport (AR-91), and fly our Piper J-3 often. **Wally**

When I was a kid...
no wait, I still do that.

JOE VALLEJO—Blue Jay, CA

Time flies. Here is a renewal for a couple of years. Still at it, flying for San Bernardino Co Sheriff Dept. Flying a Gippsland Airvan. A big box with wings. *Joe*

MRS. CONNIE WEST—Corvallis, OR

April was Joe's birthday month. He enjoyed the articles and news in the RUPA magazine.

I'm not sure what the dues are now, hopefully the enclosed is corrects plus some extra. This will keep the magazine coming as I appreciate the information concerning medical issues, etc.
Sincerely, *Connie*

KENNETH H. WHEELER—Zanesville

Eighteen years since the brakes were set and the Lord is still richly blessing me.

My Parkinson's remains about the same; no tremors but the balance problems are still there. Walking forward is not much problem, but sideways or backward is an adventure. My doctor wanted me to be tested for myasthenia gravis, so I had the blood test, and am still waiting the results. It takes at least 4 weeks to find out, so I won't know anything until sometime in May. There is no cure but they can treat the symptoms, whatever they are.

Although the COPD presents some challenges, the country music band and the barbershopping continue unabated.

My son was selected as TSA Officer of the year from CAK and is now in the running for state and national recognition. My granddaughter has her business up and running, doing home inspections. My daughter is here every Sunday to take me to Church and is a part-time Sunday school teacher. Obviously my 4 great-granddaughters are the loveliest, smartest people IN THE WORLD, now ages 12, 10, 10, and 2 3/4.

Y'all keep the annual messages coming. I really enjoy them and Thanks to Cleve et al for all you do to keep the RUPA magazine the very best!

Hummmmbly, *Ken*, June '66 - May '97

DENTK ORDFO CLEFO ORDFO

IN MEMORIAM

WILLIAM "JACK" CALLAHAN

William "Jack" Callahan passed away peacefully in his sleep on August 30, 2015.



Jack was born in Greenfield, Massachusetts in 1933. He graduated from Stanford University and entered the US Air Force where he flew the F-100 and B-52. Jack was one of the early inductees into the "Mach Busters Club." Jack was discharged from the Air Force as a Captain after serving nine years for his country. Jack joined United Airlines in 1964 and retired as a Captain in 1993 after a 28-year career.

After retirement, you could find Jack typically working in his orchard driving his tractor or sitting in the backyard enjoying a fine Guinness. With his wife by his side, they spent many vacations on the Mendocino Coast and cherished spending time together with their closest friends.

Jack is survived by his wife, Jan, of 52 years, two sons and three grandchildren.

JAMES T. DAVIS

Jim Davis, 87, passed away May 5, 2016. He was born in October 24, 1928 in Utica, NY. Jim graduated from Remsen Central High in 1946, and earned his BS in Chemical Engineering from Clarkson University in 1950.



Jim was a pilot in the US Air Force from 1950-1954. He flew for United Air Lines from SFO from 1955-1995.

Jim led a life of service in his church, career and community. He was a volunteer, Big Brother, and founding member of the UAL employee assistance program. Whenever someone needed help, he was there.

Jim is survived by his wife Barbara, a brother, five children, 12 grandchildren and three great grandchildren.

The memorial is June 18, 2016 11:00am at Union Church of Cupertino, CA.

E. ALLAN ENGLEHARDT

E. Allan Englehardt, 69, passed away May 9, 2016 at his home in Lake Bluff, IL. He was born January 29, 1947 in Chicago and resided in Lake Bluff for the past 45 years. He graduated from Southern Illinois University. Allan joined United Airlines in 1969 and retired after 38 years in 2007 as a Captain on the 747.



In retirement, he was appointed chairman of the board of the Chicago Executive Airport and served as the regional representative for the Retired United Pilots' Association. He was also active with the FAA as a designated pilot examiner. The only thing he enjoyed more than flying was spending time with family.

He is survived by his wife, Diana, three children, five grandchildren.

Memorial contributions may be made to the First Presbyterian Church of Libertyville. Contact Burnett-Dane Funeral Home at (847) 362-3009. Please sign the guestbook at www.burnettdane.com

LARY E. FREEMAN

Lary Freeman, 73, passed away April 22, from pancreatic cancer.

He joined United in 1967 and retired as Captain on the 747 after a 35-year career. Lary was also a Registered Pharmacist in Nevada and California for 50 years.

Lary lived every day to the fullest, and was a man of many talents who generously mentored others. He and his wife, Cheryl, a United flight attendant based in Los Angeles, shared an enthusiasm for travel and explored the world together.

Lary is survived by his wife, Cheryl Swegan Freeman, his two daughters and six grandchildren.

Lary will be missed beyond words by family and friends. A private Celebration of Life will be held at a later date.

ROBERT WILLIAM TURNER

Robert William "Bob" Turner, a resident of West Chicago, IL, was born on August 9, 1928, in De Soto, MO, and passed away peacefully at his home in West Chicago, IL, on April 28, 2016, at the age of 87.



Bob spent his early childhood roaming the hills in the Arcadia Valley, swimming in its creeks and camping in the foothills of the Ozarks. His first of many faithful dogs, Pal, would run to the school and wait outside Bob's classroom, occasionally taking a drink from the water fountain. They both graduated from Ironton High School in 1946, after Bob achieved the rank of Eagle Scout in the Boy Scouts of America. He was selected to model for a magazine promoting tourism in his home state of Missouri and worked as a forest fire scout in Missouri and an apple picker in Washington to make money for college.

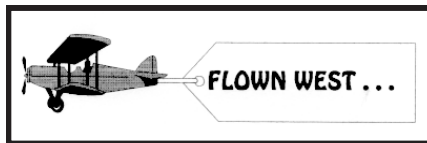
Bob attended the University of Missouri and the University of Washington's School of Forestry, before enlisting in the U.S. Navy and receiving his flight training at the Naval Air Station in Pensacola. During the Korean War Bob flew Corsair fighter aircraft off the USS Princeton. On one of his missions he was critically injured when his plane crashed into the ocean on takeoff. He was able to get out of the cockpit while submerged, and a rescue team plucked him from the water, making him one of the few survivors of a crash from an aircraft. Emergency personnel saved his arm and eventually he returned to active duty.

In 1955 Bob was hired by United Airlines; he began flying twin engine Convairs and ended his career 33 years later as captain on jet aircraft. While he was a co-pilot on the Convair he met and married his wife, Nancy, who was a stewardess. They were married for 57 years and raised their family on three acres near West Chicago, where he designed and built a barn to house ponies, horses, and tractors.

After retirement Bob was able to spend more time on his farm in Belleview, MO, raising cattle, putting up hay, and cutting weeds, with great energy and satisfaction. He remained physically active with maintenance projects around his home and farm until the final year of his life, and was alert and kept his mischievous sense of humor right up to his death.

Bob is survived by his loving wife Nancy, a daughter, two sons, three grandchildren and two step-granddaughters.

In lieu of flowers, memorial gifts may be directed to the ASN Foundation for Kidney Research, 1510 H Street, NW, Suite 800, Washington, DC 20005; or to Gary Church at the address above.



*Jack E. Bradley	Jan. 01, 2016
Herb Breivik	Apr. 27, 2016
William J. "Jack" Callahan	Aug. 08, 2015
James T. Davis	May 05, 2016
E. Allan Englehardt	May 09, 2016
Lary E. Freeman	Apr. 22, 2016
Thomas L. McQueen, Sr.	Mar. 30, 2016
Robert W. Turner	Apr. 28, 2016
*Allen B. Wheeler	Apr. 02, 2016

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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

June, 2016 Edition

From:

RUPA
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, Carmel Valley*—*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*—925-723-1946
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*—psofman@gmail.com

Ohio

Cleveland Crazyes (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