
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message	Page 3	Articles	Page 16-45
Vice President's Message	Page 4	Letters	Page 46-52
About the Cover	Page 4	In Memoriam	Page 52-54
Local Reports	Page 7-14	Calendar	Page 56

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President's Letter

Greetings Ruparians. It appears UAL CEO Oscar Munoz is living up to his word by among other things, authorizing a tentative agreement, unanimously approved by the combined F/A MEC, as of this writing (it needs membership ratification). While not a retired pilot issue per se, it does show a change in management style compared with the con man, Smisek.

A letter on behalf of RUPA members that was originally slated last fall, before Oscar fell ill, is being drafted. Enough dust has settled and with most contracts fulfilled the time seems correct to write him a welcome note and express retiree concerns. The RUPA executive committee has authorized giving him a subscription to *RUPANEWS* which hopefully may give him insight into our organization.

Elsewhere in this publication is a letter written to Mr. Munoz about the degradation of pass policy (for retirees) post-merger from one of our members. It is well written and makes some excellent points. While we don't anticipate any drastic change, perhaps we will at least shed light on our concerns and grievances meted out by previous regimes. Time will tell if this will gain any traction with our new more benevolent CEO.

Happy to report our membership is growing thanks to passing the word by members, our RUPA FaceBook group and membership drives.

A warm welcome to our newest RUPA members:

Capt. Ken W. Barth (IAD), Bay Village, OH / Capt. Terrence J. Brady (DENTK), Evergreen, CO
Capt. Grant R. Dahl, Scottsdale, AZ / Capt. Allan L. "Al" Holmes (SEA), Bainbridge Island, WA
Capt. Dan L. Kroencke (LAX), Surprise, AZ / Capt. Lewis D. Jollett (LAX), Alamogordo, NM
Capt. Randall L. Lewis (SFO), Evergreen, CO / Capt. Robert H. "Bob" Miller (EWR active), Phoenix, AZ
Capt. Bayeux B. Morgan III (DCA), Millwood, VA / Capt. Gary Y. Oleson (SFO) Avon, CO
Capt. Thomas C. "Tom" Palmer (ORD), Gilbert, AZ / Capt. Brian Petrovich (SFO active), Prescott, AZ
Capt. Earl A. Poland (SFO) Gig Harbor, WA./ Capt. Bruce M. Slomka (IAD), N. Potomac, MD
Capt. Jacqueline P. "Jackie" Smith (ORD active), Crystal Lake, IL.
Capt. Michael E. Todd "Mike" (SFO), McKenna, / WA Capt. Terry C. Thomason (IAH), Hot Springs, AR
Capt. Rene E. Triay (SFO) Miami Beach, FL / Capt. Stephen A. "Steve" Wallach, (SFO) San Francisco, CA
F/A Joan B Weaver (SFOSW), Belmont, CA / Capt. Carter Zon (ORD) Goddard, KS

Welcome back to RUPA:

Capt. Lawrence K. "Larry" Peterson (SFO/DENTK), Evergreen, CO

Capt. Wayne D. Rodgers (LAX), Castle Rock, CO

Until the Autumnal Equinox.

Best Regards, *Cort*

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



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

—Or—

You can also pay by Credit Card by going to www.rupa.org
Just click on the **PAY DUES ONLINE** Tab and fill in the information.

PAY DUES ONLINE

Please don't send your checks to the *RUPANEWS* Editor

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

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

— or —

E-mail: rupasectr@aol.com

The Post Office will forward the *RUPANEWS* for only 60 days.

We can keep two addresses in the database for each member.

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

Always include your file number with any communication

About the Cover

Eclipse

Vice President's Letter

We're in mid-summer, and man is it hot down here in South Florida. At least we've got high humidity and thunderstorms to go along with it!

I attended the RUPA luncheon next to Pompano Air Park yesterday. We had a nice turnout, especially since many of our snowbirds have headed north. As always, lots of war stories with great friends.

If you've been following what I've written before about dealing with CVS/Caremark, here's another lesson I just learned. I never had allergies at all until about six years ago. Back then I was prescribed an antihistamine tablet, an inhaler and a nasal spray. No problems with Express Scripts under our old BlueCross coverage. This time, however, CVS/Caremark wouldn't pay for one of the meds, saying it was way too expensive. They suggested an alternative, and my doctor agreed and submitted a prescription for it. All good so far, although that wasted about a week. Then came the second prescription. CVS/Caremark held it in abeyance and when I asked why I was told that it would cost me something like \$180 for a 30-day supply and about \$147 for a 90-day supply. I was all set to go ahead and order it when I thought to ask the customer service rep I was speaking with if there was an alternative med. She put me on hold and we both spoke with a pharmacist assistant in the pharmacy department. She found an alternative and gave the CS rep the item, or code, number for it. That wound up being the same price. She found another, and that was going to be over \$320. She found another and...it was \$5.50 for a 90-day supply! My doc submitted the prescription for that one, and a few days later it was here in the mail. All this gyrating around with CVS/Caremark wasted about three weeks of me waiting for all my medication.

The moral of the story is, have a CVS/Caremark customer service rep do a three-way call with you and someone in their pharmacy department to find alternative meds for you when something is very expensive. You can do a preliminary check on the CVS website, but that isn't always going to give you all the alternatives.

BTW, there's a great cover article on the high cost of medications in the current issue of Consumer Reports. It says that big pharma spends only about 13% of their revenues on R & D, while claiming that the reason for the high cost of meds is for R & D. They spend about 37% of revenues on those ubiquitous ads that seem to run nonstop. About 38% of R & D is paid for by taxpayer money in the form of grants to big pharma. I won't get political here.

I hope you're all having a safe and happy summer. *Bob*

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.

ADULT TRUTHS

Do not regret growing older. It is a privilege denied to many.

Oscar: "I believe in the United family"

(Posted June 21, 2016)



Oscar and several members of our leadership team spoke with investors Tuesday morning to provide an update on our current and planned initiatives to drive value for our business. They outlined a plan that we expect will generate \$3.1 billion in incremental value by 2018 through a combination of increasing revenue and reducing our costs wisely.

As always, success depends on the bedrock of our airline: reliable transportation delivered by the world's best people. (Some have already retired. DTH) We are focused on growing revenue, reducing costs by continuing to improve operational performance, offering products targeted to our high-value customers and leveraging our powerhouse network most effectively.

We have also made great strides in our operational reliability. For example, all stations today are celebrating record-low mishandled baggage performance in 2016. We have also met or exceeded our arrival and departure goals for six consecutive months, paying eligible employees \$125 each month.

As spectacularly demonstrated by the new United Polaris business class experience, (*See article about Polaris pages 16-17 July RUPANEWS*) we are focused on aligning our product with what our high-value customers want. We're also expanding Economy Plus and premium cabin seats over the next few years.

Maximizing the value of our network is also an essential element of our plan. Chief Revenue Officer and EVP Jim Compton told the investors, "United's network has significant strengths. Our strong presence in large business cities and the position of our international hubs are major advantages. However, we are not yet utilizing them to their fullest opportunity."

We also announced on Tuesday that we now also expect second-quarter 2016 consolidated passenger unit revenue (PRASM) to decline 6.5 to 7.5 percent compared to the second quarter of 2015. This is a positive change from our earlier expectations of down 6.5 to 8.5 percent.

Oscar concluded his remarks by noting that, "It is not enough to simply have a plan. As I often say -- proof not promise, and, over the last several quarters, we've demonstrated our ability to execute. I believe in the United family, the direction we are headed and the initiatives we discussed today."

A handwritten signature in black ink that reads "OSCAR".

Oscar's message on Port Authority of NY/NJ investigation



Dear team: We reported Thursday, July 14th, that United has reached an agreement with the U.S. Attorney's Office (the "USAO") in connection with the New York/New Jersey Port Authority investigation.

Under the agreement, the USAO will not prosecute United in connection with our establishment of a flight between EWR and CAE (Columbia, South Carolina), and we have agreed to pay a penalty of \$2.25 million.

The USAO recognized our "extensive, thorough, timely and voluntary cooperation" throughout its investigation. In addition, the USAO acknowledged that we have improved - and will, as appropriate, continue to improve - our Ethics & Compliance Office and our global code of conduct.

As we move forward, continuing to earn and keep the trust of all of you, our customers, shareholders and the communities we serve around the world remains critical to our success. We all must continue to act with the utmost integrity in everything we do, ensuring that we always conduct business ethically and with the best interests of all of our stakeholders in mind.

I want to thank you again for your hard work and your care for our customers and each other.

A handwritten signature in black ink that reads "OSCAR".



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

MAINLINER BOEING 377 *Stratocruiser*

The "Stratocruiser" carried 55 passengers.
The engines totaled 14,000 hp & cruised at
300 to 340 mph at 15,000 to 25000 ft.



Photos:

1. Complete Rest-Room Facilities
2. Custom-Designed Cabin
3. "Snack-Bar" Buffett
4. Private Stateroom
5. Lower-Deck "Hawaiian" Lounge
6. Meal Service



The Forward Berth Compartment had seats for eight passengers and converted into four luxurious berths during night flights. Curtains insured complete privacy for the larger than twin-size, foam-rubber mattresses. A popular feature was the large, square, double-pane "picture windows" that added an atmosphere of spaciousness ... and a better view.

By Marvin Berryman, DENTK A/V Retired, from the October 1954 United Air Lines News.

NOTICE: Due to the renovation of the Denver Flight Training Facility (DENTK) the United Airlines Historical Foundation (UAHF) will temporarily vacate their office area and will NOT be accepting United & Continental Memorabilia or Artifact donations until further notice.

UAHF WILL continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

Have you ever visited our RUPA Website?

www.rupa.org

there is a lot of good information on it

The Ham Wilson S.E. Florida Gold Coast (June) RUPA Luncheon

The Gold Coast Ham Wilson RUPA group met on June 9th at the regular location Galluppi's at our regular time and location. We had 15 people which was a great turnout. The summer series seem to be successful. Art Jackson and I handle the organization for the 5 summer months. Art and I have been to both the May and June gatherings. Our next luncheon is planned for July 14th.



Back row: are Jackson, Dan Kurt, Bill Bonner, Mike Ward and Dan Petrovich.

Middle row: Jim Morehead Gene Anderson, Ed DeChant, Ona DeChant, and Murray Warren.

Front row: Ed Wheeler, Stan Baumwald (NWA retired), Ted Collins (American airlines active and son of Will Collins of Capital and United fame, and Bill Garrett. We had one more person who was in the blue room that we can't remember who it was. The signs of old age. *Jim Morehead and Art Jackson*

The Ham Wilson S.E. Florida Gold Coast (July) RUPA Luncheon



We had 12 of us out at the luncheon yesterday. It's been one of the hottest summers to date and we still had a good turnout. A number of our guys were traveling and a few of us will be heading north in the next few days. It was a great lunch. The next lunch is August 11th. Same time. Same Station. *Jim Morehead*

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 Monterey Peninsula RUPA Lunch Bunch

Beautiful picture post card day and a delightful setting for July 13th's lunch at Edgar's. New to join our luncheon was Barry and Ginny Hamley from San Jose – welcome! Visiting after a long absence was Jim and Tommy Gwinn from San Martin! Those enjoying the camaraderie was Bob and Cindy Benzies, Jack Cowles, Milt and Sunee Jines, Carlos and Judy Quintana, Don Rozel, Barry Nelson (Sharon was stuck in Frankfurt with a mechanical – fuel leak and the part was in ORD), Diane Ellis, Brett Morris, Dave Mackie, yours truly, and our hosts Pete and Donna Walmsley!

Lots of talk and lots of laughter! A couple of good jokes at our end of the table and the usual travel experiences, aches and pains, and recent grandkids stories. Several of our other regulars were absent and missed!

The reason we always ask for RSVPs no later than noon Tuesday before our lunch on Wednesday is because Pete and Donna are members of Quail Lodge (Edgar's) and only because of that connection our group can meet at Edgar's and order off the menu with individual billing. We don't pay a reservation fee or room or set-up fee – no group charges. They only ask to be informed of the count on Tuesday so they can plan ahead for staffing, pantry/menu considerations, and for arranging the seating. Since Edgar's does this as a complimentary service, notifying them by Tuesday early afternoon is the least we can do to make our foot print as friendly and cooperative as possible. We don't want to jeopardize our very fortunate opportunity of dining at Edgar's nor present problems for Pete and Donna.

We learned that our usual server Sam has moved from the area but Sal did yeomen's work getting all of our orders, serving, and correctly billing each of us.

Next luncheon at Edgar's is August 10th. As stated above, and repeated often, RSVP no later than noon the Tuesday before the 10th!



National Aviation Day is the 19th!

Phyllis Cleveland

Denver Good Ol' Boys and Girl RUPA Luncheon

Per past practice and procedure, the Denver Area Retired United Pilots AKA "The Denver Good Ol' Boys and Girl" met for lunch on the third Tuesday of the month at The Tin Cup Bar and Grill in Aurora. In addition to above average conversation and an excellent lunch, ALPA Council 33 F/O Representative R.J. Wolf spoke to us concerning the weekly get-together with new hires at United and the possibility of having some retired pilots attend. He said he would send a schedule of the meetings which are held at The Double Tree Hotel across from TK. If you are interested, email me and when R.J. sends a schedule, I will forward it to you. For those of you who weren't at the meeting and want to know more give me a call 303-979-7272 and I will give you more details.

We discussed the annual picnic. Rick Madsen has researched having it at the Cherry Creek Reservoir again and concluded we would need at least 40 attendees to break even on costs. We took a show of hands of our 38 attendees at the meeting and 5 said they would go to the picnic. Please reply to this email if you would attend the picnic for sure on the third Tuesday of August. If we do not have 40 confirmed to attend by July 15, we will have to forego the picnic this year and meet at the Tin Cup as usual.

Attending: Paul Andrews, Darrel Ankeny, Rick & Gayle Bebee, Al Bielanski, Bob & Ann Blessin, Stanley Boehm, Ray Bowman, Chuck Brescia, Chris Bruce, Jon Carter, Joe Collard, Al Dorsey, Walt Ellwood, Denis Getman, Nick Hinch, Bill & Eve Hoygaard, Susan Hytinen, Doug Johnson, Tom & Sue Johnston,

Cliff Lawson, Rick, Kaye & Peter Madsen, George Maize, Dave Murtha, John Myer, Joe Rozic, Ted & Rose Wilkinson, Arv Witt, Ross Wilhite, Casey Walker Bob Crowell & Bill Ford.

Your Co-Scribe, *Tom Johnston*

The Greater Chicago Area RUPA Group July Luncheon

And now---as the announcer says---for something a little different. We dedicated our July luncheon to two of our heroes who've flown west---but not before making their marks of friendship and professionalism on all of us---and United as well. Best friends for 63 years, Captains Willie Anderson and "Doc" Manny were remembered in a semi-takeoff from award-winning WW2 Cartoonist Bill Mauldin's "Willie and Joe" cartoons. Our theme was "Remembering Willie and Doc."



Present as our special guests' L – R: Linda Manny, Dee Manny, Lois Lerner, and Nancy (Anderson) Lerner. Nancy and Linda were kind enough to give us short presentations on their fathers, and other attendees provided additional verbal remembrances of these great guys as well, both humorous and sincere. In addition, Lois and Dee brought mementos to display which were appreciated by all. Our theme was well-received---we enjoyed an all-time high attendee count of sixty-five RUPA members and guests who turned out on a warm summer day at Nick's Pizza & Pub in Crystal Lake. The room was filled in a super show of respect for these two gentlemen. This one's gonna be hard to top.

Hats off to Nick's for fine food and super treatment by our server Monica, in a room where the conversation got difficult at times---but where for certain a great time was had by all.

Enjoying lunch and fond memories were: John Anderson, Lois Anderson, LeRoy & Eva Bair, Muriel & Ken Bergsma, Jim & Corinne Boyer, Dr. E. Boone Brackett, Larry Cabeen, Norm Clemetsen, Joe & Julie David, Barry Davidson, Roger Dreher, Walt & Jan Fink, Bob Helfferich, Mike Hepperlen, Denny Holman, Scott "Dino" Joseph, Tom Jones, Dick Kane, Bob & Carolyn Kelly, Dick Kuhn, Nancy Lerner, Chip Little, Wes Lundsberg, Dee Manny, Linda Manny, George & Jacquie Mathes, Bob McCormick, Jim & Pat McCusker, Rick Miller, Steen & Claudia Munter, Dick Murdock, Ceil & Bill Myers, J.D. Myers and guest Gail Wood, Pete Novak, John & Miriam O'Connell, Burt & Suzi Olson, Glen Peterson, Ron Rogers, Dave Runyan, Ole Sindberg, Gene Stepanovic, Natalie Swanson, Bill Thompson, Sid Tiemann, Jim & Mary Jeanne Trosky, Gus Tuit, Ken Voelker, Wayne Walczak and guest Nani Lovell, Wayne Walusiak, and Ron Wilson.

Our next scheduled Greater Chicago Group luncheon and meeting will be held at Nick's on Tuesday, November 8th, 2016. RUPA members, spouses, significant others, and guests are cordially invited and encouraged to attend. Humbly Scribed, *Walt*

Another one of Murphy's Laws

The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.

The Big Island Stargazers RUPA Luncheon

It was a great afternoon in Kailua-Kona and our favorite restaurant, The Fish Hopper, continued to amaze us. We enjoyed complimentary calamari and fruit platters and Kathleen, the manager who takes excellent care of us, presented everyone with Fish Hopper coffee mugs—just in time for Father's Day! For retirees it doesn't get much better than free food plus coffee mugs for our delicious Kona coffee.

Several members spoke about recent travel adventures and, of course, there were new and old flying stories to pass around the table.



L to R: Gerry & Joan Baldwin, Bobby Michael, Bill & Lauren Cochran, Linda Morley-Wells & Walt Wells. Missing the photo op was Don Diedrick.

If your travel plans bring you to the Big Island, please join us on the third Thursday of the month.

Linda Morley-Wells, Scribe

Seattle Gooney Birds RUPA Luncheon

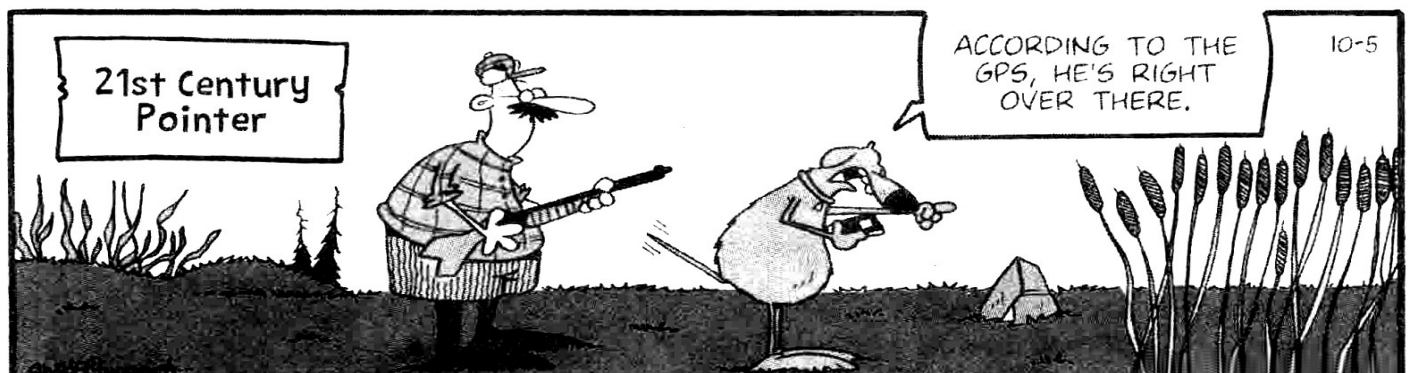
June 17, 2016 nineteen members met for lunch and fellowship at our usual place, the Seatac Marriott Hotel. After a good meal and lots of hanger flying we gave special recognition to our oldest member, Neil Johnson, a young 95 years old. Our resident jokester, Herb Marks, told a couple of good ones and the host made an attempt at humor with a comical poem.

We heard the distressing news that Capt. Dick Anderson, had passed away while returning from Hawaii aboard a cruise ship, enroute to San Francisco. Dick was a loyal RUPA Member and all around good fellow and will be missed at our luncheons. Rest In Peace, Dick.

In attendance: Herb Marks, Mark Gilkey, Fred Sindlinger, Bill Stoneman, George Brown, Al Black, Dan Mueller, Al Haynes, Tom Smith, Dave Carver, Jack Brown, Hank Kerr, Neil Johnson, and Bill Brett.

A celebration of Dick Anderson's life will be held on Sunday, Aug. 14th, at 2:00p.m. at Horizen House, 900 University St. Seattle. *Bill Brett*

Tundra Chad Carpenter



San Francisco East Bay Ruperian's Luncheon

We had one of our better turnouts this month. Eleven of us answered the call of assembly on a beautiful July day in the San Ramon Valley. We didn't have our usual semiprivate room as a large group had reserved it. Most of the discussion around the table centered on past military misadventures and recent travel experiences. Jim Trierweiler had just returned from an enjoyable European river cruise from Budapest to Amsterdam. Harry Stonelake talked about his experience in Portugal and a river cruise he had taken there. Grant Adams is in the planning stage of setting up a military reunion for his group in San Diego, and Steve Filson passed around pictures of his new grandson, whom he just met in New York.



Pictured starting right front and around the table: Grant Adams, Jim Trierweiler, Neil & Tammy Dahlstrom, Georgia Bouska, Emily & Roger Ehm, Willie Sharp, Stephen Filson, the scribe Rich Bouska. Harry Stonelake had to leave early and missed the picture. *Rich*

San Diego North County RUPA Luncheon

Howdy Cleve- Yesterday the 12th was our lunch date and I was a bad boy. I plain forgot lunch but I had no 'intent' to do that. Bill Pauling called me to see if I was all right. I was busy at the senior park where I live, and I stay busy a lot. That's my excuse for absence.

Bill gave me the attendees names. Bill's wife, Evelyn, was there, Ruth and Bob Bowman, and Colon Winfield. The Mayers are on a trip somewhere and the Greens may be also, Paul Whitby moved East, so we won't be seeing him anymore. Next month may be better.

I hope you are enjoying the summer, Cleve. You deserve it. Fraternally yours, *Bob Harrel*

The San Francisco Bay-Siders RUPA Luncheon

It was a beautiful day for the San Francisco Baysider's monthly gathering at which 23 attended. We were pleased to have Mary Ramseur out and about and also welcomed Dwight Lubich and Mark Rockwell, husband of Pat.

Additionally, in attendance were: Rich & Georgia Bouska, Bob & Roz Clinton, Rich & Cyndi Erhardt, Bob Kibort, Jan McNaughton, George Mendonca, Hank Morales, Bob Norris, Bill O'Connell, Pat Rockwell, Walt Ramseur, Cleve & Rose Spring, Jerry & Krista Terstiege, Gene & Carol Walter, and Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month

11:00 am at Harry's Hofbrau,
no appointment necessary. Please stop by.
1909 El Camino Real, Redwood City, CA.

D.L. Larry Wright

The Columbia River Geezer's RUPA Luncheon

The RUPA Columbia River Geezers met on Wednesday, July 13 at the Clackamas California Pizza Kitchen.



In attendance from left to right is Bill Englund, Rich Warden, Ron Blash, Sam Richardson, Wayne Walczak, Nani Lovell (Wayne's wife, ORDSW,) Steve Barry, Doug Howden.

Not pictured, Mike and Diane Thomas and Sharlene and Dick Schollmeyer. Mike/Diane left early as did Dick/Sharlene missing the photo shoot. The latter couple drove down from the Seattle area to visit with Nani as Sharlene and Nani went to High School together and hadn't seen each other for a long, long time. Bill Englund arrived a little late because of traffic, however was re-dispatched and made it to his destination. Rich Warden just returned from a 5 or 6 day layover in Kona HI. Rich flies several Corporate aircraft and this particular trip was Hawaiian style. Nice tan Rich. Ron Blash is still celebrating the birth of his first grandchild. Henry is 7 weeks old and both Ron and Candy are currently overdrawn on their Amazon Prime Account from the bearing of gifts. Sam Richardson aka "Gordy" recently returned from the hills and mountains of ID. Sam makes the trek out to ID annually for several weeks where he instructs novice mountain flying pilots about the rigors and safety of mountain flying. Sam is about 6' 3" tall and finds himself crawling into and out of the back seats (tandem) of Carbon Cubs, Huskies, Mauls etc. Now that is not an easy chore. But! Sam has it mastered, he even made a video of the Irregular Procedure and sent it to me proving that he is not only a skilled aviator flight instructor but has mastered the expertise of crawling into and out of very tight places. He really made it look simple. Wayne Walczak and his wife [looking over Wayne's shoulder] made the Trek out to PDX via ORD to attend our RUPA meeting. I picked them both up at PDX and returned them later in the afternoon. They had flown in the night before from ORD. Apparently they had also attended the ORD RUPA luncheon the day before. Wayne made the trek out here to Oregon about 2 years ago to attend a Geezer luncheon. Wayne is still attempting to "eventually" attend all of our RUPA luncheon's system wide. You go Wayne! Both Wayne and Nani live just outside of Austin, in Leander TX. Steve Barry a most recent retiree out of SFOFO is still flying the (friendly?) skies in his Cessna 170, on the sunny luncheon days Steve rides his older relic Kawasaki motor cycle to our luncheon's. Last, but not least, is our bachelor Doug Howden, extrodinar world traveler, who just returned from someplace (I didn't catch where?). Before our lunch sit down, Doug was telling us how he is carefully watching the loads on Flying Together for an open seat-First class/Bus of course- on United's new non-stop SFO to SIN Singapore. So far no Joy on the seat, so he looked into the possibility of perhaps purchasing a 20% ticket round trip? Now, just for fun, hold on a min while I go into Flying together and Check that price. HOOOOLD on....OK. I'm looking out to Aug 1st going and Aug 8th returning. Respectively going Y fare is 362\$, Bus is 3,680\$, returning 868\$ and 1902\$. The trips are currently wide open. SIN is about 1.3deg north of the world's center line and that means hovering around the ITC in the middle of the night and hanging out in the SIN heat and humidity for a few days. Well, good luck on the 15:30 going and the 16:30 heading back to SFO. Actually, SIN is a great little City with wonderful shopping, lots to see and do, esp. hanging out at the Tiger Bar at Raffles and having a few Tiger Beers or a Singapore Sling or three with all the free peanuts you could possibly eat while discarding their shells on the floor. One word of caution, your only allowed four pieces of bubble gum on your person through customs inbound and absolutely zero jay

walking.

We all had a good time Wednesday and hope to see you all next month. Oh! Tony Passannante and family are hanging out in Hawaii, Big Island I believe, and will hopefully be at our next luncheon with a full load of Hawaiian tan. Aloha, *Ron Blash*

Dana Point RUPA Luncheon

Hi Cleve: Quiet day at the Harbor today with near perfect conditions for our gathering under the blue umbrellas. A little warm on the sunny side (that space that the umbrellas did not cover yet as the sun passed over. (John and Cheryl Arp did not notice the difference). Again everyone was in good cheer and settled in to good food and drinks. Our excellent server was named Margarita and served us well...however no one had a Margarita?



On Deck are L to R Front Row: Bob Fuhrmann, Denny Giese, Bill Stewart and Bruce Dunkle. Back Row: Ron Dye, Joe Udovch, Ted Simmons, Bill Rollins, Rusty Aimer. John and Cheryl Arp.

John Arp is enjoying his job flying the C130 in which he just finished a one week season flying session for a movie company that starred Tom Cruise. He has done so much time with the movie 'business they asked if he would like to 'join' the union and get mention in the credits. (However tiny that may be.)

Some talk about water/chemical drops on fires and the DC 10 they are using. There was a great picture on the LA times front page of a DC 10 dropping a load of red colored retardant last week in the local mountains. It has been super dry around the LA Basin. They are preparing a 747 for Drops. A 747 has a potential for 300,000# gallon drops! What kind of G Forces does that entail? Kinda rough ride - especially at that low level - 200 Feet! Talk then to 'hands off driving with cars.'

Great time was had by all. Cheers, *Ted*

Manasas RUPA Breakfast Bunch.



Pictured: Don Reinhard, Hal Cickrill, Stokes Tomlin, Bill Davis, Gary Cook, E.K. Williams, not pictured - Sim Stidham.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Well, we finally did it, we may have broken a record down here in SE FL.....but NOT a good one. An All Time Low in Attendance for our July Luncheon - a TOTAL of 3!!!! Left to Right: Ted Osinski, Dave Hoyt (who hosted in my behalf while I was up in RI attending a Family Reunion) and Jim Dowd. Thanks for Hosting Dave and providing me with the Picture and a few tidbits about the nature of the conversations that took place over lunch.



Dave did say that by far the Major topic of conversation was Health Issues and a little bit of talk (probably by Ted O.) in his transition from Pan Am to United.

I won't bore you to death with nothing worthwhile to say, so I'll wrap it up. However, our Treasure Coast Sunbird Lunch will be at Shrimper's in Stuart, FL on Tuesday, August 9th.....so if you happen to be in the area, why not stop in and join us....we'd love to have you. Best Regards, *Bob Langevin*

San Francisco North Bay RUPA Luncheon

A pleasant group of North Bay RUPArians met on the first Wednesday of the month, for lunch and conversation, at the Petaluma Sheraton's Tolay Room. Judging from some of the comments re the cuisine, the kitchen is, once again, putting out some excellent dishes, very good news!

After the "can't make it, best to all!" messages were read, we noted the departure of long-time regulars, Deke and Merle Holman, who have moved to North Carolina. We will definitely miss them!



Picture on Left: Jules Lepkowsky, Bill Greene, Galen Wagner, Wayne Heyerly, Barney Hagen, George Hise.

Picture on Right: Doris Donegan, Mickie and Sam Orchard, Dan Porter, Bill McGuire.

Not shown in the pictures are: Bob Donegan, J.R. Hastings and Rick Saber.

Reminders of the September 21st, Guppy Gathering, and "Hot Dog Thursday" at the Air Museum, were given. Health and Welfare Chairman, George Hise, brought us up to date on the latest health news...including a warning that consuming uncooked cookie dough can be hazardous to one's health, (say it isn't so, George!). Bill McGuire gave a report on "A Higher Call, The True Story of Combat and Chivalry in the War-torn Skies of World War Two" and "Devotion," both by Adam Makos. and recent best sellers (recommended). Rick Saber, "Norton 1," brought some excellent enlarged pictures for the group to enjoy, and some very good stories to go with them, which led to even more remembrances of people/events from our collective pasts!

Some discussion was held regarding reports that long-term use of Proton Pump Inhibitors. (Nexium/ Prilosec) might make one more vulnerable to some serious problems. Reports vary, so it may be a good idea to talk with your doctor, if concerned.

Wishing all a most pleasant "Dog Days of Summer." *Bob Donegan*, Duty Yeoman

Golf Quotes

If you think it's hard to meet new people, try picking up the wrong golf ball. ~ *Jack Lemmon*

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

United Airlines starts service from San Francisco to Auckland



Traveling between the West Coast and the South Pacific just got easier. United launched new nonstop service on July 1st between its premier Pacific gateway at San Francisco International Airport and Auckland, New Zealand operating the Boeing 787-8. United's inaugural service to Auckland also marks the official start of the airline's joint venture agreement with Air New Zealand. The carriers are deepening their existing Star Alliance relationship by offering customers even more choice and convenience when booking travel between the United States and New Zealand and

beyond.

United Flight 917 will depart San Francisco at 10:45 p.m. three times weekly, arriving at Auckland International Airport at 6:55 a.m. two days later due to time zone differences (all times local). On the return, Flight 916 will depart Auckland at 1:20 p.m. daily, arriving at San Francisco International Airport at 6:40 a.m. the same day. Flying times will be approximately 13 hours westbound and 12 hours, 20 minutes eastbound.

United's joint venture partner Air New Zealand operates a daily service between San Francisco and Auckland, departing San Francisco at 9:45 p.m. and arriving in Auckland at 5:35 a.m. two days later due to time differences. The return flight departs Auckland at 7:45 p.m. and arrives in San Francisco at 12:45pm the same day.

United's service to Auckland is one of five new international destinations the airline is launching this year from San Francisco. The flight will be operated three times weekly until October 30, and will increase to daily service beginning Monday, November 1. Since March, the airline has added new nonstop service from the hub to Tel Aviv; Xi'an China; Singapore and will begin new service to Hangzhou, China on July 13.

United Airlines is going to Cuba



On July 7th, the U.S. DOT tentatively awarded us nonstop flights to HAV (Havana, Cuba) from EWR and IAH. We expect to begin our first flights by fall 2016. "Thanks to everyone across multiple departments who contributed to this result," said Regulatory and Policy VP Steve Morrissey. "This was a highly competitive case and the internal support and level of cooperation was excellent throughout." Since filing our application in March, we generated more than 17,500 letters of support - some 10,500 letters from United employees and hundreds more from customers, retirees and elected officials.

"Seeing a United aircraft in Havana will be a very emotional experience for me," said Airport Operations Safety/Regulatory Program Manager Marlon Garcia Suarez. "This is truly a historic moment for our airline and I want to thank everyone at United who made this possible. ¡Vamos a Cuba!" "I'm overwhelmed with emotion and pride that my airline has been chosen to serve Havana," said EWR Station Support Coordinator Isel Garcia. "Double the joy for me!" Isel and Marlon, both natives of Cuba, shared their stories with the DOT and on our United to Cuba website.

By providing access from key, geographically diverse locations across the U.S., our newly awarded routes will help ensure better choice, convenience and competition for travelers between the U.S. and Cuba. "These flights open the door to a new world of travel and opportunity for our customers," said Oscar. "We are proud of the important and historic role our airline will play in connecting the U.S. and Cuba as we've done between nations for decades."

Why don't I have
any tattoos?
For the same reason
you don't put a
bumper sticker on a
Ferrari.

How Can Alaska Air Successfully Integrate Virgin America?



Keeping Virgin America around forever isn't the answer -- but quickly moving to a single brand wouldn't be a good idea, either. It's been more than three months since West Coast airline Alaska Air announced plans to buy its smaller rival Virgin America. However, there is less clarity than ever about Alaska's plans for the popular Virgin America brand. Last month, Alaska Air CEO Brad Tilden even floated the idea of keeping the Virgin America brand around indefinitely in order to maintain the loyalty of Virgin America's customer base. However, this would be prohibitively expensive and inefficient. Alaska Air needs to adapt its own brand to satisfy as many Virgin America customers as possible, without alienating current Alaska Air customers.

When Alaska Air announced that it had won the bidding war for Virgin America, it stated that Alaska Airlines would be the surviving brand. This wasn't very surprising; given that it is more than three times larger than Virgin America. However, some airline analysts have noted that the two carriers have much different corporate cultures and public images. As a result, Alaska risks alienating Virgin America's employees and customers. After loyal Virgin America fliers began raising concerns about the disappearance of their favorite airline, Alaska Air's management started to backtrack on its stated plan. In a speech last month, Tilden stated that he was looking at running two separate brands forever. To support the feasibility of this approach, he pointed out that numerous airline companies in Europe operate multiple brands.

Keeping Virgin America forever doesn't make sense. It's a clever move for Tilden to suggest that the Virgin America brand could stick around forever. Just showing that he understands the brand's appeal could help keep Virgin America customers loyal. Furthermore, no matter what Alaska does in the long run, Virgin America will keep operating as a separate airline for at least a couple of years. Nevertheless, running two airlines side by side is inefficient and wouldn't make sense in the long run. On the cost side, the two brands probably wouldn't be able to share customer-facing staff. Operating separate Boeing and Airbus fleets would drive up maintenance and pilot costs. The two brands would need separate marketing campaigns. And Virgin America has to pay licensing fees for the Virgin brand totaling 0.7% of its revenue. On the revenue side, allowing customers to access the combined route network could spark confusion as flights would offer different amenities depending on whether they were "Alaska Airlines" or "Virgin America" flights.

Finally, Tilden's comparison to European airlines doesn't make sense. The airlines that have maintained separate identities are typically national flag carriers. Addressing national pride is the key reason for keeping separate brands: not differences in service. Also, North American airlines are expected to earn three times as much profit as European airlines this year. Thus, Alaska Air (one of the most successful U.S. airlines) shouldn't emulate its European peers.

In the long run, the best way for Alaska Air to maximize its profitability will be to have a single brand and operate a single fleet type. This would mean getting rid of Virgin America's A320-family planes in favor of more 737s. However, executing this transition will take time. First, 737 availability is fairly minimal over the next five years. Second, most of Virgin America's fleet is leased and these leases don't start expiring until around 2020. Based on this timeline, Alaska Air can afford to fold Virgin America into its operations slowly. Southwest Airlines took more than four years to retire the AirTran brand from the time that merger was announced in 2010, and Alaska Air may want to move at an even more deliberate pace. Leases for more than a third of Virgin America's fleet will expire between 2020 and 2022. This would be an ideal time to phase out the Virgin America brand for good, giving Alaska Air about five years to woo Virgin America customers. To accomplish that task, Alaska should try to incorporate some of Virgin America's distinctive amenities into the Alaska Airlines brand over the next few years.

By introducing key elements of the Virgin America experience to the Alaska Airlines brand in the coming years, Alaska will have an opportunity to win over Virgin America loyalists long before phasing out the latter brand. It may lose a few customers, but a slow integration is likely to deliver much better long-term results than keeping the Virgin America brand forever.

Pass Travel UPDATE, June 17, 2016

1) Updated: “Other Airline Travel” page on RAFA

IF United is oversold or doesn't fly where you want to go, buy ZED tickets on Other Airlines! Go to <http://www.rafa-cwa.org>. Click on the Travel Benefits tab, click on OTHER AIRLINE travel tab and you will find Other Airlines: 4 Steps to Worldwide Travel! That will give you all the information you need.

2) myUAdiscount tips

Gotta get there on time? Can't risk flying standby? Get a confirmed seat, Mileage Plus credit, 2 free bags, and 20% off full revenue! Read the tips:

a) Before buying myUAdiscount, check Expedia, SeatGuru, etc. to see what other carriers are charging for the same route. Remember, you get 2 free bags on myUAdiscount.

b) Purchase via the Flying Together>Travel>myUAdiscount tab. Read about program, then click the little blue “Book” link to be sent to united.com. If you don't use the blue “Book” link you won't get the 20% off. You and your pass riders can buy these tickets.

c) During your flight search, open “My search preferences” and select “United and United Express only”. There is NO discount on other airlines.

d) If the prices do not say “Employee Fare” or have a blue star, you're not getting the discount; be sure you used the little “Book” link.

e) Check prices far in advance; they may be cheaper 2-3 days out or sometimes 24 hours before departure; costs can change by the minute.

f) Fare rules apply to your ticket: free changes are only allowed for 24 hours following purchase; beware of hefty change fees after 24 hours.

g) There are no free upgrades, but you can purchase an Econ+ seat (usually cheaper when selecting your seat on the seat map). You may also buy a FC seat, if available.

h) NEVER buy a myUAdiscount ticket and list for standby on the same flight, you will lose your pass travel privileges.

i) Definitely sign up for Mileage Plus (it's free), you will accrue miles! And then link your MP account number with employeeRES...see #3 below.

j) If your flight is delayed/cancelled you are entitled to compensation/lodging just like a real person!

3) Get “Linked” for easier pass riding with the United app

Notes from RAFA:

a) Everyone (employees, retirees, the general public) can use the United app; download it for free from the app store or via united.com/.

b) To enjoy the full travel experience of the app for pass-riding, link your MileagePlus number in employeeRES first. Be sure your name on your MP account matches your name that's in employeeRES. Don't have a MileagePlus account? It's also free! Join here.

c) Watch an exclusive sneak peek video on how to list for space available flights using the app: Go to FlyingTogether>Travel>”United app & Pass Travel” (in the left column).

4) Go mobile!

This is an updated article from the August 2014 RAFA Pass Travel UPDATE

Whether you're pass riding, flying confirmed on myUAdiscount or using a ZED ticket on another airline; utilize your mobile devices to buy/list, check-in and make changes to all your air travel on-the-go.

“Recently I went to Europe and was able to buy ZED tickets on Lufthansa from Italy to Sweden via Germany, and list for my return flight on United, AMS-IAH-SFO, all on my iPhone using the FlyingTogether “full site” and my credit card; cool!”.....SFOSW retiree

Can you do that? Nope? OK, let's review:

- 1) Employees & retirees use United's intranet website, "FlyingTogether".
- 2) The general public uses United's public website, "united.com".
- 3) Everyone can download the United Airlines app to their mobile devices.

To book a flight, we normally use the "Flying Together" website (it requires a u-ID and password). The web address (url) for "Flying Together" is:

<https://flyingtogether.ual.com>

Using a computer: If you type that address into your computer's browser (Safari, Firefox, Internet Explorer, Chrome, etc) it will take you to the FlyingTogether "full site".

The "Travel" tab has everything you need to know about pass travel (programs, policies, tutorials). You can buy discounted confirmed seats (myUADiscount) and buy Other Airline (ZED) tickets on the Travel tab. Use "employeeRES" to list/pre-pay for standby flights on United.

Using a smartphone/tablet: If you type the address <https://flyingtogether.ual.com> into the browser on your mobile device it will take you (after password entry) to a different version of Flying Together called "FT Mobile", which is simpler and easier to navigate on smaller screen.

One option on the "FT Mobile" menu is the Travel tab; click on that and you're taken to "mobileRES" (a simplified version of employeeRES for UA pass travel designed for mobile devices). There you can check loads, list and check-in for United flights*.

*Important note when using mobileRES: you cannot list for any United flight that incurs service charges, departure taxes or customs fees because mobileRES does not accept credit cards. Likewise, mobileRES cannot be used to buy myUADiscount tickets or tickets on Other Airlines (credit card needed). However, at the very bottom of the mobileRES screen is a link to "Full Site"; click on that to go to the full "Flying Together" website.

You may list and pay for United flights with service charges/taxes/fees using your mobile device by accessing employeeRES via the "Full Site".

You can buy Other Airline tickets and myUADiscount tickets using a smartphone/tablet on the "Full Site". Go to the "Travel" tab, "Travel Programs", then go to the "Other Airline" or "myUADiscount" page.

When using a computer, you should bookmark the Flying Together website so you don't have to type the address into your browser again, although you will still log-in every time. If you don't know how to bookmark a website in your computer's browser, ask a kid or Google it.

When using a smartphone or tablet you should create a shortcut icon that appears on your home screen so you don't have to type the url address for FlyingTogether or mobileRES into your browser again. If you don't know how to do that on your mobile device, ask Google.

Finally...there's the award-winning United Airlines app; it's an excellent application for mobile devices and especially for MileagePlus members. It can be downloaded for free from the app store or via united.com>Travel Information>Mobile tools.

When pass traveling, it's very smart to have the United Airlines app on your device. Not only can you check-in for flights and keep your boarding passes in the app, it updates the standby list and seat chart in real time as the aircraft is being boarded. Once linked with your MileagePlus account in employeeRES, the app will automatically transfer any bookings onto the app. Coming soon: You'll be able to book and manage all space-available and myUADiscount travel, including pre-payments with credit cards...sweet! Remember, downloading the app and joining MileagePlus are both free and you must be linked first to be able to take full advantage of the app's capability.

5) Trip Planning: Europe

We can pass-ride on United to Europe practically for free, but flying back to the USA is another matter. Departure taxes vary radically by city. For example: a family of four will pay about \$650 in taxes ex-LHR; if they flew home from Stockholm the taxes would be \$72, a savings of \$578 (that's a lot of croissants, cappuccinos, wine or pints!).

Look up departure taxes in employeeRES>QuickLinks>Pass Calculator.

Here are some examples: Taxes per person (estimated): ex-LHR \$164, ex-CDG \$105, ex-FRA \$94, ex-MUC \$78, ex-ZRH \$37, ex-FCO \$35, ex-AMS \$27, ex-BCN \$25, ex-ARN \$18. Plan your trip accordingly, but bear in mind some stations only have one flight to the USA per day versus London/FRA with many flights (if you get bumped).

6) Travel insurance?

RAFA members recently sent in this information that you may find useful:

“We mainly buy travel insurance for medical coverage since Medicare only covers emergency room and urgent care center visits while overseas. Since we have a HMO plan, Medicare only covers emergency room or urgent care centers when we are out of our home area.

We purchased the Allianz Travel Insurance last year for our extended trip to South America and other places. It cost \$498 and good for one year for travel anywhere in the world. Filed a medical claim and they paid promptly.

We purchased the ID90 Travel Insurance (issued by Travelex) this year for our trip to Greece (did not plan to do much traveling outside the US for the rest of 2016). It cost \$56 for the two of us and was only good for the one trip. Checked with Travelex and they said the max trip time covered is 180 days. This plan is designed for non-revenue travelers.

Mileage Plus also has travel insurance through Allianz. Went on-line and got a quote, two people for 90 days cost \$964”.

Have you seen our RAFA website?

Check out the Travel Benefits tab here: <http://www.rafa-cwa.org>

Read the Pass Travel Program Summary, helpful links, phone numbers and more.

For other Pass Travel Topics: Previous Travel UPDATES

Compiled by Kirk Moore, RAFA Travel Benefits Committee, June 17, 2016

Airlines risk losing passengers due to poor Wi-Fi



PHOENIX, AZ - A survey of airline passengers by Honeywell reveals more than increased frustration with current in-flight Wi-Fi offerings compared with the company's 2014 study. Nearly 3 of 4 passengers are ready to switch airlines today to have access to a faster and more reliable Wi-Fi connection. In addition, out of more than 1,000 American travelers polled, annoyance is growing, with just 22 percent reporting their in-flight Wi-Fi to be extremely reliable over the past 12 months, a dip from 27 percent in 2014. Travelers have made it clear they expect consistent, faster in-flight connections, and this survey reveals three key reasons why airlines must act quickly to deliver this service or risk losing business.

Traveler Loyalty Lies With Wi-Fi: When traveling, passengers expect a reliable connection to stay in touch with their friends and family, get work done, or be entertained. If that means selecting another airline over their preferred choice, they will do it. More than 1 in 5 (21 percent) have already abandoned their preferred airline for an option with better in-flight Wi-Fi (up from 17 percent in 2014). In-flight service is clearly top of mind for passengers and impacts the way more than two-thirds (68 percent) of travelers book their flights.

Consistent Connections Are Critical Everywhere: With the rise in personal electronic devices, consumers expect reliable connectivity anywhere, including while in flight. Six in 10 (60 percent) travelers surveyed say they would most likely feel disappointed or frustrated if they got on a plane that did not have in-flight Wi-Fi. Even more, 84 percent of travelers, say it is important to have an experience identical to what they have at home or in the office. Most travelers find it essential to experience a reliable connection throughout their entire flight anywhere in the world (90 percent), and one that is fast enough to stream audio or video from sites such as YouTube and Netflix (83 percent).

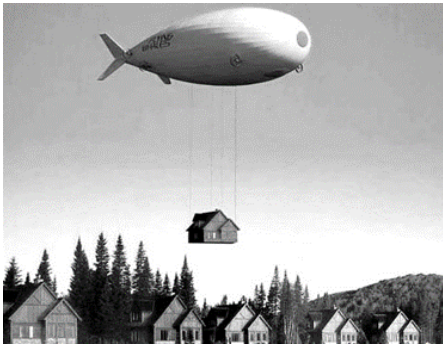
Millennials Value Wi-Fi More Than Most: U.S. millennials — those born between 1982 and 1998 —

represent the most connected generation that took part in this survey, and are the first full generation to grow up in the digital age with news, entertainment, commerce and social networks at their fingertips. If airlines want to earn the business and loyalty of one of the largest consumer segments, they must offer the best global in-flight Wi-Fi service. More millennials than older generations (73 percent versus 63 percent) say Wi-Fi availability impacts the flights they book.

Because they value a connected experience more than older generations, more millennials find it important to have fast speed to stream content (89 percent versus 77 percent), and more than 1 in 4 have switched from their preferred airline to an airline with better in-flight Wi-Fi options (27 percent versus 15 percent).

"Passengers are serious about getting the best in-flight Wi-Fi experience possible. To avoid losing passengers and revenue, airlines need a connectivity service that is reliable all the time, no matter where they fly," said Carl Esposito, vice president, Marketing and Product Management, Honeywell Aerospace.

Next generation of large capacity airships



A new European partnership will ensure that graphene ultracapacitor technology powers the next generation of large, heavy-lift airships for industrial applications in China and France. Europe's leading ultracapacitor manufacturer Skeleton Technologies will join French firm Flying Whales' programme to build a 60-ton Large Capacity Airship, or LCA60T, for the global " plans for future transport, with the country's forestry agency highlighting the need for LCA60T to transport market.

The main advantage of the LCA60T will be its ability to transport heavy and oversized cargo of up to 60 tons either in its 75m-long hold or underslung, at speeds of 100 km/h, with a range of several thousand kilometers per day. The helium-filled, rigid-structure airship will be capable of winching to pick up and unload cargo while hovering, at a fraction of the cost of a heavy-lift helicopter, and for much heavier loads. Without the need to make conventional takeoffs and landings, energy consumption via its hybrid electric propulsion system will be low.

Skeleton Technologies will join the program to help design and build hybrid propulsion for the LCA60T's electric power systems. Average operational power is expected to be approximately 1.5 MW with the company's graphene-based ultracapacitors assisting to cover the additional 2 MW peaks for hovering, lifting and stabilization in reasonable and turbulent environments.

Flying Whales CEO Sébastien Bougon said of the program: "A key advantage of the LCA60T is that it will not require an airport or any kind of runway to operate, opening up new markets across the world for industries that require heavy-lift or oversize cargo options, across terrain lacking in infrastructure." "We're designing the LCA60T to transport logging timber from remote locations, but that also means being able to deliver large items like wind turbines or electricity pylons in one piece to the side of a mountain, for example. It could also move prefabricated houses or building modules across undeveloped terrain or transport large aircraft components from one supply chain location to the next."

"The airship's hybrid electric power propulsion delivers a minimal environmental footprint at a fraction of the cost of current solutions, if such solutions even exist."

Skeleton Technologies CEO and co-founder Taavi Madiberk commented: "Our ultracapacitor technology driving the airships' electric power systems will ensure maneuverability and control, such as vertical takeoff and landing ability, which will be vital for heavy-lift industrial applications." "Airship technology has the potential to be a game changer, assisting economic development for industries constrained by a lack of infrastructure in a carbon-constrained world."

The program is part of the French Government's "Nouvelle France Industrielle extract timber cargo.

Mr Bougon says that other potential applications could improve freight and logistics in remote areas in parts of Africa where business development is hindered by a lack of transport infrastructure, including shipments of humanitarian aid or other urgent supplies. For that purpose, Morocco will become the "third parent country" of Flying Whales.

Boeing Forecasts Demand for 39,620 New Airplanes Valued at \$5.9 Trillion



Boeing projects a demand for 39,620 new airplanes over the next 20 years, an increase of 4.1 percent over last year's forecast. Boeing released its annual Current Market Outlook (CMO) on the first day of the 2016 Farnborough International Airshow, estimating the total value of those new airplanes at \$5.9 trillion.

"Despite recent events that have impacted the financial markets, the aviation sector will continue to see long-term growth with the commercial fleet doubling in size," said Randy Tinseth, vice president of Marketing, Boeing Commercial Airplanes. "We expect to see passenger traffic grow 4.8 percent a year over the next two decades."

The single-aisle market will be especially strong, with low-cost carriers and emerging markets driving growth. 28,140 new airplanes will be needed in this segment, an increase of more than 5 percent over last year. "There's no question the heart of the single-aisle market is around the new Boeing MAX 8 and the current 737-800. Airplanes that size already account for 76 percent of the global single-aisle backlog, and our products have the clear advantage in that space."

On the widebody side, 9,100 airplanes are in the forecast, with a large wave of potential replacement demand in the 2021-2028 time frame. Boeing projects a continued shift from very large airplanes to small and medium widebodies such as the 787, 777 and 777X.

With cargo traffic forecasted to grow at 4.2 percent per year, Boeing projects the need for 930 new freighters and 1,440 converted freighters.

Boeing Mulls Stretching 777 to Knock Out Airbus A380



Boeing Co. is proposing to stretch its largest 777 model to create a twin-engine behemoth aimed at delivering a knock-out blow to Airbus Group SE's struggling A380 superjumbo, said people familiar with its plans. The U.S. planemaker has approached several carriers about the plane it calls the 777-10X, including Dubai-based Emirates, the world's largest operator of both Boeing's 777 and Airbus's double-decker aircraft, said the people, who asked not to be identified because talks

are private.

The proposed model would carry about 450 travelers, sharpening its rivalry with the A380, two of the people said. To do so, Boeing would stretch the frame of its 777-9 to squeeze in about four extra rows of seats. The -9, whose debut is slated for decade's end, will be the first twin-engine model to encroach on jumbo territory by hauling more than 400 passengers. "We are always evaluating technologies, airplane configurations and market needs," said Doug Alder, a Boeing spokesman. "While no decisions have been made, we will continue to study 777X derivatives and seek customer input to develop products that provide the most value for customers." An Emirates spokeswoman said that the world's biggest international airline is in "regular contact" with both Boeing and Airbus about current and future fleet requirements.

A380 Uncertainty: While Emirates has reviewed the new 777 variant, it isn't sold on the concept, said a person familiar with the talks. The carrier has ordered 289 jets from Boeing's 777 family, including 150 of the upgraded versions known as the 777X. Boeing unsuccessfully pitched Emirates on its 747-8 jumbo two years ago as a potential A380 replacement. The U.S. manufacturer is angling to take advantage of uncertainty over the future of the A380, and any strain in Airbus's relationship with Emirates.

While the Gulf carrier, which has taken 80 A380s and last month ordered two more, lifting its backlog to 64, has been pressing the European planemaker to upgrade the model to bolster fuel savings, Airbus has been reluctant to make the multibillion-dollar investment for essentially one customer. Tim Clark, president of Emirates, told Bloomberg that talks with Airbus to enhance the A380 with new engines had lapsed. "My main concern is that they stop producing the plane," he said. The airline's A380s seat between 489 and 615 passengers, according to its website.

Boeing is exploring ways to expand its current product line-up into new market niches as it battles Airbus for supremacy in the wide-body market and staves off new competitive threats to its best-selling 737 narrow-body jets. Also on its drawing board: a potential redesign of the smallest 737 Max and a stretch of the largest plane in that family.

Enlarging the 777-9, which is already designed to seat more than 400 people, would give Boeing another way to woo jumbo-jet operators as sales of the four-engine A380 and 747 falter. Boeing's large twin-engine jets have hastened their demise by offering similar range and seating, ample cargo capacity and greater savings on fuel and maintenance. Boeing's proposed plane could also help the U.S. planemaker counter a new stretched version of the A350 wide-body jetliner that Airbus has been discussing with prospective customers who don't need the engine thrust or the range of the 777-9. The -9, the best-selling member of the 777X family, seats between 400 and 425 passengers and has the range to fly 7,600 nautical miles. It is the most expensive Boeing jetliner, and the first to bear a \$400 million price tag.

Sales of the 777X have slowed since Boeing unveiled the plane amid a blitz for 235 orders at the Dubai Airshow in November 2013. The upgraded planes will feature Boeing's largest-ever wingspan, complete with tips that fold up while the plane taxis around airports.

Record number of Dreamliners improves Heathrow' noise record



LONDON, England - Virgin Atlantic's replacement of its old 747-400's with top of the range Dreamliners have improved the airline's noise record over January to March of this year, the latest Fly Quiet League table shows. Air Canada, Air India, British Airways and Qatar have also significantly increased their use of 787 Dreamliners on their Heathrow routes this past year. This has contributed to an overall 6% improvement in the total league table score tracking the use of quieter aircraft at Heathrow, the "chapter number" scores.

Early phase out of the noisiest planes is a key part of Heathrow's Noise Blueprint. Heathrow is on track to become the first large European airport to be completely free of "Chapter 3" aircraft the oldest and noisiest classification, due in part to the heavy fees airlines pay to land these planes at Heathrow. On average, airlines pay ten times more to fly Chapter 3 planes to Heathrow than they pay for the quietest aircraft, like Dreamliners.

The last three months have also shown some improvement in airlines adhering to the noise preferential routes in the skies around Heathrow as set by Government – or what is known as "track keeping". Air France and Aegean moved up 7 places because of their track keeping while SN Brussels's track keeping has improved its score from "amber" ratings to "green."

Matt Gorman, Heathrow Director of Sustainability and Environment said: "It's encouraging to see the positive results of our engagement with airlines in these latest Fly Quiet results. Replacing aircraft with newer, quieter types is one of the best ways to reduce noise and that is why the progress shown in the latest league standings is so important.

The results today are part of a wider trend seen at Heathrow, as airlines continue to use their newest planes not only because of our fees and their responsibilities to our local neighbors, but also because our routes are so sought after and they want to offer passengers the best, and quietest aircraft experience available."

Meigan Terry, Senior Vice President, External Affairs at Virgin Atlantic commented: "We're delighted to see our huge investment in quieter and more fuel efficient aircraft paying off for the local communities around Heathrow, as well as for our customers. Our thirteenth 787-9 aircraft entered service at the airport just last week. We expect to have seventeen of these aircraft operating by 2018, creating one of the youngest and quietest long-haul fleets in the world."

Heathrow has some of the world's toughest rules and regulations on noise which has played a major role in driving developments in quieter aircraft technology. Limits and restrictions in force at Heathrow, and in particular those that apply to flights at night, promote the use of 'best in class' aircraft. These incentives have contributed to more of the quietest planes being used at Heathrow – on average the aircraft that airlines use are 15 percent quieter than the total global fleets of those airlines.

Airbus to Sharply Cut Production of A380 Jumbo Jets

By Nicola Clark



PARIS — Airbus said that it would sharply curtail production of the A380 superjumbo jet, the world’s largest passenger plane, as airline demand dwindles for supersize aircraft. In what it described as a “prudent, proactive step,” Airbus said it had slashed its plans for annual A380 deliveries to 12 planes per year beginning in 2018, roughly half the number it expects to deliver this year. “We are establishing a new target for our industrial planning, meeting current commercial demand but keeping all our options open to benefit from future A380 markets,” Fabrice Brégier, the Airbus chief executive, said in a statement.

Introduced with great fanfare in 2007, the A380 was marketed to airlines as a new industry flagship that would help relieve congestion at the world’s busiest aviation hubs while restoring cruise-ship style glamour to intercontinental air travel. More than 500 seats can be packed into the A380’s two decks, and several airlines have capitalized on its generous proportions to introduce lavish amenities for its first-class passengers, including opulent lounges, health spas and “apartments” equipped with double beds and private showers.

But despite Airbus’s grand ambitions, the A380 has failed to generate interest from more than a dozen airlines. With its four engines and 560-ton frame, the plane, which lists for more than \$400 million, has been a tough sell with airlines that have become increasingly concerned with fuel economy. Airbus didn’t begin covering its costs on the A380 until 2015 — at an annual production rate of 27 planes. As it starts to slow down its assembly lines, those razor-thin margins could evaporate quickly, analysts said.

Although it is still popular with many travelers, most passengers have demonstrated an increasing preference for flying point-to-point on smaller planes rather than make time-consuming connections through huge hubs.

Airbus once forecast sales of more than 1,200 of the planes over 20 years; it has so far only delivered 193 planes and has orders for just 126 more. No American carrier has ordered the A380. Only one airline, Emirates of Dubai, has placed a significant strategic bet on the superjumbo, ordering 142, including 75 already in service.

“This has been a one-way trip to death,” said Richard L. Aboulafia, an aerospace analyst at the Teal Group, an aviation consulting firm in Fairfax, VA, and a longtime critic of the A380. “The market doesn’t want a 500-plus seat jet. It doesn’t want four engines. And there are plenty of alternatives that do international routes much better,” Mr. Aboulafia said.

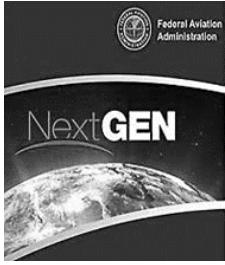
In scaling back its expectations for its biggest flagship, Airbus will most likely struggle to keep the A380 program profitable. The company spent an estimated \$25 billion to develop the plane — a sum that was inflated significantly by a series of manufacturing problems that delayed its introduction by more than two years.

Airbus conceded that it would need to significantly streamline production and shave operating costs. The company said it expected to be able to achieve break-even at a production rate of 20 aircraft next year and would seek additional cost cuts in subsequent years as output slows further. “We are maintaining, innovating and investing in the A380,” Mr. Brégier said. “The A380 is here to stay.”

Declining production will inevitably mean less work for the engineers employed on A380 assembly lines. But Airbus stressed that accelerating production of its other commercial jets, including the fast-selling 150-seat A320 and its most recent long-range wide-body, the A350, would likely offset any A380 job losses. “The impacts on employment will be mitigated,” the company said.



FAA awards NextGen contract to Lockheed Martin



WASHINGTON, DC - The Federal Aviation Administration (FAA) has awarded a contract to Lockheed Martin worth \$344 million to develop and implement a new NextGen technology that will improve the efficiency of departures and arrivals, as well as the movement of aircraft on the ground. The new technology will save time for the flying public and lessen the impact on the environment by reducing emissions and noise.

Terminal Flight Data Manager (TFDM) will replace the paper flight strips that air traffic controllers currently use at most airports to share flight plans with electronic flight strips that will enable faster and more informed tactical decisions. The electronic strips will improve work efficiency, making it easier for controllers to accommodate traffic volume changes, bad weather and other evolving situations.

With TFDM, the digital flight plans used to estimate arrivals, gate push-backs, routings, departures and overall airport demand will be shared in real time among air traffic controllers, aircraft operators and airports to improve the handling of more than 40,000 flights each day. The shared awareness of aircraft on the ground and in the air will enable arrivals, departures and surface flow to be managed more efficiently, providing accurate, predictive modeling tools to improve flight efficiency from gate to gate.

New FAA rules reject Federal preemption of State drone laws



WASHINGTON, DC - Smart Government reported today that the FAA released its long-awaited final rules for small UASs (unmanned aircraft systems) or drones. The rules will allow anyone 16 years of age or older to operate a drone with minimal restrictions, so long as they pass a knowledge test.

The FAA in crafting their rules recognized the important role State and local officials play in protecting their communities. The FAA acknowledged that they were explicitly asked to preempt state and local rules and the agency rejected such calls, determining that preemption is not required and that State and local officials should have a voice. The FAA was presented with claims that “conflicting rules may lead to confusion” or may place a “burden on UAS users” or “delay the adoption of UAS technology” and the agency rejected all of these claims, specifically stating they were “not persuaded that including a preemption provision in the final rule is warranted.”

The FAA acknowledged the important role of state and local officials, stating “certain legal aspects concerning small UAS use may be best addressed at the State or local level.” The FAA noted privacy laws as one area of State and local concern and said that FAA regulations “are not the only set of laws that may apply to the operation of a small UAS.” The agency also noted, “depending on the specific nature of the small UAS operation, the remote pilot in command may need to comply with State and local trespassing laws.”

These statements reinforce earlier statements where the FAA admitted that “laws traditionally related to State and local police power—including land use, zoning, privacy, trespass, and law enforcement operations—generally are not subject to Federal regulation.”

This decision by the FAA is in line with a recent poll by Public Policy Polling, which found that more than two-thirds of the US public does not support a federal take-over of drone regulations.

The FAA's conscious decision to exclude a federal preemption provision from its final drone rule reinforces the important role of cities and States in promoting safe and efficient drone activity in the nation's airspace said Troy Rule, an associate professor at Arizona State University's Sandra Day O'Connor College of Law.

“The FAA is finally signaling to State and local governments that they are free to tailor supplemental drone regulations to suit the unique needs and preferences of their jurisdictions. As the agency's final rule suggests, State and local involvement is critical to building an effective and well-functioning drone regulatory system. Hopefully, Congress will remember this when special interest groups resume their calls for broad drone law preemption legislation in the coming years,” Rule said.

Smart Government commends the FAA for addressing this important issue and recognizing that a “one-size-fits-all” approach would block State and local governments from adopting measures to carefully balance innovation with matters of distinctly local concern like trespass, nuisance, and privacy.

Third Class Medical Reform Signed into Law

President Obama signed the 2016 FAA funding extension into law with third class medical reform attached. Pilots will finally see relief from the constant hassle and expense associated with third class medical renewals.

The legislation allows most pilots who have held a valid medical certificate since July 2006 to fly without needing another FAA medical exam. Instead, pilots can be examined by their personal physician every four years and take an online aeromedical factors course every two years to remain medically qualified to fly.

FAA policy helps modernize GA airplanes and helicopters



WASHINGTON, DC - A new Federal Aviation Administration (FAA) policy encourages general aviation aircraft owners to voluntarily install safety equipment on airplanes and helicopters that is not required by the agency's regulations. It will reduce costs and streamline the installation of *Non-Required Safety Enhancing Equipment* (NORSEE) into the general aviation fleet.

The policy is the result of industry and government collaboration under the General Aviation Joint Steering Committee and expands the 2014 FAA policy, which simplified the design approval requirements for a cockpit instrument called an angle of attack (AOA) indicator. AOA devices can be added to small planes to supplement airspeed indicators and stall warning systems, alerting pilots of a low airspeed condition before an aerodynamic stall occurs. Such stalls are particularly dangerous during takeoff and landing.

NORSEE includes avionics, electronic instruments, displays and mechanical equipment. Equipment approved as NORSEE increases overall situational awareness; provides additional information other than the aircraft primary system; provides independent warning, cautionary, or advisory indications; and provides additional occupant safety protection. Examples of NORSEE equipment include: traffic advisory systems, terrain awareness and warning systems; attitude indicators; fire extinguishing systems; and autopilot or stability augmentation systems.

The policy has the flexibility to accommodate the installation of new technology safety enhancements into Part 23, 27, and 29 aircraft that are determined to be a minor change to type design. The benefits must outweigh the risk. The policy will reduce equipment costs by allowing the applicants the flexibility to select various industry standards that suit their product, as long as it meets the FAA's minimum design requirements.

NORSEE approval under this policy is not an approval for installation on the aircraft – it just makes the equipment eligible for installation on the aircraft. There may be a situation in which installation of the equipment on the aircraft requires modifications that are considered a major change to type design, or major alteration to the aircraft. In these cases, the applicant is required to pursue the appropriate certification path (such as a supplemental type certificate), or field approval process, regardless of the "non-required" designation. The FAA's online list of approvals will be updated regularly.

Shrinking Pool of Future Pilots Keeps Major Airlines on Edge

After coping with terrorism, bankruptcies and consolidation, the largest U.S. airlines are facing a new problem: They may start running out of pilots in as soon as three years. That looming pilot deficit will soar to 15,000 by 2026, according to a study by the University of North Dakota's Aviation Department, as more captains reach the mandatory retirement age of 65 and fewer young people choose commercial aviation as a profession. And that's in an industry where captains on the biggest international jets average more than \$200,000 a year -- with some pushing \$300,000.

A pilot shortage is already the bane of the often low-paying regional carriers that ferry passengers from smaller airports to hubs operated by American, Delta, United and other major airlines. That's worrisome for the major carriers because they typically use the smaller operators as a pipeline for hiring. "That is one of the things in my job I get to worry about every day and when I go to bed at night," said Greg Muccio, a senior

manager at Southwest Airlines Co. “The biggest problem is a general lack of interest in folks pursuing this as a career anymore. That’s what puts us in the most jeopardy.”

Airlines are responding by changing hiring requirements, boosting signing bonuses at regional carriers they own and partnering with flight schools and university aviation programs. Muccio spends some of his time trying to interest college, high school and even elementary students in an aviation career, while he’s working to extend the biggest three-year expansion of pilot hiring in Southwest’s history.

The top three reasons would-be pilots are changing their career plans are the cost of flight training and certification, low pay at regional carriers and a 2013 regulatory change that mandated a six-fold increase in flight hours required to become a first officer, according to a study released last year by the University of North Dakota and the University of Nebraska-Omaha.

Until recently, few pilots were willing to recommend the career, even to their own children, said Louis Smith, president of FAPA.aero, a career and financial planner for professional pilots. “That mood is changing,” Smith said, as larger airlines have become profitable and picked up hiring to support expansion. “Still, the cost of learning to fly and the risk and impact of failure is a major impediment to building the pool of pilots.”

Costly Training: Flight-training fees for a commercial aviation major total about \$64,500 at the University of North Dakota, the largest public aviation program in the U.S. That figure excludes tuition and room and board, which can add as much as \$105,400 for an out-of-state student.

Major U.S. airlines will hire as many as 5,000 pilots this year, mainly to replace retirees but also to support expansion, Smith said. Most will come from regional carriers, military retirees and flight schools.

Bankruptcies and consolidation may be triggered among regional carriers when the larger airlines increasingly seek to fill their pilot needs, said Elizabeth Bjerke, chairwoman of the University of North Dakota Aviation Department. Republic Airways Holdings Inc., which makes commuter flights for American, United and Delta, filed for bankruptcy in February, in part because of a pilot shortage. “The future is a little scary,” said John Hornibrook, system chief pilot for Alaska Air Group Inc. “The pool is just not as big as it used to be. That’s a concern for everybody down the road.”

Retirement Age: More than 30,000 pilots -- or half the current total of 60,222 at 10 large U.S. airlines, United Parcel Service Inc. and FedEx Corp. -- will reach age 65 by 2026, according to data compiled by Kit Darby, president of KitDarby.com Aviation Consulting LLC. To help recruiting, Southwest has dropped its prior requirement that pilot applicants hold a certificate to fly its Boeing Co. 737s, which can cost as much as \$14,000. Southwest also has cut in half the time between an interview with a potential pilot and a job offer, Muccio said.

American Airlines Group Inc., which is adding about 650 pilots this year and 750 in 2017, gets about half its cockpit staff via “flow through” agreements that allow aviators at its three wholly owned regional carriers to move into jobs at the bigger company. Delta Air Lines Inc. has a similar deal with its Endeavor unit, while Alaska Airlines guarantees interviews to pilots from its sister company, Horizon Air. “Every major we’ve talked to, they are concerned beyond the next three to four years,” said Jim Higgins, the principal investigator on the University of North Dakota pilot study.

At American’s Envoy unit, the promise of a seamless move to a major carrier is a big draw, said Jon Reibach, the airline’s director of pilot recruiting. Joshua Gimre, 22, who is accumulating hours as a flight instructor after graduating from LeTourneau University in Texas and joining Envoy, could become a captain at American by the time he’s 45, with a 20-year flying career still ahead of him. “Once a young pilot interviews with us, that’s the last airline interview they’ll ever have to do,” Reibach said.

Signing Bonuses: American’s regional carriers -- Envoy, Piedmont and PSA



airlines -- this month increased their signing bonus to \$15,000. Delta's Endeavor pays a signing bonus of as much as \$23,000 a year. It has the highest first-year salary at \$47,000, according to a database maintained by Darby. First-year pay at commuter carriers averages \$35,227.

A first officer, or co-pilot, on the smallest aircraft at large airlines earns an average \$55,054 his first year, according to Darby. That can increase to more than \$120,000 in his fifth year, flying the largest plane. A captain at top seniority flying the biggest planes averages \$208,828.

In March, JetBlue Airways Corp. initiated Gateway Select, where recruits with no flying experience undergo a series of screenings before being placed into a "rigorous" four-year study program to become pilots. The model, designed to recruit from a broader range of candidates and reduce training costs, is similar to those used in Europe and Asia.

At United Continental Holdings Inc., a new career path program designed "to counter the potential shortage of qualified pilots," involves two regional carriers and a flight-training school, according to a memo from the airline. Similar to a flow-through program, the plan provides a chance to move to the larger carrier. The airline will hire 650 pilots this year and as many as 900 in 2017. "The competition for the best and brightest pilots is heating up," United said in May.

Jeff Bezos Ready to Beat Richard Branson in the Space Race



"Space tourism" was supposed to arrive years ago, but its chief apostle is yet to deliver and suddenly faces a formidable challenger. Look out, Richard Branson. Here comes Jeff Bezos rocketing into your space.

The Amazon billionaire's once secretive program to take paying passengers to the edge of space now appears to be set to overtake Branson's Virgin Galactic project to inaugurate space tourism. With a successful fourth test flight of Bezos's New Shepard space vehicle, his very different approach to achieving reliable suborbital flight gives his company, Blue Origin, what seems like a competitive edge. In fact, after three successful tests in seven months, Bezos was so confident of his team's design that the new test flight included a deliberate systems failure to see how well the capsule that would carry passengers survived a hard landing.

Bezos and Branson are both selling basically the same thing: a hot ride to just beyond 62 miles above earth where the boundary of space officially begins, followed by a few minutes of weightlessness and mind-blowing views on the way back to earth. However, while Bezos provides a ride in a capsule atop a rocket, Branson has bet on a ride inside what resembles the cabin of a small business jet, albeit punched aloft by a rocket and returning to earth in a long glide (Bezos's capsule drops to earth under three parachutes and uses a last-minute rocket braking system to soften the landing.)

Since 2004 Richard Branson has been virtually a one-man megaphone for space tourism. After missing many deadlines for the launch of his Virgin Galactic SpaceShipTwo program a test flight in October 2014 ended in disaster and the death of one of the two pilots. The copilot actuated an aerodynamic braking device too soon and the vehicle was torn apart. A report on the crash by the National Transportation Safety Board was critical of both Galactic for its safety procedures and of the Federal Aviation Administration's oversight of the flight testing. Testing is only now about to resume. (The first flights will be glides to earth, not rocket-powered ascents.)

The accident visibly shocked Branson. But his experience recalls that of other pioneers who pursued transformational ideas. Sometimes being first is costly and ends in having to watch others take the prize. Case in point: the jet age began with a British airliner, the beautifully-sculpted de Havilland Comet. But the British designers did not understand the stresses of jet flight on airplane structures and several crashes revealed a fatal flaw. By the time this was corrected de Havilland were overtaken by Boeing with their 707 and the Brits never regained their lead.

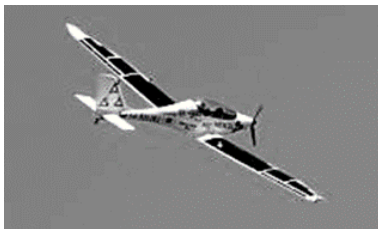
Branson's designer, Burt Rutan, pioneered the concept of a reusable vehicle that could blast its way to the threshold of space and return to a runway like an airplane. Rutan's SpaceShipOne won a \$10 million prize in 2004 for achieving the first manned private space flight.

To meet Branson's goal of flying six passengers and a crew of two on a suborbital trip Rutan took the original concept – the space vehicle launched from a mother ship—and scaled it up. The result was Virgin Galactic's SpaceShipTwo and WhiteKnight Two, the mother ship. The problem with SpaceShipTwo has always been to generate enough rocket power to carry the heavier payload. After three years of powered test flights the vehicle remains far short of achieving its goals. The highest altitude so far reached is just under 13.5 miles, just one fifth of the apogee it must reach to qualify as suborbital flight.

The 2014 crash exposed tensions between the roles of the FAA and the NTSB over safety of both crew and passengers on space tourism flights. Chris Hart, then the acting chairman of the NTSB, admitted to confusion over who was responsible for what. Even though the FAA's "Recommended Practices" for space flight include the capability "to abort, escape or both" there is no escape mechanism for Virgin Galactic passengers. In contrast, the passenger-carrying capsule of New Shepard can eject from the launch rocket in case of an emergency and descend by parachute.

Solar-powered aircraft soars

By Frank Eltman/Associated Press



CALVERTON, N.Y. -- A test pilot successfully flew a solar-powered prototype aircraft for a company that envisions manufacturing a fleet of drones to provide aerial internet service for an estimated 4 billion people worldwide. The test flight by Luminati Aerospace LLC took place at a former Northrop Grumman defense plant on eastern Long Island that once made military aircraft. Speakers at a ceremony before the flight recalled that Charles Lindbergh took off for his historic 1927 solo flight to Paris from an air strip in

nearby Nassau County, and others noted that the spacecraft that landed men on the moon was built in the Long Island suburbs east of New York City. "This is a dream come true," Luminati founder and CEO Daniel Preston said. "Long Island is known as the Cradle of Aviation, and we want to do our part to keep it here where it belongs."

Pilot Robert Lutz flew the VO-Substrata aircraft for about 20 minutes in the first test flight opened to the public. The white aircraft features wing-mounted solar cells and has a wingspan of about 43 feet. Logos of several companies and other entities involved with its production are plastered on both sides, similar to the sponsor decals on NASCAR race cars. The prototype aircraft allows for a pilot to control it, but eventually Luminati, which is based in Calverton, will build unmanned drones that can fly at 60,000 feet or more. Luminati hopes to start manufacturing by the end of the year.



Lutz said after his flight that the aircraft is "very birdlike." "You know you go up there and you feel like you're in the environment up there with the creatures," he said. "Hawks will be circling around, and they kind of flock to you. It's the only aircraft I've ever flown where I can hear a helicopter next to me. It's a little spooky but pretty cool."

Luminati paid \$3.4 million last year to acquire 16.3 acres of land from the operator of a now-closed skydiving facility on the former Northrop Grumman property, and it announced intentions to develop the next generation of drones at the site. Preston, who holds more than 1,200 patents, formerly founded and operated Atair Aerospace from 2001 to 2008.

He has repeatedly refused to disclose the identity of a tech company that reportedly is involved in the enterprise. Google, Facebook and others tech companies all have been involved with initiatives in the field. He confirmed that, besides private business uses for the drones, the company is interested in supplying aircraft for intelligence, surveillance and reconnaissance uses. "We view it as our patriotic duty to do so," he said.

He said using technologies combining solar power with wind energy harvesting and using composite materials to make ultra-light, ultra-strong aircraft, the goal is to keep the drones airborne perpetually. "I really can't think of any engineering project today that has a greater social impact than bringing communications for many people in the world that don't have it," he said.

Titanic NASA balloon reaches milestone

By Patrick Monahan



The latest and largest pressurized balloon to be launched by NASA has set a record for endurance: the longest midlatitude flight by a large scientific balloon. Packing 532,000 cubic meters of helium and measuring 114 meters (374 feet) in diameter, the balloon circled the Southern Hemisphere for 46 days, lofting a gamma ray telescope to the edges of space. Nightly dips in altitude forced a premature end to the voyage, but the flight still marks a milestone in NASA's efforts to develop so-called superpressure balloons as a low-cost alternative to satellites.

For decades, conventional "zero-pressure" balloons have given researchers a high-altitude platform for studying atmospheric chemistry, the cosmic microwave background (CMB), and many other phenomena. But at temperate latitudes, the endurance of conventional balloons is limited.

During the daytime, sunlight heats the helium, causing the gas to expand and leak. At night, the balloon cools and must drop ballast to avoid drifting too low. Zero-pressure balloons can only achieve long flights during summertime near the poles, when constant daylight allows them to stay afloat for weeks at a time.

Superpressure balloons promise to bring that endurance to temperate latitudes, opening new phenomena to observation. Their helium is pressurized; because their volume doesn't change as they are heated or cooled over the course of the day, they can remain at a constant altitude and don't need to shed gas or ballast. Over the past decade, NASA has launched ever larger and more ambitious superpressure balloons, clocking midlatitude flights of up to 32 days.

On 17 May, the agency launched its latest model from Wanaka, New Zealand. The balloon's flight path during the long austral nights and short days was as erratic as a zero-pressure balloon's: It dipped as much as 10 kilometers nightly from its cruising altitude of about 33 kilometers, possibly because of a helium leak that later closed back up. And rather than circling the Southern Ocean for 100 days as intended, the balloon veered off over the South Pacific after just one circumnavigation, having slipped out of the winter cyclone winds that circle Antarctica. "Mother Nature is in charge of our business," says NASA Balloon Program Office Chief Debora Fairbrother in Greenbelt, Maryland. "She truly has been exercising her rights."

Careful study of the balloon may help NASA avoid the same altitude dips in future flights. Still, the wayward balloon hauled in some novel astrophysical data. It carried the Compton Spectrometer and Imager (COSI), a gamma ray telescope that aims primarily to probe how elements are forged in supernovae. COSI observed the gamma rays emitted by radioactive nuclei in the supernova debris, and may be able to measure their polarization—observations that are hard to make from the poles because of background gamma radiation from cosmic rays channeled toward the poles by Earth's magnetic field.

COSI, a lightweight instrument designed for superpressure balloon flight, was capable of sending data back in real time in case it couldn't be recovered. Besides studying supernovae and other gamma sources, the telescope's long flight allowed it to detect a bright gamma ray burst, says lead COSI investigator Steven Boggs, an astrophysicist at the University of California, Berkeley. "You have to be in the right place at the right time to catch [gamma ray bursts]."

Stratospheric balloon observations have limitations. For research that produces very high volumes of data, such as studies of the CMB, "we have to store all the data on-board," says Shaul Hanany, an astrophysicist at the University of Minnesota, Twin Cities. Such research will have to wait for superpressure balloons to prove their reliability—that they and their payloads won't be lost in the ocean.

Still, NASA has a full slate of superpressure balloon missions lined up in the coming years, studying phenomena ranging from dark matter to cosmic rays. "I would be overjoyed if I had a telescope on this balloon," says Eliot Young, a planetary scientist at the Southwest Research Institute in San Antonio, Texas. As more superpressure balloon projects produce useful data, he says, "everyone is going to realize it's a great opportunity."

Happiness Index Study of travel professionals



LONDON, England – North Americans are the world’s happiest, most satisfied and motivated travel professionals, and enjoy the best work balance and remuneration among their global counterparts.

This was revealed in the recent Happiness Index study conducted by global travel and hospitality recruitment leader, Progressive Personnel, aimed at assessing the general satisfaction of international travel and hospitality staff in the workplace.

Launched mid-May, the survey, the first of its kind in the global hospitality and travel environment, was distributed to travel and hospitality professionals in key global markets, probing their happiness in three key areas:

- Happiness at Work
- Work/Life Balance
- Future Prospects

Among those questions for which we sought answers, says General Manager James Roberts, were how motivated staff felt at work, whether they were being remunerated adequately and whether they felt respected and valued in their job.

“We also looked at how stressful they believed their job to be, how often they worked outside contracted hours and what their prospects were for promotion, growth and development, not to mention whether they would recommend working in travel and hospitality.”

The survey was conducted in a rating scale format from 1 (least) to 10 (highest) and was segmented by geographic location, gender and generation.

The Top 10 highlights revealed in Progressive Personnel’s 2016 Happiness Index:

- Male travel professionals are happier than their female counterparts.
- Baby Boomers are the happiest generation of travel professionals.
- South African Millennials are the least happy travel professionals.
- Australian travel professionals believe themselves to be the least fairly remunerated travel professionals globally.
- British travel professionals are the least capable of developing new skills at work.
- Travel professionals in the Middle East believe there to be fewer equal opportunities in the workplace compared with the global average.
- British and Australian travel professionals feel less valued and respected in their job than their global counterparts.
- Australian travel professionals work more overtime than their global counterparts.
- South African travel professionals perceive their jobs to be the most stressful.
- North American travel professionals are most likely to stay in travel in future.

How retirees can get letters of verification of Eligibility

Letters of Verification for retirees can now be printed on UAL intranet site;

<https://flyingtogether.ual.com>

- 1) click on "employeeRES" on left side of page.
- 2) click on "quick links"
- 3) click on Employee Profile
- 4) click on "Click here to obtain your Verification of Eligibility letter"

Retiree badges are also available on this web site

Air Force Selects First Enlisted Airmen for Pilot Training Since WWII



The Air Force has chosen 10 enlisted airmen to begin training as pilots for the first time since World War II. The airmen were selected as part of a program that will allow them to fly the RQ-4 Global Hawk, an unmanned intelligence, surveillance and reconnaissance aircraft. The enlisted airmen will begin training in October and are expected to graduate in 2017. Nomination packages for the next class are due in November. The airmen will first learn to fly a traditional aircraft -- the DA-20 Falcon -- in Pueblo, Colo., before advancing to classes in remotely piloted aircraft fundamentals and Global Hawk Basic Qualification Training at Joint Base San Antonio-Randolph, Texas, and Beale Air Force Base, Calif., respectively. Those who make it through the Global Hawk program will either join the 12th Reconnaissance Squadron at Beale Air Force Base or the 348th Reconnaissance Squadron at Grand Forks Air Force Base, N.D. By 2020, the Air Force wants about 70 percent of day-to-day Global Hawk missions to be flown by about 100 enlisted pilots with leadership positions filled by officers.

From 1912 to 1957, nearly 3,000 enlisted men served as pilots. Of those, 11 achieved the rank of general officer, 17 became flying aces and more than 150 were killed in action.

Intelligence, surveillance and reconnaissance missions are the most requested by combatant commanders around the world and demand for remotely piloted aircraft, or RPAs, will likely only increase, according to the Air Force.

How America Will Train Its Future Fighter Pilots

by Dave Majumdar

The U.S. Air Force is working on a set of system specifications for a new next-generation advanced jet trainer to replace the long-serving Northrop T-38 Talon, which first became operational in 1961. While the venerable Talon remains an outstanding trainer, the diminutive twin-engine supersonic jet can no longer meet the demands of training pilots to fly advanced fifth-generation stealth fighters such as the Lockheed Martin F-22 Raptor and the F-35 Joint Strike Fighter. As such, the Air Force hopes to replace the T-38 with 350 new advanced jet trainers under a program it calls the Advanced Pilot Training program, or simply T-X, which includes a fully integrated aircraft, ground-based training system and sustainment elements.

“The T-X will replace the T-38,” Skip Hinman, the Air Education and Training Command’s branch chief for Advanced Pilot Training (APT)—or T-X—requirements, told *The National Interest*. Hinman explained that both he and his father flew the same T-38 during pilot training. “It’s a 55-year-old aircraft today, and by the time we’re completely done with fielding the T-X, the T-38 will be 73 years old.” The T-38 was originally developed to train pilots to fly so-called third generation fighters like the Convair F-106 Delta Dart and F-105 Thunderchief. In fact, one retired Air Force pilot—who flew the Delta Dart—said that the Talon handles remarkably similarly.

But while the Air Force could make the T-38 work for training pilots to fly more advanced fourth-generation fighters like the Boeing F-15C Eagle and the Lockheed Martin F-16C Fighting Falcon, the service was forced to shift training to formal training units where young aviators learn to fly operational fighters. “As we moved onto fourth-gen aircraft like the F-15 and the F-16, gaps began to develop in the capabilities of the T-38,” Hinman said. “Those gaps further increased now as we move onto fifth-gen capabilities like the F-22 and the F-35.”



Indeed, the situation now is such that the Air Force has moved two-thirds of the pilot training tasks that were originally intended to be completed in undergraduate pilot training into formal training units that fly the F-15, F-16, F-22 and F-35. The practice is expensive because of the high cost of flying those aircraft—and because it eats up the precious airframe life of those pricey machines. “The goal with T-X is to pull those tasks back into the advanced pilot training program,” Hinman said.

There are 18 specific tasks that prospective pilots need to learn while qualifying to fly a fighter in the U.S. Air Force. Currently, 12 of those tasks have been pushed to the formal training units. Most of the gaps are “transferable” skills such as flying air-to-air, night flying, operating complex avionics and aerial refueling. For air-to-air training, for example, the T-38 can sustain less than 5.5G turns operationally. “We know we need an aircraft that has a greater performance capability,” Hinman said. “The T-X minimum requirement for sustained Gs is 6.5. We refer to that as the threshold requirement in acquisitions speak, the maximum or desired capability is 7.5G.”

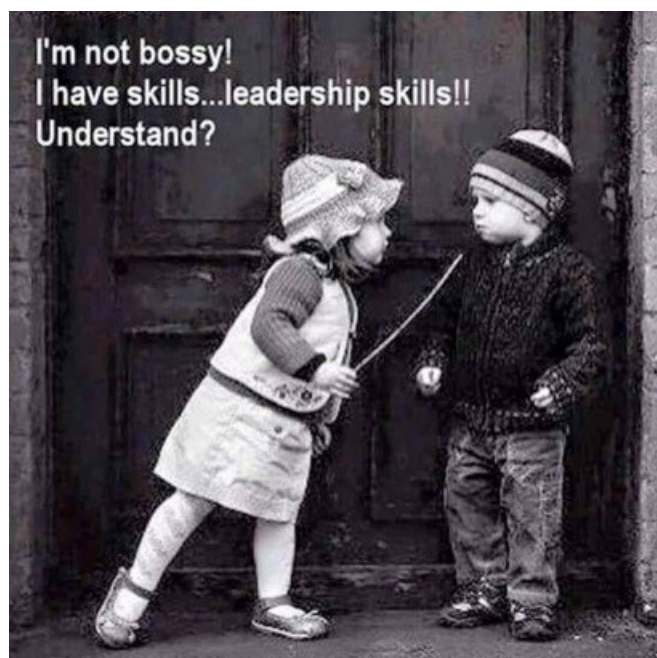
The Air Force has also set the bar for a minimum “angle of attack” capability of 20 degrees, with an objective requirement of 25 degrees AOA. “When you combine those two capabilities, you begin to see a platform where we can train in the types of air-to-air skill sets that they need to develop in a trainer aircraft,” Hinman said. “When they move onto a fifth-gen, the capabilities are beyond that, but they have developed the baseline fundamentals they need.”

Another T-38 limitation is that pilots cannot train with night-vision goggles, but night-vision capability will be mandatory on the T-X. The new trainer will also include aerial refueling training capability. “That’s a substantial, very significant improvement,” Hinman said. “There is no air refueling training in the T-38. In the T-X—as a threshold requirement—we will be able to perform air refuel training in a very sophisticated ground based trainer. For the aircraft, that will be an objective requirement. The desired capability is that the aircraft itself will be able to perform air refuelings.”

The T-X will also be able to replicate the cockpit environment found in fifth-generation fighters such as the F-22 and F-35. The T-X will include not only a large area display similar to the one found on the F-35, but simulate a multitude of air-to-air and air-to-ground weapons and sensors onboard the aircraft. Onboard, there will be a simulated radar and potentially a targeting pod (the targeting pod is something the Air Force wants ideally, but the threshold requirement is for a targeting pod in the simulator), and the students will be able to fuse data from multiple sources—with a real and simulated datalink—just like a pilot inside an F-22 or F-35, Hinman said. The Air Force calls the ability to simulate weapons and sensors onboard the aircraft “embedded training.”

The current T-X program is geared purely towards replacing the T-38s being used for Undergraduate Pilot Training and the “Introduction to Fighter Fundamentals” course. The current program won’t address the need to replace Talons being used for other purposes like testing, or at aggressor units such as the ones that fly alongside F-22 squadrons in Virginia and Florida.

But the Air Force is mandating that the T-X aircraft be adaptable for future modifications. “We’ve designed in some flexibility and adaptability to those future needs,” Hinman said. “We have designed in excess space, weight, power and cooling (SWaP-C).” The T-X airframe will be built with the ability to accept additional line replaceable units to host additional avionics—including the power and cooling necessary to handle those electronics. The airframe itself will also have the ability to handle additional weight and the wiring needed to install weapons hardpoints on the wings. There will also be



space in the nose to add a real radar should the need arise. Moreover, even if a contractor chose not to include a real aerial refueling capability onboard the T-X, the requirements will state that the aircraft have the ability to add in that capability later, without major modifications. “We’re intentionally building that in,” Hinman said.

The Air Force—which describes the need for the T-X as “existential”—hopes to have the new jet achieve initial operational capability no later than 2024. “We’re on a timeline to meet IOC in 2024 and a full operational capability in 2034,” Hinman said—noting that’s also the date the T-38 will be finally retired. To meet that deadline, the Air Force will have to work quickly. The service hopes to release its request for proposals this December and award a contract by the following December in 2017.

To meet the T-X requirement, Northrop Grumman and Boeing are both designing new “purpose built” aircraft. Meanwhile, Lockheed Martin is offering a modified T-50—which it co-developed with South Korea for the T-X requirement.

The last contender is Raytheon, which has teamed up with Italy’s Alenia—recently renamed Leonardo—to offer the T-100 Master, which originates as a co-development effort with Russia’s Yakovlev.

The current T-X program is the Air Force’s second attempt—ongoing since 2008—to replace the T-38 Talon. The Air Force seems committed to developing and fielding the new jet, however, the service’s budgets are unpredictable given the turmoil in Congress. Nonetheless, if the Air Force succeeds in developing the T-X, it would open the door to many new markets for the winning contractor. With the majority of America’s allies purchasing the F-35, those nations too will require a new trainer. For those future F-35 customers, the T-X could be their trainer of choice.

Airplanes make clouds brighter



HATFIELD, England - Clouds may have a net warming or cooling effect on climate, depending on their thickness and altitude. Artificially formed clouds called contrails form due to aircraft effluent, in a cloudless sky, contrails are thought to have minimal effect on climate. But what happens when the sky is already cloudy? In a new study published in the journal *Nature Communications*, scientists from the University of Hertfordshire and Stockholm University show that contrails that are formed within existing high clouds increase the reflectivity of these clouds, i.e. their ability to reflect light. The researchers hope that their discovery offers important insights into the influence of aviation on climate.

"Normal contrails are the stripes you sometimes see behind high-flying aircraft. Lots of times these contrails disappear fairly quickly. Other times they stick around for a while, and even spread out, sometimes considerably. There has been a lot of work done to find out how these form, and what kind of climatic effect they have - which is estimated to be rather small. Figuring out what kind of effects airplanes have while flying through clouds that are already present in the atmosphere has been much more difficult," says Kevin Noone, Professor at the Department of Environmental Science and Analytical Chemistry at Stockholm University.

"Though contrails and their effect on climate have been studied for quite a while now, we have not yet investigated what happens when they form in already existing clouds. This is partly because the imaging sensors conventionally used for this kind of research are not able to resolve what is going on inside the clouds. We were excited to see that overcoming this limitation would immediately lead to a new discovery," adds Matthias Tesche, Lecturer in Physics at the University of Hertfordshire.

The researchers used a combination of flight tracking data and satellites equipped with sensitive lasers for detecting small changes in cloud optical thickness, i.e. the degree to which a cloud prevents light passing through it. When they looked at flight corridors from Honolulu to Los Angeles, Seattle and San Francisco, they found a significant increase in the optical thickness of the clouds close to the flight tracks compared to those further away. In other words, clouds inside flight corridors were more reflective or "brighter."

"Such effects only occur in certain latitude bands, so aircraft flying on polar routes in the Northern Hemisphere and close to the Equator are unlikely to produce these sorts of clouds. The most important areas

are in the Northern and Southern mid-latitudes. Work is in progress to calculate the climatic effects of the changes we've observed," says Professor Noone.

80th anniversary of Frankfurt Airport: From grass strip to global hub



FRANKFURT, Germany – Exactly 80 years ago – on July 8, 1936 – Frankfurt Airport (FRA) was officially opened at its current location, when a Junkers Ju 52/3m aircraft made its first landing at FRA. Over the time, Frankfurt Airport has become one of the world’s most important air transportation hubs, also thanks to its favorable location in the heart of Europe.

At the opening on July 8, 1936, nobody could have foreseen how the “Rhein-Main airport and airship station” (as FRA was then called) would develop over the next years and decades. There had been significant growth in civil aviation since the First World War. Thus, in 1937, the airport already counted almost 71,000 passengers. “But at that time, the airport still looked very much like a farm,” emphasizes Markus Grossbach, head of the Fraport central archive. “Sheep grazed on the airfield and the green areas were kept free of woodland growth by farming potatoes.” The start of the Second World War brought an abrupt end to the development of international aviation. Around 2,000 bombs fell on Frankfurt Airport during the war, almost completely destroying its infrastructure.

After the end of the war, air traffic in Frankfurt increased very rapidly again thanks to the reconstruction of the airport with the help of the U.S. military. “Even before normal political life had developed, former employees of the airport were working with pickaxes and shovels to save existing material from the ruins. It was very important to the population and airport employees to rebuild their gateway to the world,” says Grossbach. The first civilian aircraft landed as early as May 1946. Following the Berlin Blockade, the airport was part of a large-scale humanitarian mission, when dozens of American “raisin bombers” carried food and coal from Frankfurt and other airports to West Berlin during the Berlin Airlift. That way, supplies were provided to the city’s population, which was cut off from all possible supply routes by land.

The number of passengers has grown continuously since regular passenger traffic resumed in 1950. Ten years later, in 1960, the airport already served 2.2 million passengers. By 1980, the passenger number had increased to as many as 17.7 million. Over the next ten years, this figure doubled again to almost 30 million passengers. Today, the figure is twice as high again: last year, Frankfurt Airport welcomed a total of approximately 61 million passengers.

The growth in passenger numbers was accompanied over the decades by Frankfurt Airport’s ongoing expansion. Following the construction of new runways and passenger terminals, Frankfurt Airport became the home base of Lufthansa, which was newly established in 1953. The expansion of the airport reached an unprecedented pace in the 1970s, when today’s Terminal 1 and the airport railway station were opened, in tandem with the world’s largest and most efficient baggage conveyor system. As passenger numbers continuously rose, work began on the construction of the then controversial Runway 18 West, which became operational in 1984. Major infrastructure projects in the 1990s further boosted the airport’s growth. The opening of Terminal 2 and the Sky Line people mover, which connects the two terminals, enabled FRA to accommodate more than 100 airlines. Airmail and cargo traffic – two important business segments that generally receive somewhat less public attention – also experienced strong growth at Frankfurt Airport and were additionally boosted by the construction of Cargo City South.

Thanks to the forward-looking and ongoing expansion of the airport’s infrastructure, Frankfurt Airport has today become Germany’s largest and busiest airport. Moreover, it is also a driving force for the local and national economy and plays an important role as a job engine. Today, more than 80,000 people are employed at Frankfurt Airport, making it the biggest workplace in Germany. The ground-breaking ceremony for the future Terminal 3 was held in October 2015. Thus, the airport continues to adapt its infrastructure to future traffic growth.

Archivist Grossbach sums up: “In contrast to the situation in countries such as Britain or France, Frankfurt Airport’s leading national position was not predestined from the start and certainly could not be taken for granted. The rise of Frankfurt Airport after 1945 was aided largely by the Western Allies and specifically the Americans, who turned their ‘gateway to Europe’ into Germany’s ‘gateway to the world’.”

A RUPA member's letter of opinion to the UAL CEO

First letter is reprinted from the July *RUPANEWS*

Oscar Munoz
President and Chief Executive Officer
United Airlines
233 S. Wacker Drive
Chicago, IL 60606

Dear Mr. Munoz:

Let me begin by expressing how happy I was to see you return full time to your position leading our airline after your surgery. I have been impressed as to how you value the importance of the 85,000 plus United Airlines' work force. By way of introduction, I have now been retired from United for one year. I was employed as a flight officer for United Airlines for over 36 years and retired as a B-747 Captain last May.

I know that in your leadership position you are dealing, on a daily basis, with a myriad of important issues that affects United and its employees. I wanted to bring to your attention what I feel to be an injustice that can and should be fixed. We all had to get used to the changes that came with the merger of United and Continental and their respective employee groups. The key to integration of the blending of the two airlines' cultures and policies is what is not only best for the aggregate but what is fairest. One of the most valued benefits for both active and retired employees is their travel pass privileges.

As you are well aware, for airline employees, seniority is the holy grail that controls many things in one's working life. We have all been junior once in our careers and all looked forward to the benefits of eventually becoming senior. When United and Continental merged they were two airlines that had a fundamental difference in how employees and retirees were boarded with regard to pass riding. As I experienced for over 30 years working for United, retirees had a higher boarding priority and went ahead of active employees. At Continental, just the opposite was the case. So how does one fairly blend the two programs? In my opinion, it was not to simply take the United or Continental policy and force it on the other employee and retiree groups, but to compromise. I believe that both active and retired employees on pleasure pass travel should be under the same boarding priority and the boarding then is prioritized strictly by seniority, like everything else in our business for the rank and file. In the case of retirees, it is length of service used to come up with an adjusted pass seniority date. There will be times when active employees will board ahead of retirees and vice versa, all depending on one's pass seniority date. I also believe that the Vacation Pass program should not carry a higher boarding priority than unrestricted pleasure pass travel but should be retained for younger employees and their families to be afforded a limited amount of service charge waived pass travel.

The system I am suggesting is a much fairer system and would avoid the situation we often now see wherein a retiree with many years of service is going behind active employees with as little as a few months of service. Remember, many of us at United worked for years and traveled behind retirees only to see the post-merger United flip the priority to have these same individuals now go behind active employees as they retired. With what I am advocating you consider, this would never happen again, with active versus retired no longer being a factor. If enacted, this change would highlight "the new spirit of United".

Thank you for your time and consideration.

Sincerely,

Roger S. Parsons
Employee # 022168
SFOFO- Retired

United's response to member's letter about its pass policy for retirees

See letter on page 24 of the July RUPANEWS

Dear Roger,

I'm responding to your email on behalf of Oscar. We do understand your concern.

Referencing our specific questions about boarding. Our analytics show that retirees on average travel up to four times a year. As a result, retirees receive four family round trip vacation passes per year to board by seniority equal or in many cases above an employee. Anything beyond the four family trips will board as you describe below. While we realize we cannot please everyone with all programs, we feel this was a great compromise.

In addition, we feel the retiree program as a whole, including our boarding priorities is more than generous, including unlimited travel, two enrolled friends in addition to a spouse, plus vacation passes, fee-waived travel, 20% revenue discount, free checked-bags, not to mention industry discounts on hotels, car rentals, cruises etc.

We appreciate you sharing your thoughts. At this time, we have no plans to change the Retiree travel program.

I truly value your years of contribution to United, as well as the contributions of all of our retirees.

Sincerely,

Laura Motelet

Managing Director, Employee Travel and HR Administration

Roger's response to Ms. Motelet

Dear Laura:

Thank you for your recent response on behalf of CEO, Oscar Munoz, addressing some of my concerns with the current pass boarding priorities as it applies to active employee and retiree space available leisure pass travel privileges. Permit me to address several of your comments.

You indicated that your "analytics show that retirees on average travel up to four times a year." This appears to be justification why United provides retirees four family round trip vacation passes per year that allows them the only time their pass category permits use of their adjusted years of service competitively with active employee's seniority for boarding priority. Did you ever think that if the retirees had more than four roundtrip opportunities to competitively exercise their seniority for boarding and upgrade that on average, they would travel more than four times per year?

You go on to aptly state that you "cannot please everyone with all programs" but providing those four annual round trip family vacation passes "was a great compromise." When the merger occurred the "everyone" you referred to consisted of many more legacy United employees and retirees than legacy Continental but the powers to be at the new United decided to use the Continental 'employee over retiree' pass boarding priority system rather than the 'retiree over employee' priority used by United for many years. A true compromise would be not to favor either group but to use a system, as most everything else has been done in the airline industry, that solely uses seniority as I advocated in my letter to Oscar.

I realize that human nature dictates resistance to change and that from the CEO to the reservations systems right on down to most policies, Continental's was the chosen methodology over United's in the post-merger environment. I know that you started with Continental's travel department a decade ago and as a current United Airlines Managing Director, you and your family travel under a high positive space (PS2B) priority that it is difficult to appreciate the disenchantment that that decision to flip flop the boarding priorities had on every legacy United retiree and soon to be retiree. How do you think one with decades of supposedly valued service feels having to go behind a new hire employee or the employee with as little as six months of service and their buddy pass riders traveling with them?

You mentioned the various discounted travel programs United employees are eligible for as well as the boarding priorities United has set is “more than generous.” I am appreciative of these benefits that many of us counted on when we evaluated the line of employment we were seeking but I certainly wouldn’t consider them “more than generous” but in line with industry standard to a large degree and certainly not excessive in light of the benefits our active employees receive.

My point in writing to Oscar was not to evaluate the overall pass and benefits program afforded to retirees but to question the continued wisdom of a boarding priority that has retirees unable to credit those supposedly valued “years of contribution to United”. I believe if one was to objectively revisit this issue they would see the wisdom of changing it to a fairer and less parochial system than currently exists and create a level playing field for both employees and retirees.

Sincerely,
Roger S. Parsons

Ms. Motelet’s response to Roger

Roger –

I thought I’d answered all your questions in previous emails, but it appears you have a couple more. I’ll address those here.

Yes – we considered all possible scenarios when deciding on retiree boarding, including that retirees would travel more than 4 times a year.

PS2B is for company business only; MD families do not get to board at this boarding priority.

MD leisure boarding priority is the same as every other employee.

The dynamic of our company is ever evolving. Our flights are full and whether you are a new-hire employee or a senior employee/retiree it can be hard to get on a plane. We have to take different routes, rather than non-stop, fly to nearby destinations or change our destination all together. These are things we “all” have to contend to with standby travel.

There isn’t anything else I can share with you that I haven’t already shared in previous emails.

We have no plans to change the boarding priority process for employees or retirees, at this time.

Respectfully,
Laura

Roger’s response to Ms. Motelet

Laura:

While I don’t agree with it, you have made your position on this issue quite clear. If he has actually seen and read my letters on this issue, I can only presume this is Mr. Munoz’ position as well since I have not heard back from him.

Thank you for your invaluable tips on SA regular pleasure pass travel for me and my family as we try to get on flights behind the 85,000 active employees and their families with higher boarding priority.

Regards,
Roger

Roger’s second letter to Oscar

Dear Oscar:

I wrote to you earlier this month concerning what I, and many others, view is an unfair pleasure travel boarding priority system that was created as a result of the merger with United and Continental Airlines. I included my rationale for why this system was unjust and suggested a simple remedy that would serve as a legitimate compromise between the two boarding priority systems used by United and Continental prior to the merger. I received a reply to that letter, on your behalf, from Laura Motelet, Managing Director Employee Travel and HR Administration.

I noted, as was reported on the Flying Together website, that you recently greeted one of our pro-active, retiring Captains on his final flight upon arrival at Chicago, O’Hare and thanked him for his dedicated years

of service to United. I'm sure he appreciated his CEO doing that. Did you realize that the retirement flight meant he was soon to face the reality that his years of service didn't mean much when it came to being able to use the one benefit he had left as a United retiree, space available, leisure pass travel privileges? In addition to Laura's letter, I have attached my reply to her. During the past year as a United Airlines retiree I have witnessed first-hand the frustration in watching new or recently hired United employees board ahead of retirees with decades of dedicated service to United.

What is left for a retiree at United is particularly sensitive since most legacy United retirees did not leave with the pension they had been promised but instead had to rely on the PBGC to cover a fraction of what they had earned. As you know, Continental leadership and staff were put in the driver's seat post-merger despite legacy United being the much larger of the two airlines in virtually every measureable category, including number of employees and retirees. The new United put very few little, if any, value on how legacy United did things and decisions to not compromise but to use the Continental pass boarding priority system came at the detriment of United retirees. Decisions such as this has left many legacy United employees and retirees feeling that what remains is United in name only.

While most things can't be fixed after the fact, certainly this is one that can be. Pass travel is very important to people in the airline industry and basing boarding and upgrading strictly on seniority and not favoring an active employee (legacy Continental) or a retired employee (legacy United) is the fairest compromise to all concerned. I hope you will at least have the opportunity to read this and will take it under advisement.

Thank you again for your time and consideration.

Respectfully,

Roger S. Parsons

What can happen if your automobile is broken into

In a recent Bureau of Motor Vehicles (BMV) case, the suspect had graduated from burglarizing vehicles to Identity Theft." In his possession were over 70 pieces of stolen identifying information, some of which he had already forged using his picture. In the midst of all these were items such as drivers' licenses, social security cards, car titles, insurance cards, secured work ID's, checks, medical identification and credit cards, along with countless other types of useable identification, all of which were taken during the burglaries of many different vehicles.

To help thwart off these crimes it is advised that all vehicle owners remove secure access work ID's (often seen hanging on the rear view mirror), vehicle registration papers, vehicle titles, business and personal mail, etc. Typically, the criminal committing vehicular crimes are looking for the quick sell or pawn the items they take. Who's to say a career criminal would not take it to the next level--identity theft-- if the opportunity presents itself? Hence, Identity Theft becomes a Gateway Crime from the original Burglary of Motor Vehicle!

In this day and age, if you have not been a victim of this crime, you are fortunate. "This particular crime has the ability to affect your complete lifestyle and your way of living, placing limits on what you can buy and where you can live. Identity Theft affects millions of people's credit every year and vehicular crime is just one of the many ways to obtain your personal information." By removing these items, it can help safeguard you and your family's way of life.

My own social media

SIR: I haven't got a computer, but I was told about Facebook and Twitter and am trying to make friends outside Facebook and Twitter while applying the same principles.

Every day, I walk down the street and tell passers-by what I have eaten, how I feel, what I have done the night before and what I will do for the rest of the day. I give them pictures of my wife, my daughter, my dog and me gardening and on holiday, spending time by the pool. I also listen to their conversations, tell them I 'like' them and give them my opinion on every subject that interests me... whether it interests them or not.

And it works. I already have four people following me; two police officers, a social worker and a psychiatrist.

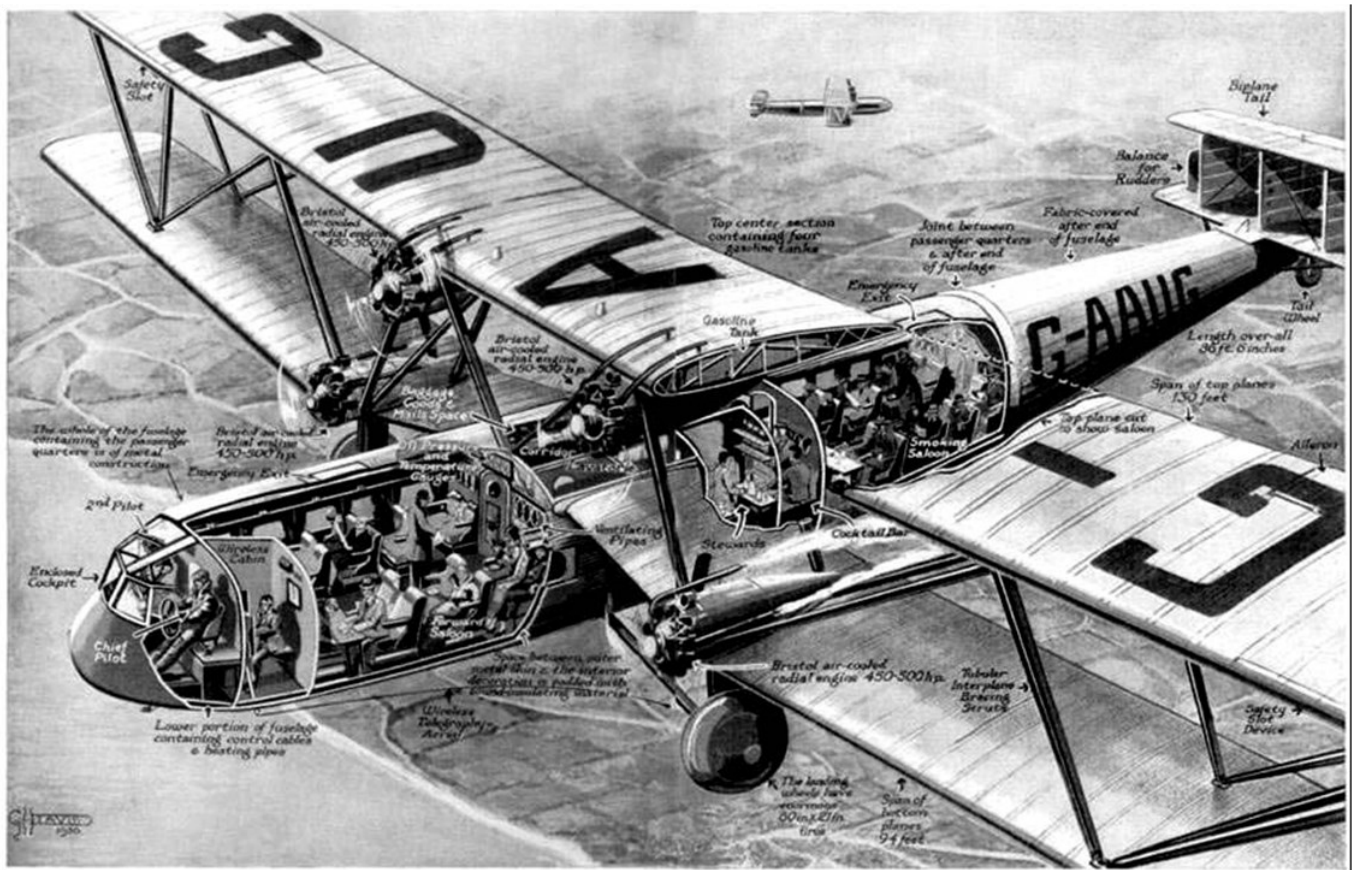
Peter White, Holbrook, Derbyshire

Flying in Style way back when in the Handley Page HP-42

What flying was like around 80 years ago in the Handley Page HP-42 with British Imperial Airways. No in-flight-movies, no Wi-Fi connection and worse of all no pretty stewardesses, how did they make a go of this? The aircraft looks like the tail is going to fall off with the slightest bit of turbulence.



Flying the airlines in the thirties was a lot more fun than it is now. It was more leisurely and had more class. If people had serious money in the 1930s and travelled internationally, they may well have flown on one of these large (130-foot wingspan) Handley Page bi-plane aircraft, which were the mainstay of British Imperial Airways at the time. They carried 26 passengers in first class only, in three different compartments. The first class saloon, the bar and cocktail area, and the smoking section.



These machines were ubiquitous, extremely safe (no passenger in a HP-42 was ever killed in 10 years of international and domestic operations from 1930 until 1940), very comfortable in seating, leg room and service, hot meals were served on bone china with silver cutlery, free liquor flowed, overnights were in the very best hotels. There was no rush, no waiting in lines and everyone was well dressed. Flying along at a few

thousand feet, one could see, (down to the quality of the washing on the backyard clothes lines) every interesting feature passing below. At 95 to 100 mph. one also had time to look at the passing panorama. It took four days to a week (depending on headwinds and weather) to fly from London to Cape Town, South Africa by only flying about four hours a day, staying at the best hotels in Europe, Cairo, Khartoum and the Victoria Falls. All stops to India also made for an interesting choice of destinations. The Handley Page HP-42's of Imperial Airways were slow, safe and very comfortable. They could land anywhere where there was a stretch of grass. There were occasions, flying down to Cape Town, when the strong headwinds from the south reduced the ground speed to such an extent that the crew turned the machine around. They flew back to their point of departure and sat it out in the hotel.

PBGC's Two Pension Ins. Programs: Single-Employer & Multiemployer



PBGC runs two pension insurance programs: single-employer and multiemployer. While each program is designed to protect pension benefits when plans fail, they differ significantly in the level of benefits guaranteed, the insurable event that triggers the guarantee, and premiums paid by insured plans. The two programs are financially separate. Assets of one program may not be used to pay obligations of the other. Here's a deeper look into both programs.

The single-employer program covers pension plans that are sponsored by one employer. The insurable event triggering PBGC's obligation to provide guaranteed benefits is termination of an underfunded plan. This typically happens when the employer sponsoring the plan goes out of business or bankrupt, and can no longer afford to keep the plan going. When this happens, PBGC takes over the plan's assets, administration and payment of plan benefits (up to the legal limit).

The single-employer program covers about 30 million people in more than 22,000 ongoing plans. While the single-employer insurance program has a considerable deficit (\$24 billion as of Sept. 30, 2015), the program has significant assets (\$86 billion) to pay its obligations (\$110 billion) for many years.

The multiemployer program covers pension plans created and funded through collective bargaining agreements between a group of employers, usually in related industries, and a union. Multiemployer plans provide pension portability, allowing participants to accumulate benefits earned for service with different employers throughout their careers. Multiemployer plans are common in the construction, transportation, retail food, manufacturing and services industries. The insurable event triggering PBGC's obligation to provide guaranteed benefits is plan insolvency (when a plan runs out of money). When that occurs, PBGC doesn't take over operations of the plan; rather, we provide financial assistance so the plan can pay benefits up to the legal limit for multiemployer plans, which is much lower than for single-employer plans.

The multiemployer program covers 10 million workers and retirees in about 1,400 ongoing plans. The multiemployer program has a severe deficit. As of Sept. 30, 2015, assets totaled about \$2 billion and obligations totaled \$54 billion. It's likely that the multiemployer insurance program will run out of money by 2025 without action by Congress.

The maximum benefit guarantees that PBGC can legally pay when a plan fails are very different in the two programs. In the multiemployer program, the guarantees are much lower. For instance, PBGC's guarantee for a 65-year-old in a failed single-employer plan can be up to \$60,136 annually, while a participant with 30 years of service in a failed multiemployer plan caps out at \$12,870 per year. The multiemployer program guarantee for a participant with only 10 years of service caps out at \$4,290 per year.



Follow up letter about Vertigo published on page 37 of the May *RUPANEWS*



The article on BPPV in May's *RUPANEWS* was very interesting to me. I had my first experience with BPPV some 20 years ago while lying on the floor working on a desk above me. I turned my head to one side and was hit with the worst case of vertigo I have ever experienced. After getting my head out of the toilet several minutes later, I researched the event on the internet and discovered the cause and cure (Epley maneuver). Since my initial vertigo experience, I have had it return a couple of times over the years and was successful curing it with the Epley maneuver.

My wife mentioned my experience to several of her nurse friends and I was amazed at the interest in the Epley maneuver that cured my dizziness. I have since passed on the information to countless people who wanted a cure for their affliction. It seems that many physicians are still not up to date on the condition.

The best source I have found for information on BPPV comes from Dr. Timothy Haim, a Northwestern Univ. doctor, whose clinic is based in Chicago. His site has all sorts of pictures, diagrams and clickable links to the procedures described on his pages.

<http://www.dizziness-and-balance.com/disorders/bppv/bppv.html>. It is pretty easy to follow and the colored diagrams and the explanations are excellent.

The site below has the Epley procedure with a PDF depiction of the procedure in a very easy to follow pictorial.

<https://www.activator.com/wp-content/uploads/Home%20Epley%20Handouts.pdf>.

The half-somersault procedure mentioned in your May article sounds interesting but at 80 I'm not too nimble anymore. Aloha, *Mike Bremner*

Small lifestyle changes can sharply cut cancer risk

By Aaron E. Carroll/The New York Times



Americans seem very afraid of cancer, with good reason. Unlike other things that kill us, it often seems to come out of nowhere. But evidence has increasingly accumulated that cancer may be preventable, too. Unfortunately, this has inflamed as much as it has assuaged people's fears.

As a physician, I have encountered many people who believe that heart disease, which is the single biggest cause of death among Americans, is largely controllable. After all, if people ate better, were physically active and stopped smoking, then lots of them would get better. This ignores the fact that people can't change many risk factors of heart disease like age, race and family genetics.

People don't often seem to feel the same way about cancer. They think it's out of their control. A study published in *Science* in January 2015 seemed to support that view. It tried to explain why some tissues lead to cancer more often than others. It found a strong correlation between the number of times a cell divides in the course of a lifetime and the risk of developing cancer. In other words, this study argued that the more times DNA replicates, the more often something can go wrong. Some took this to mean that cancer is much more because of "bad luck" than because of other factors that people could control.

Unfortunately, this simple explanation is not really what the study showed. Lung cells, for instance, divide quite rarely, and still account for a significant amount of cancer. Cells in the gastrointestinal tract divide all the time and account for many fewer cancers. Some cancers, like melanoma, were found to be in the group of cancers influenced more by intrinsic factors (or those we can't control), when we clearly know that extrinsic factors, like sun exposure, are a major cause. Further, this study was focused more on the relative risks of cancer in one type of tissue versus another. What we really care about is how much we can reduce our own risk of cancer by changing our behavior.

A more recent study published in *Nature* argues that there is a lot we can do. Many studies have shown that environmental risk factors and exposures contribute greatly to many cancers. Diet is related to colorectal

cancer. Alcohol and tobacco are related to esophageal cancer. HPV is related to cervical cancer, and hepatitis C is related to liver cancer. And you'd have to be living under a rock not to know that smoking causes lung cancer and that too much sun can lead to skin cancer. Using sophisticated modeling techniques, the researchers argued that less than 30 percent of the lifetime risk of getting many common cancers was because of intrinsic risk factors, or the "bad luck." The rest were things you can change.

Most recently, in *JAMA Oncology*, researchers sought to quantify how a healthful lifestyle might actually alter the risk of cancer. They identified four domains that are often noted to be related to disease prevention: smoking, drinking, obesity and exercise. They defined people who engaged in healthy levels of all of these activities as a "low risk" group. Then they compared their risk of getting cancer with people who weren't in this group. They included two groups of people who have been followed and studied a long time, the Nurses' Health Study and the Health Professionals Follow-up Study, as well as national cancer statistics. Of the nearly 90,000 women and more than 46,000 men, 16,531 women and 11,731 men fell into the low-risk group. For each type of cancer, researchers calculated a population-attributable risk, which is the percentage of people who develop cancer who might have avoided it had they adopted low-risk behaviors. About 82 percent of women and 78 percent of men who got lung cancer might have prevented it through healthy behaviors. About 29 percent of women and 20 percent of men might have prevented colon and rectal cancer. About 30 percent of both might have prevented pancreatic cancer. Breast cancer was much less preventable: 4 percent. Over all, though, about 25 percent of cancer in women and 33 percent in men was potentially preventable. Close to half of all cancer deaths might be prevented as well.

No study is perfect, and this is no exception. These cohorts are overwhelmingly white and consist of health professionals, who are not necessarily like the population at large. But the checks against the national data showed that if anything, these results might be underestimating how much cancer is preventable by healthy behaviors. This also isn't a randomized controlled trial, and we can certainly argue that it doesn't prove causation.

A bigger concern to me is that people might interpret these findings as assigning fault to people who get cancer. You don't want to get into situations where you feel as if people don't deserve help because they didn't try hard enough to stay healthy. Much of cancer is still out of people's control. I was especially worried because, in this study, "low risk" status required all four healthy lifestyles. Failing in any one domain put you in the high-risk category, and that seemed like a lot to ask of people.

On further reading, though, I discovered that the requirements weren't overly burdensome. Not smoking was defined as never having smoked or having quit at least five years ago. That's clearly good for health. Moderate alcohol consumption was defined as no more than one drink a day on average for women, and no more than two for men. That's pretty much what I have argued for in writing about this issue in the past; it in no way requires abstinence. Adequate weight was defined as a *Body Mass Index* B.M.I. of at least 18.5 and no more than 27.5. The cutoff for "overweight" is 25, meaning that you don't have to be thin; you just have to be less than obese (B.M.I. 30). Finally, exercise was defined as 150 minutes a week of moderate-intensity activity or 75 minutes of vigorous-intensity activity. That's a reasonable and quite achievable goal. I was surprised to realize that I'm already "low risk." I bet many people reading this are "low risk," too.

As we talk about cancer "moonshots" that will most likely cost billions of dollars and might not achieve results, it's worth considering that — as in many cases — prevention is not only the cheapest course, but also the most effective. Simple changes to people's behaviors have the potential to make sure many cancers never occur. They have a side benefit of preventing health problems in many other areas, too. Investment in these efforts may not be as exciting, but it may yield greater results.

**I'd rather look back
at my life and say
"I can't believe I did that"
instead of saying,
"I wish I did that."**

Click here when I die: Sites lay out plans for loved ones

NEW YORK (AP) — Several websites are trying to make death easier -- for the people left behind.

Everplans, Everest Funeral, My Life & Wishes and other companies are helping with end-of-life planning. Users can upload digital copies of their wills, plan their funeral or name the person who will take care of the dog when they die. Access to the information can be given to a spouse, child or anyone else you'd like. The idea is to reduce the arguments over funeral plans or the frantic search for documents that can happen after a death. Some of the sites charge fees, but others are free or offer a free service through financial planners or employee benefits.

Financial advisers say everyone should write down important financial information and funeral wishes in a safe place, whether it's on a website or in a notebook. Heirs risk losing out on money if they're in the dark about accounts or insurance policies, says Len Hayduchok, president of Dedicated Senior Advisors in Hamilton, New Jersey.

But getting people to think about their demise is a challenge. "People just don't want to do it," says Hayduchok. "It's something that is easy to put off." The sites are trying to make the process more inviting.

Everplans guides users through everything they need to do, such as uploading information about life insurance policies or pensions. There's also room to leave letters to loved ones and a place to put passwords for emails and instructions on what to do with Facebook accounts and other social media sites.

The site charges \$75 a year for the service. But about 150 financial firms and advisers around the country offer Everplans to their clients, sometimes for free, says co-founder and co-CEO Abby Schneiderman. Some employers are also starting to offer Everplans to workers as a benefit, she says.

Another service, called Everest, is offered as a free perk with employee benefits. On Everest's site, users can write out their funeral wishes or upload photos, their will or other documents. The company also offers concierge service that helps those left behind to plan funeral and deals with all the details. If your employer offers group life insurance from Aetna, Hartford or Voya, ask your human resources office if it comes with Everest. It likely does; more than 25 million people have access to Everest, says CEO Mark Duffey.

My Life & Wishes, which was launched this year, helps put together end-of-life plans online for \$79 a year. Michelle and Jonathan Braddock came up with the idea after Michelle's father passed away and left the couple scrambling to piece together his financial life. My Life & Wishes was first published as a workbook that the couple handed out to clients of the insurance company they owned. But they quickly started working on a website, realizing that updated passwords and new accounts needed to be added to the book. "Things change so frequently," says Jonathan Braddock.

Fidelity, which manages retirement and brokerage accounts, recently launched a free service called FidSafe that lets users upload passports, wills and other documents. Users can give access to documents to next of kin, and you don't need to be a Fidelity customer to use it.

FidSafe was launched after most Fidelity customers surveyed said that they had never talked about end-of-life planning with their families, says Daniel Brownell, CEO of Fidelity's document storage management subsidiary Xtrac Solutions.

Not everyone will be comfortable putting all their important information online. All the companies say that security is a priority, but even the biggest financial institutions have been hacked. Also keep in mind that some of them are just starting up, and there is a chance they may fail before you're gone. The companies say that if that happens, there are ways to download and print out all the information you've posted.

If putting everything online is not for you, writing it all down in a notebook is just as good, says Hayduchok. He gives out notebooks to clients and tells them to list all their accounts, keep paperwork and let a loved one know where everything is. "You have to communicate properly," he says.

**Do not meddle in
the affairs of Cats.
For they are cunning
and you sleep with
your mouth open.**

Centenarians Proliferate, and Live Longer

By Sabrina Tavernise

WASHINGTON — Move over, millennials. The centenarians are coming. The number of Americans age 100 and older — those born during Woodrow Wilson’s administration and earlier — is up by 44 percent since 2000, federal health officials reported Thursday. There were 72,197 of them in 2014, up from 50,281 in 2000, according to the report by the Centers for Disease Control and Prevention. In 1980, they numbered about 15,000.

Even demographers seemed impressed. “There is certainly a wow factor here, that there are this many people in the United States over 100 years old,” said William H. Frey, the senior demographer at the Brookings Institution. “Not so long ago in our society, this was somewhat rare.” Not only are there more centenarians, but they are living even longer. Death rates declined for all demographic groups of centenarians — white, black, Hispanic, female, male — in the six years ending in 2014, the report said. Women, who typically live longer than men, accounted for the overwhelming majority of centenarians in 2014: more than 80 percent.

Centenarians are an elite group. Most people born in 1900 did not live past 50. But chances of survival to such ripe ages have improved with the rise of vaccines and antibiotics, and improvements in hygiene, medical treatments and technology. There are exceptions: The explosion of opioid overdose deaths in recent years has erased progress for some groups, particularly young and middle-age whites.

Malvina Hunt, a resident of central New York, who turned 100 in October, said her secret was vigorous exercise. Every morning, she does leg lifts and rapid arm raises to get the blood flowing. “Whatever muscle seems weak, I give it a little bit of touch-up,” she said. She also bowls. “That gives me a good workout,” she said. Now that it is winter, she does not venture out very much, except to the mailbox. But in summer, she spends a lot of time outside, gardening and mowing the lawn. And she still works — as a greeter in a winery. She also helps build cartons used to ship wine. “My motto was always, ‘If I could do it today, I’ll be able to do it tomorrow,’ ” she said. She said she knew two other centenarians, a friend from high school and a friend from college, both women.



Whites are driving the aging of America. In the last full census in 2010, the median age for whites was 42, far older than the Hispanic population, whose median age was 27.

Baby boomers, a large bulge in the population, have started to enter retirement and will soon be bumping up the numbers of the elderly to record levels. Experts are warning that the United States is unprepared to handle such large numbers of seniors, especially as the life expectancy of older people continues to rise. “We are moving into a very different country this century,” Mr. Frey said. “It’s the very tip of the iceberg.”

Even for centenarians, life spans are growing longer. Death rates for centenarian women dropped 14 percent in the six years ending in 2014, to 36.5 per 100 women, and by 20 percent to 33.2 per 100 men. Among racial and ethnic groups, Hispanic centenarians had the lowest death rate, 22.3 per 100 people, compared with 39.3 per 100 whites and 28.6 per 100 blacks.

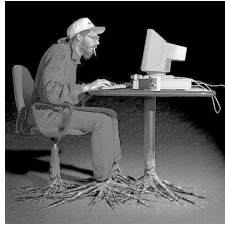
Death rates from Alzheimer’s disease increased the most over the period of the report, up 119 percent from 2000 to 2014. Death rates from hypertension also jumped 88 percent over the period. Death rates for influenza and pneumonia fell by 48 percent, for stroke by 31 percent and for heart disease by 24 percent. Even so, heart disease remained the leading cause of death for centenarians in 2014.

Boeing Facts

It takes Roughly 45 megawatts (MW) to power a small city of 80,000 people. The output of a Boeing 787 engine during takeoff is roughly 60 MW.

LETTERS

A note from your Editor



We endeavor not to print anything political in the *RUPANEWS*. If you include something regarding your political viewpoint in your letter it will be edited out. If by accident we overlook something, we apologize in advance.

ALLAN C. ANDERSON—Honolulu, HI

Dear Cleve: I thought this year would be a good time to fill space in the News, since it has been nearly ten years since my last attempt at input. I'll try to not make it too boring.

Mary Ann (my wife of 53 years) and I have now returned to live in Honolulu from where I retired sixteen years ago. We had moved back to South Carolina in order to care for Mary Ann's parents and to be nearer family. However, all that changed when her Mother and Father died four days apart in January 2015. After dealing with the loss and completing all the necessary arraignments, we decided to move back to Hawaii.

Our son, David, is now living in their rehabilitated house. In addition to all that, our daughter, Rachel, married last September and in the process we gained two lovely step-grandchildren.

We have now been living in Waikiki for a year in the same condo building we lived in when I was gainfully employed as a 747 Captain. At our age, condo living suits us well.

It has been welcome news to hear the good reports coming from and about United's new CEO. Hopefully, they will include retirees. It might prove helpful if the three retiree organizations came out with a petition or writing campaign advocating a return to the traditional United boarding seniority arrangement.

Q: Why do cats sleep all Day?

A: They're exhausted from walking on you all night.

Thank you all for the good work in keeping us informed and connected to our fellow retirees.

Aloha one and all, *Allan*

BOB BEAVIS—Sea Girt, NJ

On June 1st we attended a great well attended RUPA luncheon hosted by Pete Sofman in West Orange, NJ at the Rock Spring Country Club. Barbara and I donated a book: "A Storm Too Soon", authored by Michael J. Tougias. Tougias also wrote "The Finest Hour" which is a current movie and well worth viewing.

In a way it was selfish for us to donate the book as it portrays piloting action and skill of our youngest son Paul who exited the USCG one year ago and is now a EWR based United pilot on the airbus.

Our thanks to Ron Denk for reading and reviewing the book that he chose for his winning auction ticket at the luncheon.

Having experienced flying military, civilian and airline operations myself Paul's mission on this night impressed me with the danger, the dedication and can do attitude the USCG operates on 24/7 tempo operation. I cannot imagine flying a large airplane close to the water under a low overcast in 80+ knot winds and 80+ foot seas while looking for survivors hundreds of miles from land in the Atlantic Ocean. There was only a professional guess as to drift, current and wind effect to start a search profile and to end up in the exact spot where the survivors drifted. Then to keep them in sight while the call for a USCG helicopter to transit and arrive had to push the pilots and C-130H crew to exhaustion.

Paul was asked by Tougias as were the other players to write a narrative of the mission but due to schedules never produced it until after the book script was sent to the printers. It was never included in the book. You will have to ask Paul to tell his tale.

Barbara and I attended this mission awards ceremony at Elizabeth City Coast Guard Air Station, NC and were briefed on the full action and met one of the survivors Rudy Snell who came down from Toronto area to attend. Rudy described to us his experience and how the three sailors had given up all hope of rescue when they saw the lumbering C-130 orbiting their position and attempting to drop survival rafts and equipment to them in sea and weather conditions most of us will never see in our life time.

The USCG does not get the attention and admiration they deserve. Visit them and say hi when you can. You will be impressed. I certainly am!

S/F, *Bob Beavis*

BARRY BICKLE—Lake Forest, FL

It's that time again. The older I get the faster the calendar pages turn, kinda like the toilet paper roll, the closer to the end the faster it goes.

SA travel seems to be getting more difficult all the time, what with losing a day's seniority each and every day. Hope I live long enough for my seniority to go to zero just to see if I can get on an airplane. Waited 3 days for a seat out of OMA before I gave up and bought a ticket.

Reestablished contact with my sim partner from new hire school. We were going to get together at Sun-n-Fun but my schedule was changed when we found out that my wife had a brain tumor. Surgery the end of March, 5 weeks to recoop, then 6 weeks of chemo and radiation together. We are now in a 1-month rest period and waiting for an MRI mid July to confirm that surgery got all the tumor. Then she starts 6 months of chemo again. Good news is that the chemo did not make her sick, just very very tired.

Just looked at the latest ALPA magazine at the section of new retirees, didn't recognize a single name. Only familiar names now are on the last couple of pages of the *RUPANEWS*, sad.

Miss the airplanes and the people but nothing else. Very much enjoy all the tidbits that Cort puts on face book.

Thanks to all for your work keeping RUPA going. Barry, ORD '64-'67; SFO '68-'00

CHUCK BLOOM—Missoula, MT

Hi all, Turned 81 this June - sure seems to happen fast.

Peggy and I enjoying life in Western Montana. Both blessed with good health.

I am still flying around in my little Kitfox, playing with Model-A Fords and touring on my 1200 GS BMW. Life is good - very good.

Hope the same for all of you. *Chuck*

JIM BOYER—Lake Forest, IL

Greetings Cleve, et al. This is my 24th year of re-

irement and it just gets better every day.

We are spending some of the winter in Palm Springs rather than Naples. My bride of 60 years has developed asthma, and the Florida climate didn't help her condition. So we have moved our winter vacation to the desert. Our oldest son has a place in Palm Springs so we get to see him frequently when he can get away from his Dallas job.

We are still trying to keep up with all our grand kids and their activities. Our youngest granddaughter is in Colorado playing softball. She is a seventh grader and is pitching against high schoolers - it's a coaches showcase for potential college players. She is having fun, although her main interest is soccer.

It's been 19 years since my radiation and seed implant and while there has been some movement of my PSA all other conditions including a bone scan look good. Other than that and Corrinne's asthma we are just plugging along. We do enjoy getting together with the two RUPA luncheons.

Thanks again to all the hard workers that keep RUPA running so smooth. The new dues payment link works great.

Until next year, *Jim*, '57 - '92
SFO, MDW, ORD, SFO, ORD

ALAN COCKRELL—Huntsville, AL

I flew thousands of flights over the western territories wishing I was down there moving at a pace slightly faster than continental drift, towing my bedroom and kitchen behind me, camping in remote places, and seeing the great sights of America. I flew over remote valleys, lonesome highways and winding, lost rivers. I wanted to be down there touching them and spending generous amount of time exploring, studying the geology, gazing and pondering. It finally came to pass.

Eleanor and I, and our pooch, made two lengthy trips, one to the desert southwest, the other to the northern Rockies. Despite all my years slipping the surly bonds, I have never felt so free and unencumbered. We plan more such explorations as long as health will allow.

I am entering my third year of retirement and am aghast at how fast the first two went by. I was always junior at UAL, having joined at age 40 after cutting my teeth flying Uncle Sam's delightful mounts. When I set the brakes for the final time on a 767 I thought I had reached the ultimate seniority.

But, alas, I find myself junior again among the ranks of RUPA. I take that to be a good thing now. I am enjoying my ongoing passion for writing, flying my RV-6, cruising the Sea Ray and doting on an expanding cadre of grandchildren. We are abundantly blessed to have them all locally. I find one of the most gratifying aspects of retirement is being able to say, "Sure I can attend your son's wedding [or whatever]! Just tell me when it is." *Alan*

STEPHAN R. FUSCO—Medford, OR

It has been 32 years ago that I set the brakes on my last B-747 flight HNL-SFO. Time does pass quickly.

No trips to exotic places to report, but I still enjoy flying my RV6A. LeeAnn and I still enjoy good health and remain fairly active.

We both enjoy reading the *RUPANEWS* and appreciate the efforts and dedication of those of you who publish it. *Stephan*, 50/84

MIKE & CLARE GALLAGHER—Sparta, NJ

It hardly seems possible that a year has elapsed since last I wrote.

It's now 13 years into a very busy retirement. Did quite a bit of traveling, Arizona, Las Vegas, Florida and of course our favorite yearly vacation spot, Hawaii. All done on passes and we had no problems.

This summer we will go to Scranton for a family reunion, Long Beach Island and Cape Cod, locally and then a European River Cruise, a first for us.

We are enjoying our time with our children and grandchildren. I am giving driving lessons to our oldest grandson who will turn 17 in November. Hard to believe young people like Clare and I could have someone that old. Exciting news! Our eleventh grandchild will be born Oct. 1st. Till next year, *Mike and Clare*
DCA, JFK, ORD, EWR

**"If I'm on the course
and lightning starts, I
get inside fast. If God
wants to play through,
let him."**

- Bob Hope

H. LEE HIGGINSON—Los Gatos, CA
Retired 20yrs after 41yrs all UAL all SFO (last 7years as 747 S/O).

Same wife 60yrs, same house 40 yrs.

My health is good (for 87) but had both knees replaced. No more skiing but golf twice a week.

A special thanks to Leon and Cort. I had the pleasure of flying with them in the early 737 days.

To my new hire classmates Don Taylor and Rick Robbers. Yes, some of us are still here.

Remember--One day at a time. *Lee*

NICK HINCH—Parker, CO

Hi Cleve and all. Just looked at the calendar and realized another year has passed by. Can somebody please just stop the damn clock from running?

Hmm, no answer.

Not much news to report from this past year. Everything pretty much the same. Still working for Mr. Boeing, but have only had a couple of assignments since last summer. Things are looking a little thin right now, and no one can tell when or if it will pick up again soon.

I did get to travel to Shanghai twice and enjoyed teaching the Chinese pilots and seeing the sites after not having flown there since United days. The city is a growing economic hub for the country with everything modern and populated by all the high end retailers. Even got a chance to ride the Mag Lev train to the airport just for fun. An eight-minute trip and 186 mph, but actually quite hard to judge the speed from inside until another train passes you in the opposite direction. Then, the suction between the two trains is amazing, and you are totally surprised.

I want to thank Bob Haygooni for the very kind words he wrote last month in his yearly update. Yes, we did have some interesting times flying for Air India and have just kept the Skype communications going from that time forward from wherever we both happen to be in the world.

My wife is still working through her pain in her back and hip. The RF treatments did not seem to help that much, nor do the shots, so it looks as though she will be on some sort of medication for the rest of her life. This will severely restrict our travel, but we shall just have to wait and see. Miserable way for her to go into the so-called golden

years.

I certainly have enjoyed the monthly RUPA luncheons, and our Denver group has started to expand with new/old faces arriving every month. Certainly makes it nice not only to catch up with old friends, but relive some of the moments from "the golden days of yesteryear."

All the best – *Nick*

C H "BO" HUMPHREY—Camarillo, CA

Thanks to all who work on *RUPANEWS*. Well done!

A little excitement around our house this year (well, exciting for a 81 year old). My wife told me that my recliner was looking a little long in tooth (wife - speak meaning the living room furniture needs replacing). Off we go to the furniture store where I found a very comfortable rocker/recliner that fit in with the new furniture. Now when we watch TV after dinner, I doze off much more quickly, but my wife still wakes me to say it is time to go to bed.

Until next year, stay healthy. *Bo and Barbara*

TED KESKEY—Lake Ann, MI

Cleve, It has been 15 years since retirement at age 60. This is very hard to believe!

We have traveled some but mostly enjoyed living on "the" lake in the northern lower peninsula of Michigan. This is changing, we are moving to a Del Webb retirement community in southern MI mostly to be nearer to our grown daughters and grand kids.

We are in good health, but it will be nice to forget about snow plowing and yard work! (staff does it)

We are in the midst of selling and moving (a royal pain as everyone knows!)

Thanks for all the work you guys do! I just sent in my dues (early) via snail mail. *Ted and Joni*

DAVE MACKIE—Pebble Beach, CA

Hi Cleve and all, It is 20 years now since finishing the last parking checklist. All in all, retirement has treated me quite well. I'm in pretty good health, except for the CMT (Charcot-Marie-Tooth disease) which I will battle for the rest of my life since it is incurable and untreatable. It mainly affects my balance, so I carry a cane most of the time. But I can still walk and drive, for which I am very thankful.

Even with the disease Linda and I made several trips last year. Last August we did a Rhine Cruise, after several days in Switzerland, to Amsterdam. Many castles and other sights to see including what remains of the Bridge at Remagen. Then, in October, we flew to Montreal where we boarded Oceania for a cruise up the St. Lawrence to Nova Scotia, New England and New York where we stayed for three days. The weather was not quite cold enough, and so we didn't see much color, but still enjoyed the cruise very much.

At the end of May, we flew to Austin, Texas for my step-granddaughter's graduation from U. of Texas. Three days there and three days in Fredericksburg, Texas in the heart of the Texas Hill Country. Fredericksburg has a marvelous museum there dedicated to the War in the Pacific, located there because the town is the birthplace and boyhood home of Adm. Chester Nimitz. It is a remarkable museum with each room dedicated to every major battle of that war. It has a number of vintage A/C including an actual B-25 on a mock-up deck of the aircraft carrier Hornet. We left that area the afternoon that the heavens opened up and dropped 24 inches of rain in 24 hrs.

Life is good! Best regards to all, *Dave*

GEORGE D. MCCULLOUGH—Suquamish, WA
Birthday 83 flashed by so quickly I hardly noticed. No traveling anymore, must stay pretty close to home due to Beth's infirmaries. My health remains good, not so sure how long my knees will last though.

I still enjoy my astronomy hobby but not as active as I would like to be. It is getting difficult to lift a 65-pound telescope and mount it onto the tripod, and needless to say, the skies of western Washington are not very conducive to stargazing anyway. I missed the flight of the N7001U B-727 from Paine Field to Boeing Field because of a bad head cold, but I did get a tour of it while still at Paine Field and just recently at the Boeing Museum of Flight.

Tim Joslin said he had some 10,000 hours as captain/co-pilot and that George Johnson claims 12,000 hours. My records show 13,880 hours. I suspect that George McCullough Brown can claim more than that. It would be interesting to see what the "Top Dog" would show!

Continued thanks to all the people who make the RUPANEWS so great. George

KENT MORRISON—Victor, MT

Have not sent a note to *RUPANEWS* in years. All is well here in the Treasure State, but am getting tired of the winters. We plan on becoming "snowbirds" or taking two long winter vacations.

Just thought I would add my experience about N7001U. In July of 1984 I flew a flight DEN/PIA/TOL and return one day job. On our flight into Peoria parked on the ramp was the last 727 delivered by Boeing that month I believe to FEDEX. Not too exciting I suppose but and one for the first and last type aircraft.

Thanks so much for a great publication and look forward to it every month.

You all take care and may "God Bless"

Ken and Brenda- ORD, LAX, DEN, LAX

BILL NORWOOD—Mesa, AZ

Cleve, Thanks for the great work you continually do for RUPA and all of us members.

This is my first news in RUPA magazine. I have been retired for twenty years, and this phase of life gets better with each passing day; even with the new substandard standby boarding policies.

Molly and I still are doing well after 56 years of marriage. We have had challenges, and as some of you know we lost our oldest son, Bill Junior, an ORD tower controller, in 2003 to pancreatic and liver cancer. We have four grandchildren from his marriage, and the relationship with all of them and our daughter-in-law is wonderful. Our youngest son and his wife are still in southern Illinois. I stay in touch with a lot of former and present United employees and retirees.

We moved to Carbondale, IL in July, 1995. Then we bought a fifth wheel and traveled a couple of years. We wintered in Mesa, AZ, for ten years, then we sold our home in southern Illinois and moved permanently to Mesa in August, 2011. A one level home in a fifty-five plus resort community has freed

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

us from the headaches and expenses of two homes.

The airplane and boat ownerships are in the rear view mirror as most of our time is spent traveling and enjoying family. Relatives call us "cruise junkies" since we average about three cruises each year. Some of the many places we have visited were on my bucket list.

Molly, a serious book writer and publisher, convinced me to write a book of my life experiences. I finished this about two years ago.

I was awarded an Honorary Doctorate in Aviation Science from my Alma Mater, Southern Illinois University-Carbondale, in May 2015.

Happy retirement and good health to all. *Bill*

DICK SANDERS—Westlake, OH

Just rolled 83 and all the parts continue working well. Following two hip replacements in 2015 (one in April and one in August) Mary Lou is also doing very well.

Looking back ---the second half of 2015 and the first half of 2016 have been very kind for our family. With our daughter in Parker, CO and our son in San Francisco, pulling everyone together seems to happen, at best, two or three times a year. And it is always great when we come together. In December we gathered in CO for a few days at Christmas and it was such a nice time with granddaughters 6, 3, and 1. Another get together in April of this year when we rented a home in Pacifica and celebrated our 50th anniversary. Did get my usual licks in on the Colorado mountains in January skiing Keystone, Breckenridge and Copper Mountain. Still love pointing 'em down from the high places.

Looking ahead --- A visit from our son and his family coming up early August. We will take his two older daughters for their second light airplane ride. (Did that last summer for their first and it worked out well.) Al Cavallaro and I parked the 182 yesterday after a really nice flight visiting the Heritage Museum at the Beaver County Airport (BVI) and stopping in at Elser Field (4G4) in Youngstown where Mike Stanko restores Staggerwing Beech's. One of our guys, Jim Francis, had Mike restore his airplane several years ago and it just happened to be on the field for annual maintenance. Stunningly beautiful. Planning is in the works even now for a return to Colorado for some powder skiing in January of 2017.

Don't know whether this is looking back or looking ahead but Mary Lou and I were in Seattle in June for a visit with family and friends and for my 65th high school reunion. 80 showed up on a beautiful day to enjoy one another's company and reminisce just a bit.

And so forth. Just this....thanks for the terrific publication. Keep writing you guys. It is always so nice to hear of this great groups comings and goings.

Fraternally, *Dick*

CURT SIMPSON—Port Orange, FL

It has been a very good and healthy year for us (number twelve since my last B-400 trip and number two since my last NetJet flight) as Nancy and I celebrated our second anniversary in May.

I'm happy to report that all of our children and grandchildren are busy, well, and happy. As we have the past couple of years in July, we plan to fly our Bonanza (owned for twenty-eight years) to Ohio, Michigan, and Indiana to visit friends and family. Also, there will probably be another Caribbean cruise sometime in the fall.

Other than the above adventures, we are content to hang out in the Spruce Creek Fly-In enjoying the good things that living here continues to offer. There is no shortage of things to do (flying, golf, tennis biking, walking, etc.) and good friends to spend time with.

It is always sad to read of the passing of one of our own. It was especially so as I heard that Allan Englehardt, who I first met in 1969, had flown west. I'll always remember his smile and enthusiasm for anything aviation or family related any time we happened to cross paths on the line. Another friend lost this year was J.J. Quinn in a tragic aircraft accident. I had the pleasure of being his First Officer many times in Cleveland in the 70's. Never a dull moment.

As always, thanks to all for the tremendous job you do in getting the *RUPANEWS* out each month.

Curt (EWR, CLE, ORD, LAX--1967-2004 UAL
(MCO 2004-2010 NetJets)

JOHN F. STOTTLE—Ormond Beach, FL

To my fellow Ruparians: The July issue of the *RUPANEWS* certainly provided a lot of food for thought. I'll begin with the article on Long Term

care. A few days ago I received a letter from my long term care provider that my premiums were to increase by 58%. I was told I should be grateful as the company had requested a 128% increase. I was informed that the company would definitely be going back for more in the future. I and my spouse have close to \$100,000 invested in long term care insurance but I have decided to become self-insured for the duration.

The second item of interest concerns the financial stability of the PBGC. They have tens of billions of dollars in unfunded liabilities. I guarantee that someday in the not too distant future, our benefits will be decreased.

Our states, cities and townships are broke. The Federal Government is over 19 trillion in debt and going up at the rate of a million dollars a minute.

Here are my predictions:

One: The United States will financially bail out Puerto Rico.

Two: The United States will become bankrupt and no one will lend us money. The only pot of money readily available is the workers 401ks and the retiree's IRAs. These will be confiscated for the good of the country.

Please pray to your God, whatever you perceive Him to be, that I am totally wrong. There are tough times ahead, my friends, be ready and be careful.

Fraternally, *John*

LARRY WHYMAN—Sonoma, CA

First, a shout out to Cleve, Cort, Bob, Leon, and all the others who have made this organization such a great success! The older I get, the more I treasure the fellowship and camaraderie of my fellow aviators at our monthly get together (also, the older I get, the better I USED to fly, but that's another story)!

My wife, Dee, retired (F/A) 16 years ago, and promptly started a gift basket business (Dee's Gift Baskets) which keeps both of us busy. I miss going with her on her flights to Sidney, Hong Kong, Seoul, Maui, etc. some great memories. My partner, Gary Koverman (Ret. UAL Capt.) and I sold our beautiful Cessna 414 a few years ago when we ran out of money and places to go! Sure had fun with it for over 20 years.

Thanks to the Air Force and Vietnam, it took me 3

years and 3 new-hire dates to finally get on board with United at age 33. I started on the 737-200 in the 3rd seat, and retired on it as a captain. All but about 3 years of my career were on the "Old Guppy." It was the best flying job on the airline! When I think about all the great places we flew to, I realize that the "Good Old Days" really were the "Good Old Days." Flying the Guppy on the West Coast (SFO) was easy; just keep the water on one side and the mountains on the other and you couldn't get lost. Who could forget the Modesto Mauler, the Valley Queen, Bakersfield, Fresno, Merced (Captain Billy's Chili), Visalia (no tower), Modesto, Stockton; and Arcata, Redding, Medford, Eugene (the Valley River Inn), Salem (Mushrooms), Pendleton (the Round-up), Spokane; those were the days, my friend! The only "Glass" we needed was the windshield in front of us.



For my Grandson's 8th birthday, we took him to the Hiller Air Museum at the San Carlos Airport (just south of SFO). They have the nose section of a UAL B-737-200 #9565. This was the 737 that was hijacked to Cuba in the 70's. One of their docents is Retired Captain George Mendonca (who I flew copilot for many times on the Guppy) arranged it so that we could sit in it. The look on my grandson's face as he sat in Grandpa's seat, wearing Grandpa's uniform, says it all.

Take care, stay safe, and watch your 6.

Larry and Dee

TED WILKINSON—Watkins, CO

Reference page 32 of the July 2016 edition of 'RUPANEWS' wherein it states that the PBGC is running out of money---

The "Pension Newsletter dated 'Fall 2012' put out by the same "Pension Benefit Guarantee Corporation" states "Your Pension is Safe With Us", in the headline article by Deputy Director Operations

Vince Snowbarger: The article states, "One question we often hear from the people we serve is 'how do I know PBGC won't go bankrupt?' " The article goes on to state that "... for a very long time, your pension will be safe with us..."

Apparently Mr. Snowbarger's definition of a 'very long time' is quite a bit different from that of a significant portion of the people currently drawing pension thru the PBGC.

His final sentence in the article reads, "We are here to serve you, and that commitment to you is shared by everyone at PBGC."

Boy, I certainly breathe a lot easier having read that.
Ted and Rose

E. K. WILLIAMS—Round Hill, VA

Maybe this will get to you before the deadline. Remember when we were 7 but almost 8!! Well, I am proudly almost 80! This has been our year for making new acquaintance of so many people in the field of medicine. God has indeed blessed us with kind AND competent technicians, nurses, receptionists and doctors. All is well now here at the foot of the Blue Ridge Mountains.

As with others, the first thing that comes to mind as I look back on the years flying is the time spent with you guys in the squadron ready room, flight dispatch, behind the cockpit door and at the Ben Franklin or Laughing Logerhead. Thankfully those times, while a bit more sedate, are still available at our monthly and quarterly social times. Thanks to John Easton, Gary Cook, Gene Couvillion and each of you who attend for the touch of the past that you bring.

E.K. Blessed are they who can laugh at themselves, for they will always be amused.

DCA, SFO, ORD, CLE, JFK, DCA, ORD, HNL

IN MEMORIAM

RICHARD "DICK" ALLEN ANDERSON

Dick, 88, passed away peacefully in his sleep of a heart attack the morning of June 7, 2016 while on a cruise from San Francisco to the Hawaiian Islands and return. His wife, "Laurie," was with him on the voyage.



Dick was born on September 27, 1927 in Prescott, WI. His family moved to Conway, Washington when he was a child and the family then moved to Mount Vernon, Washington a few years later. Dick graduated from Mount Vernon High School in 1945 and attended the University of Washington on an NROTC scholarship graduating in 1951 with a BA in Economic and Business.....a proud and loyal Husky and a staunch and loyal supporter of the UW Foster School of Business. Following graduation, he became a member of the United States Navy, retiring as a LCDR after more than 20 years of active and reserve service. After his service to his country he applied to United Airlines, retiring after 32 years as a Captain.

Dick is a member of Delta Sigma Phi; ALPA (Airline Pilots Assn.); RUPA (Retired United Pilots Assn.); TROA (The Retired Officers of America); RUAEA (Retired United Airline Employees Assn.). He was also a lifetime member of the Washington Athletic Club. Among his accomplishments is that of being a Laureate of the University of Washington.

Dick loved to do crossword puzzles and he read constantly - anything he could get his hands on. He cherished the friendships he made as a resident at Horizon House, (a Continuing Care Retirement Community in downtown Seattle). His home away from home with Laurie was at their beloved Wailea, Maui condo where they had so many wonderful and treasured friends, as well as their beautiful Trinity By-The-Sea Church.

Dick is survived by his wife, Laretta "Laurie" Dert-Anderson, a son and many nieces and nephews.

A "Celebration" of Dick's life will be held on Sunday, August 14th, at 2 PM at Horizon House, 900 University Street, Seattle. In lieu of flowers, memorials may be sent to Horizon House or Church of the Ascension, 2330 West Viewmont Way West, Seattle 98199 or Trinity Episcopal Church, PO Box 813, Kihei, HI 96753

HARRIS W. "DOC" MANNY

Harris died at his home in Bull Valley, Illinois on November 18, 2015. He was 87.

Harris was born in Des Moines, Iowa and grew up in Ankeny, Iowa, where he attended high school and played



varsity football. He attended Logan University of Chiropractic in St. Louis, Missouri but took a break to serve in the Army, as a medic in the 11th Airborne. During his time in the Army he participated in parachute training and flight school.

Upon discharge Harris returned to Logan, where he earned his Doctor of Chiropractic degree and the nickname "Doc," which stuck with him for the rest of his life. His time in the Army had sparked a passion for aviation, so after two years in private practice he altered the direction of his life and became a first officer on the DC-3 for Capital Airlines.

Doc retired in 1988, after 32 years with United Airlines. He made the most of his retirement by golfing and working around the home he built in Bull Valley, Illinois. He believed in the stewardship of natural resources so spent much of his time planting trees and caring for the surrounding acres. He also enjoyed occasional fishing trips with family. After suffering a seriously debilitating stroke in October of 2008, he continued to live at home and always maintained his sense of humor. For the last seven years he was lovingly cared for by his wife of 63 years, Deloris. He is survived and greatly missed by Deloris and their three daughters.

Memorial contributions may be sent to the Illinois Railway Museum or Helping Paws Animal Shelter, 2500 Harding Lane, Woodstock, IL 60098.

ALAN "KENT" O'BRIEN

Kent (76) departed on his eternal flight in the heavens on June 24, 2016 surrounded by loving family and friends. He was born in 1939 in Madison, Wisconsin and after a family move out west, he attended Santa Monica High School. Shortly thereafter he joined the National Guard where he went on to become a helicopter and tank mechanic. At a young age Kent was fascinated by flight and along the way he'd use all of his extra earnings to further his private pilot training. Over time, he'd decided that embarking on a professional career as an airline pilot was his true calling and he joined UAL in June of 1966 at the age of 27. Throughout his 33-year UAL career based in LAX, he'd go on to hold seats on the DC-6, DC-7, 727, DC-10, 757, 767, and 747. The pinnacle times of Kent's career were his years spent as Captain on the 727, 757, 767, and 747. He truly loved his job and focused on



ensuring his passengers not only arrived at their destinations safely and comfortably, but that they enjoyed their flight experience. Some would consider the manner of which he carried himself on the job as a lost art. He truly was a special man.

Piloting the commercial skies was not his only passion. Kent loved to spend his time boating, riding motorcycles, working on and restoring cars, woodworking, fishing, home improvement projects, traveling with his wife and family, and of course flying for fun...lots of it. From his early beginnings as a private pilot, Kent's first airplane was a Cessna 140 which he used to impress and court his surviving wife Chris on their first dates. After his children (Michael and Scott) were born, Kent went on to own a number of neat airplanes including a Cessna 150, Beechcraft Bonanza, show-winning Luscombe 8-A, Piper Aztec, and masterfully built a custom RV-8 of which he was very proud.

Kent's smile lit up the room, his stories captivated his listeners, his personality and enthusiasm were positively infectious, and his willingness to always offer knowledge, experience, advice, and help was a testament to his selflessness and love for being around and impacting people. He was a wonderful Husband, Father, Brother, Son, Papa, and Friend of many. His memory will be cherished forever.

Kent is survived by his wife Chris, two sons and seven wonderful grandchildren.

ANTHONY D. SENSI

It is with great sadness that I report the passing of my father. At 0800 Friday July 1st, he lost his fight with cancer. He went peacefully in his sleep with mom and I at his side



Anthony Sensi, most knew him as Tony, and a very select few called him Captain, was a Naval Officer, Naval Aviator, Vietnam veteran, airline captain, father and husband.

He brought all his aircrews back safely, delivered untold numbers of travelers to their destinations around the world, and was the best husband and father anyone could have asked for. He will be terribly missed.

Oh, I have slipped the surly bonds of earth...

Special thanks to UCSF staff, Hospice By The Bay, and Roxana's Family Care.

MAURICE BLAIR TATTON

Maurice Blair Tatton, known to his siblings and relatives as "Sonny" and to his friends as "Mo", passed away peacefully in his sleep, at home, being cared for by his wife of 59 years, Ann and their Son Blair, on June 23rd, 2016. Mo had just had his 82nd birthday on June 9th. He had been diagnosed with cancer in October of 2015.

Mo was born on a small island in the Bay of Fundy just off the coast of southwest New Brunswick, Canada, in the small fishing village of North Head, Grand Manan, New Brunswick. The Bay of Fundy is known for the most extreme tides in the world with a maximum tide of 54 ft.

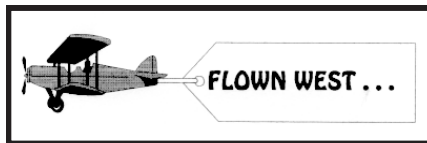
In 1950, while still in high school, Mo won a flying scholarship and got his private flying license at the age of 16, flying Fleet Canucks. Upon high school graduation, when he was still 17 years old, he started pilot training in the Royal Canadian Airforce (RCAF) on course 5208. Upon earning his wings, he was immediately assigned to F-86 Sabre training, and upon completion was assigned to 439 Sqn. at North Luffenham, England. The squadron was later based at Marville, France. When still 19 years of age, Mo was flying "combat ready" sorties over the skies of Europe.

Upon completion of his tour on the F-86, he was assigned to #6 Repair Depot (6RD) at Trenton, Ontario as a ferry and test pilot, where he got to fly most of the aircraft types in the RCAF. He was then transferred to #1 Flight Training School (1FTS) at Centralia, Ontario. There he was the Chief Ground School Instructor. Mo finished out his RCAF career flying the CF-101 Voodoo on 416 Sqn. in Chatham, New Brunswick with the famed Dean Kelly as his squadron commander.

In 1964, Mo decided on a new career as an airline pilot with United Airlines. Like all new hires he started out as a flight engineer on the DC-6. Upon completion of training, he was assigned to fly out of San Francisco where he spent his entire career flying many different types of aircraft, retiring in 1994 as captain on the "Queen of the Fleet" the B-747.

Mo is survived by his wife Ann, a son and granddaughter.

He will be sorely missed by the many friends he made in the RCAF, United Airlines and especially from the "Highlands" in San Mateo, CA.



Richard A. "Dick" Anderson	Jun 07, 2016
*Franklin J. Carpine	Jun. 25, 2016
Roger B. George	May 13, 2016
Jack W. Harper	May 13, 2016
Harris W. "Doc" Manny	Nov. 18, 2015
*Robert F. Norrell	Jul. 14, 2016
Alan "Kent" O'Brien	Jun. 24, 2016
*Joseph R. Proulx	Oct. 01, 2014
*Robert A. Quinn	Jun. 24, 2016
Anthony D. Sensi	Jul. 01, 2016
Maurice B. "Mo" Tatton	Jun. 23, 2016
Clifford E. Terry	Jun. 05, 2016

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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

August, 2016 Edition

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Vineburg, CA 95487-0400



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

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-541-1093 — 310-869-4444
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP*—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Sudwerk Brewhouse Grille, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-723-1946
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 Crazyies (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