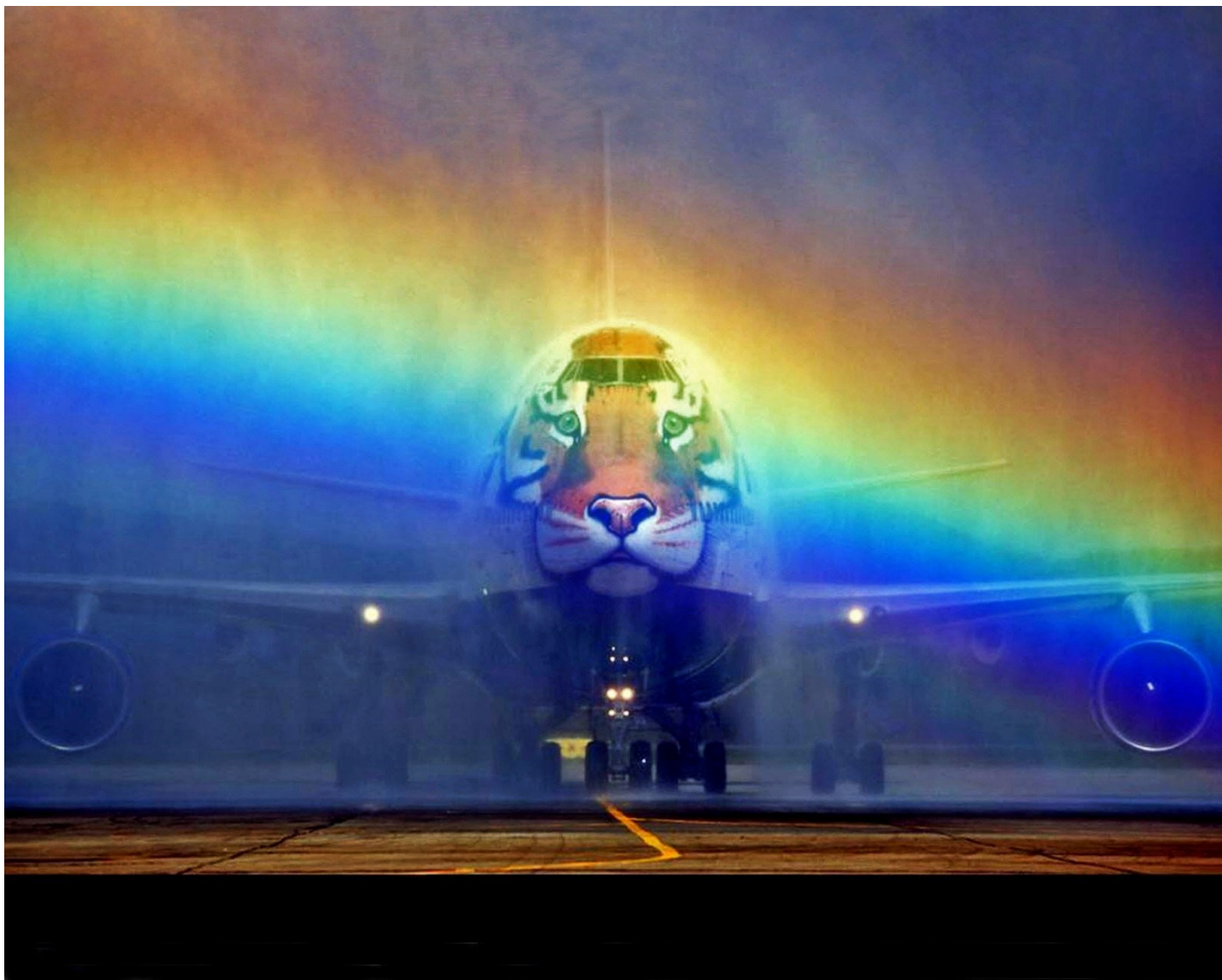

rupanews



Journal of the Retired United Pilots Association



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President's Letter

Lots of changes of late at our old company with some upper management movement. Mr Munoz's compassionate letter to employees about his humble beginnings, and his desire for unity to make UAL the great powerhouse it once was seemed genuine enough. The jury is of course out to see if this is real or just "new CEO hype." Being a glass half full type, I personally choose to be optimistic and consider him the real deal. As an aside, we received a note from UA HR asking for an updated list of RUPA officer's contact information under the banner of "Employee Experience Team." Not sure the function of said team, but the fact UAL HR reached out to us appears a good sign. Perhaps management wants to actually keep RUPA on their radar and in the loop?

We have received many notes asking if Oscar is indeed so compassionate, then when will we get our pensions back? This topic is way above my pay grade and more suited for lawyers and actuaries. My gut says his sights are set more on taking care of the current employees, customers and investors as this is his prime responsibility as CEO.

The boarding priority pass issue for retirees is a different matter and something for which RUPA will continue the fight, albeit with very limited power. On that note, there has been a petition going around the internet and Facebook appealing to Oscar to meet with retiree organizations regarding such issues. Should this roundtable occur, rest assured a member of your RUPA Executive Committee will attend to strongly advocate your concerns.

If you happen to be in the SF Bay Area for Fleet Week this month don't forget UAL Family Day (Sunday 09 October) at the SFOMOC. It is always a fun time for the family and it's free.

We welcome our newest RUPA members:


Capt. Mary Francis Ashura-Smith (DEN) Steamboat Springs, CO
Capt. Jeffery J. "Jay" Abramson (EWR), Crawford, NJ / Capt. Peter J. Becker, Kerrville, TX
Capt. Robert M. "Bob" Brand (DCA), Ridgway, CO / Capt. James C. "Jim" Bost (DCA), Spotsylvania, VA
Capt. Gary Gabler (JFK), Tavernier, FL / Capt. John A. Gallagher (DCA), Berryville, VA
Capt. Stephen J. "Steve" Hogan (LAX), Fountain Hills, CA / Capt. Michael G. "Mike" Holmberg (CLE), Hinkley, OH
Capt. Nicholas R. "Nick" Janssen (IAH), Kingswood, TX / Capt. Stephen C. "Steve" Jaques (DEN), Centennial, CO
Capt. James David "Jim" Kovac (LAX), Fallbrook, CA / Capt. Warren Leslie (SFO), Belmont, CA
Capt. Howard J. Marcus (DCA), Sterling, VA / Capt. Louis Kim Miller (DEN), Evergreen, CO
Capt. Jeffery D. "Mitch" Mitchell (DCA), Leesburg, VA / Capt. Mary"Lynn"O'Donnell (JFK), Port Orange, FL
Michael D. "Mike" Peterson (SFO), Fremont, CA / Capt. Douglas W. "Doug" Richardson (SFO) Mercer, WA
Capt. Gordon E. Spooner (EWR) N. Syracuse, NY / Capt. Charles"Charlie" Walker (LAX), Lopez Island, WA

Welcome back to RUPA:

Capt. Bobby V. Beanblossom (DENTK) Eagle Point, OR / Capt. Robert "Bob" Hahn (ORD), Satellite Beach, FL
Capt. Rodney M. Hoffman, (ORD) Squim, WA

Until November. Best Regards, *Cort*

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



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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

Russia is so proud of saving tigers that they painted an airliner to look like one. Russia's Transaero Airlines and the Amur Tiger Center teamed up in an effort to save Siberian Tigers. The airline revealed its appropriately themed 'Siberian Tiger' livery on a Boeing 747-400. The design is intended to raise awareness to the threat imposed on the endangered species across the globe.

The Siberian (Amur) tiger population has been under threat in their native land. Over 95 percent live in Russia's Far East. However, a program by World Wildlife Foundation (WWF) Russia and the Amur Tiger Center under the supervision of the Russian government has managed to stabilize numbers upwards of 510 to 514 individual animals over the 10 years, according to the latest census.

Vice President's Letter

Here is some big news that I'm happy to pass along. There's a bill in the U.S. Senate that I think you'll all be happy to support. It's **S. 3275, the "Pilot Pension Relief Act of 2016."** After being briefed by some of his constituents about what happened to the United Pilots Defined Benefit Plan, or A-Plan, Senator Mark Kirk of Illinois had his staff work with them to craft this bill. Please go to this website to read it in its entirety: <https://www.congress.gov/bill/114th-congress/senate-bill/3275/text> Copy it and paste it in your browser to get there.

Some, but not all, of the specifics of the bill are:

1. to eliminate the penalty that those who were forced to retire at age-sixty by FAR suffered because the PBGC considered them to be early (voluntary) retirees.
2. to fix the several month's early termination of the plan, which was done "to minimize the Corporations' obligations to pilots..."
3. to make an "adjustment to the PBGC maximum guaranteed benefit." This deals with the fact that the maximum benefit any United retired pilot can get is in the \$44,000 area. Plans that are terminated today get a maximum guaranteed benefit of over \$60,000.

I urge you to get behind this bill. The way to contact your senator is by going to <http://www.senate.gov/senators/contact/>. That site lists senators' names, alphabetically, with their phone numbers and email addresses. You can sort by name, state or party. You can also choose your state, or choose a specific senator, using a drop-down at the top. Once you find your senators you can write something short and to the point, like "I urge you to co-sponsor S. 3275, The Pilot Pension Relief Act of 2016." That's it. We would like to see bipartisan support, so contact your senators from both parties. They want to hear from their constituents. There is no need for those of you from outside Illinois to contact Senator Kirk. He is the one who has taken the bull by the horns to get this done and we don't want to see his staff inundated with emails from non-Illinois residents.

Senator Kirk is on the Senate Committee on Health, Education, Labor and Pensions, so his assistance is what made this possible. If no action is taken on this bill by the committee first, and then the full Senate before this session adjourns, the bill dies and will have to be presented again next year. Just be advised that he's in a tough re-election campaign. 'Nuff said.

A lot of us - no all of us - have been waiting a long time for something like this. It needs your support, so don't wait. Contact your senators...now. *Bob*

Golf Snippets

- **Golf is harder than baseball. In golf, you have to play your foul balls.**
- **The term 'mulligan' is really a contraction of the phrase 'maul it again.'**
- **A 'gimme' can best be defined as an agreement between two golfers ...
neither of whom can putt very well.**

Now Pay Attention!!!

Are you paying attention??? It is obvious that some of you are not paying attention to the notice in the RUPA magazine each month instructing you on:

TO WHOM YOU SHOULD SEND YOUR DUES CHECKS!

Captain Leon Scarbrough is our Sec/Treasurer, The Keeper of our database and handles all our finances. If you send your checks to me, Captain Cleve Spring, The Editor of the *RUPANEWS*, I have to put your check in another envelope and send it to Leon.

So, please send you check to Leon at the following address.

RUPA
PO Box 400
Vineburg, CA 95487-0400

Or

If you would prefer the convenience of paying your dues on line with a Credit Card, go to the RUPA website, www.rupa.org, and click on the button:

PAY DUES ONLINE


You will see the "Billing Information" form below. Just fill in the information.

It's just that simple.

If you keep sending your check to the editor, I will start publishing your name in

The Column of Shame

in the very next issue of the *RUPANEWS*.

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Additional Information	
File Number:	<input type="text"/>
How many years of RUPA membership will you be paying for?:	<input type="text"/>

Your humble Editor, *Cleve*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



“Signs of a Good Traveler”

The man or woman who wears this “winged pin”, carries this “card” and displays this “plaque” on a home or office wall is one of air transportation’s “Royal Family” - a member of United’s “100,000 Mile Club”. The club was organized by United in 1939 to recognize the air traveler whose repeated patronage and interest contributed to the growth and development of U.S. air transportation.

Today (October 1955) there are more than 34,500 members of the club, all of whom have flown at least 100,000 miles on commercial airlines. Their names read like a “Who’s Who” and include leaders from every walk of life - including government, industry, sports, entertainment, the press and the military. Each new member receives a pin, a card and a plaque. For each additional 100,000 miles of flying, a gold star is added to the plaque and card. Upon completion of 1,000,000 miles aloft, a special membership card is issued and a “Million Miler” scroll is added to the plaque. There are now more than 10,000 Million Milers.

Closely akin to the 100,000 Mile Club is United’s Kamaiina (Hawaiian for old timer) Club, this club is open to those who have made 10 Mainliner flights between California and Hawaii. An authentic Island touch is the Tapa cloth cover on the wall plaques. A Hibiscus decorates the membership cards. There are now more than 500 members of the Kamaiina Club which was organized in 1950. These “experienced-traveler” credentials identify “unofficial advisors” for United Air Lines. Their frequent trips make them good judges of United facilities and service as compared to those of our competitors.

By *Marvin Berryman* DENTK Ret. - from the October 1955 issue of United Airlines 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.

Ohio Cleveland Crazies (August) RUPA Luncheon

The Cleveland Crazies had a well-attended meeting at TJ's Restaurant in Wooster on Thursday August 18, 2016. We had nineteen members, wives and friends present.

Ken Wheeler and Dick Sanders kept us laughing with their stories and jokes. And others helped by adding their stories to the fun. Our favorite waitress, Shayla, kept us all in drinks and lunch was served with a smile. And Pat Morris offered, once again, her wonderful selection of chocolates for our desert.



L to R standing: Phil Jach, Harvey Morris, Pat Morris, Rich McMakin, Carol McMakin, John Pinter, Dick Sanders, George Bleyle, John Cusick, John Hochmann, JoAnne Orr and Gene White.

L to R Seated: Bob Olsen, Joe Getz, Tom Losasso, Ken Wheeler, Diane Johnson, Dawn lang, and Bob Lang. Cheers, *Phil Jach*

Ohio Cleveland Crazies (September) RUPA Luncheon

Our September meeting was another great time with old friends, new friends, great food, and time together. We had fourteen members, family, and guests in attendance. We all welcomed our new member, Michael Holmberg. Don Karaiskos's daughter, Laura, came with him and it was good to hear the perspective from an active United pilot.

Bob and Dawn Lang gave us a great description of their visit to the crash site of United Flight 93 on September 11th and the memorial for the crew. It sounds like a visit that we should all plan to make in the future. George Bleyle gave us information on the crash of the Emirates 777 from an article in Aviation Week. And Ken Wheeler and Dick Sanders kept us all laughing with their stories and jokes.



L to R standing: Phil Jach, Joe Getz, Don Karaiskos, John Hochmann, George Bleyle, Mike Holmberg, Dick Sanders, Laura Goudge, JoAnne Orr, Dawn Lang, Bob Lang, and our lovely server. Shayla, Salmons.

L to R sitting: Bob Olsen, Ken Wheeler, and Diane Johnson (Ken's Helper). Cheers, *Phil Jach*

The Joe Carnes 31N RUPA Group Luncheon

Exalted Excrement, what a strange day this turned out to be for our luncheon group. One of our attendees got rear-ended as he was turning into the parking lot, pretty much writing finis to his day of a carefree lunch (he's OK, by the way), then later on, an unknown lady entered the facility and spoke to us in heavily-accented English. Dick Kane obviously spoke her language better than I did and determined that with all the cars parked outside, she assumed the banquet facility was open for lunch in its former role of many years back, the Old Warsaw Inn. We had to turn her away. A few minutes later, we were visited by an obviously-homeless gent who walked in and wanted some food...we had to turn him away too. It was reported that the police had been re-routing traffic south of our location so something big traffic-wise had taken place nearby as well, which we never found out about. Our member who'd gotten rear-ended told me that the tow truck driver who retrieved his slightly-rumpled car said he'd never had such a busy day.

Upshot of all this is that we've decided mayyyyyybe the 13th of the month might not have been the greatest date to hold a luncheon. I think I'm coming down with Triskaidekaphobia.

The Italian buffet smorgasbord lunch provided by Bernice and the staff at 31North Banquets was outstanding. I'm told by a couple of my friends with Italian heritage that if your last name contains four vowels and ends with one, you're "no-kiddin' Italian" so our "very traditional Italian" dessert---L-E-M-O-N-C-A-K-E---qualified and got some rave reviews as well.

We were honored to have a guest speaker from the Greatest Generation. Howard Levinson flew B-24's with the 13th Air Force's 2nd Photo Mapping Squadron, based at Palawan in the South Pacific. His PowerPoint presentation was super-interesting and contained flying stories (a couple pretty hairy ones) as well as those about people in his family and his "service family" as well. After WWII, Howard was stationed with the USAF Reserve at O'Hare as a transition and instrument instructor in the AT-6, AT-11 and C-46. He retains his instructor's certificate, flies his own C421, was a 2007 inductee into the Illinois Aviation Hall of Fame, and earned his ATP certificate at age 85.



Our crowd of 53 attendees included LeRoy & Eva Bair, Muriel & Ken Bergsma, Jim & Corrinne Boyer, Dr. E. Boone Brackett, Norm Clemetsen, Tod Curtis, John DeJoris, Jim Downing, Carl Eberle, Walt Fink, Tom Franklin, Don & Katie Gregg, Dave Harris, Bob Helfferich, Dennis Higham, Denny Holman, Rick Husted, Verne Jobst, Dick Kane, Les Kero, Bill Knauz, Dick & Maribeth Kuhn, Howard Levinson, Tom Loftus, Karol Marsh, George & Jacquie Mathes, Ceil & Bill Myers, Glen Peterson, Charlie Peterson, Don Pfeiffer, Sherry Putnam, Ted Riendeau, Dave Runyan, Bill Rutherford, Jack Sheridan, Sarah Simon, Gene Stepanovic, Bill Thompson, Sid Tiemann, Jim & Mary Jeanne Trosky, Terry True, Gus Tuit, Ken Voelker, Wayne Walusiak, and Dave Wege. A special thanks to Bob Helfferich for stepping up to be our Emcee today and to Dick Kane for handling the money end of things.

Our next luncheon will be when the snow flies, but not on the 13th of the month! It'll be on Tuesday, January 10th, 2017, at 31N Banquets, 217 N. Front St., McHenry, IL. Hard to believe that means "next year" already. Retirees, active pilots, spouses, and guests---you're all welcome.

Ye Humble Scribe, *Walt Fink*

ADULT TRUTHS

There is great need for a sarcasm font.

DCA RUPA Breakfast

This rowdy bunch of ragamuffins, rooting for DCA RUPA, had a breakfast rendezvous on Friday, August 5, 2016, at the Golden Corral restaurant in Manassas Virginia.



Pictured from left to right our newest addition to our retired ranks is: Mike Dzieciolowski, then Bill Davis, Gary Cook, Gene Couvillion, Jim Foster and, finally, your incompetent photographer, Stokes Tomlin. (It was my idea to try a selfie!) Thanks! *Stokes*

San Diego North County RUPA Luncheon

We had a nice group this month. Our restaurant changes their menu somewhat, but not often. I had a dish called Snap, Crackle Shrimp, and it was top drawer, as they say in jolly old England. In all the times that we have gone to the same restaurant, nary a complaint about the food or the service. We're all looking forward to lunch again on October 11.



From left around the table: Colin Winfield, Bob Bowman, Brad & Rhoda Green, Bill & Evelyn Pauling, Susan & Mark Mayer, Bob Harrell, Ruth Bowman.

I have just finished a book by Dale Black titled *Flight to Heaven*. It is only 183 pages, but it's a great story by pilot Dale Black, how he almost died, but incredibly lived to tell the tale.

Thanks, Cleve for all you and the rest of the Ruparians do that give us a publication to look forward to. Also, please thank Leon for sending names and addresses of some possible new members. No luck so far but I'm trying. Fraternally yours, *Bob Harrell*

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

August is our slowest month with many people traveling. Our next lunch is early in September on the second Thursday which will be 8 September.



Attending were: Bill Garrett and his wife Frannie, Jim Morehead, Dan Petrovich, Mike Warde, Gene Anderson, Ed DeChant, and Ham Oldham.

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

The September lunch of the RUPA luncheon had just 7 of us as we wind down our summer and the other team takes over. Ned Rankin and Lyn Wordell assume the vast responsibility for the lunches with the October 13th lunches from the October to April time frame.

Art Jackson and myself will let the Winter guys handle meeting notices, etc.



Attending today was Ed Wheeler (not pictured), JIM Morehead, Dan Kurt, Stan Baumwald (NWA), Bill Bonner, Rich Farmer, and Ham Oldham. *Jim Morehead*

Boeing Facts

The cargo area of a Boeing 737-700 will hold approximately 667,699 golf Balls.

The Big Island Stargazers RUPA Luncheon

It was a beautiful tropical day for our August luncheon and we took advantage of the ice-cold libations at The Fish Hopper bar.

Gerry and Joan Baldwin made the drive from the Hilo side to celebrate their 43rd Wedding Anniversary with their fellow Ruparians—and treated all of us to a wonderful selection of desserts! Our members do enjoy traveling, and some of them were in Europe and missed our monthly gathering. Also, table talk centered on past and upcoming travel plans as several members discussed the final details of their upcoming European adventures. The Fish Hopper Manager, Kathleen, and our server, Kayla, continue to pamper us with wonderful service, so please join us on the third Thursday of the month. Linda Morley-Wells, Scribe



Left to Right: Don Diedrick, Lauren & Bill Cochran, Beth Raphael, Bobby Michael, Gerry & Joan Baldwin, Dick & Grace Slinn, Linda Morley-Wells & Walt Wells. *Linda Morley-Wells*

Dana Point RUPA Luncheon

Our group met at usual time of 11:30 at the Wind and Sea restaurant...but the deck was closed so seating was found for our group inside. Actually, the weather was a little brisk to be on the deck. We had some very light rain in the morning ---a first in a very long time.

Present were: Bill Rollins, Bill Stewart, Bob Fuhrman, Bruce Dunkle, Buck Martin Denny Giese, Joe Udovch, John & Cheryl Arp, John Grant, Park Ames, Ron Dye, Rusty Aimer, and Ted Simmons.

First and foremost was the Topic of the Movie "Sully" was discussed. The 'Landing on the Hudson'. The fact that it was a 'Landing' and not a Crash or ditching as all have noted in... 'Over Water Ditching Courses' we had taken as active pilots. What a concept landing on water! Some of us had seen the movie and all felt it was a well put together 'debriefing' of an accident caused by a flock of geese, shortly after takeoff. The story of the short flight of 1547 --- an auto biographical film. The only thing that seemed to be underplay was the role of the flight attendants in the evacuation of the aircraft. Don't miss seeing the movie! One of our members has seen the movie twice.

Got into Pass Travel ...something the many of us have backed away from.

From RAFT: An update on travelling...Gotta get there on time? Can't risk flying standby? Get a confirmed seat, Mileage Plus credit, 2 free bags, and a discounted ticket. Like a regular passenger! Look into Flying Together site. Cheers *Ted*

Seattle Gooney Birds (August) RUPA Luncheon

August 18, 2016, Another nice day. Perhaps that accounted for the small turnout, half of last month's. Those who were there had a good time, lots of good cheer and conversations, and a few good jokes by Herb Marks. We welcomed back Denny Narog, who we haven't seen for a long time.

Those in attendance were: Dan Mueller, Tom Smith, Chuck Westfphal, Dave Carver, Herb Marks, Bill Stoneman, Al Haynes, Jim Barber, Al Black, Denny Narog, and Bill Brett.

Denver Good Ol' Guys RUPA Luncheon

Our August meeting was held as usual on the third Tuesday of the month at the Tin Cup Bar and Grill, 50 S Peoria Street in Aurora. There was good weather, a good bar and good food as well as good company. Our resident humorist, Stan Boehm, opened up the meeting in his usual fine fashion. Next, those present paid respects to Larry Dill, who recently flew west. A copy of Larry's obituary was published in the August 14 issue of "The Denver Post." It can be accessed at the obituaries section of The Denver Post website by entering Larry's name under "all obituaries."

From time to time we have had members talk at our meetings concerning their flying careers and backgrounds. At the August meeting it was Dick Kobayashi's turn. Dick had an unusual childhood to say the least. His family was part of between 110,000 and 120,000 people of Japanese ancestry who lived on the Pacific Coast who were forcefully relocated to and incarcerated in camps in the interior of The U.S. during WWII. The Kobayashi family of six lived in Stockton, CA. Dick's father owned and worked a farm outside of town. The family was forced to move to the Rohwer "Relocation Center" in southeast Arkansas, complete with barbed wire enclosure and a guard tower. Do an internet search of "Rohwer War Relocation Center" or "Rohwer Internment Camp" and you will find much information about the camp to include some pictures. The farm was sold at a fire sale price as well as the family truck and car. A neighbor helped to make payments on the Kobayashi house thus saving the house from foreclosure, but the furniture and all household items were stolen while the family was away.

Dick was seven years old when the family arrived at the Rohwer "Relocation Center" in February, 1942. The six Kobayashis lived in one room. It can be cold in Arkansas in winter. The wind blew through cracks in the walls which the family mitigated by putting up paper or anything they could find for insulation. They strung up blankets for some modicum of privacy. The camp kids did not have meals with their families but ate in a mess hall type situation at long tables with wooden benches. The kids attended school in the camp which was taught by local Arkansas teachers. Dick said he had forty-two children in his classroom. Kids being kids, Dick along with four of his friends dug a hole under the camp fence and would go into the outside forest to explore.

Ironically, while the family was interned in the camp, Dick's father was hired by the Agriculture Association which had some connection to The U.S. Government to travel around the country to hire farm workers since there was a shortage of same during the war. While on one of those trips to Colorado, Dick's father met a man from the Denver area who agreed to sponsor the Kobayashi's so they could leave the camp. They moved to Brighton, CO northeast of Denver where Dick's father resumed farming. Many other families had to remain in the camp until the end of the war.

Upon graduating from high school, Dick attended The University of Colorado for two years but as he put it "ran out of money." So in 1954 he enlisted in the Navy with a commitment to attend Navy flight training. Upon completing flight training he became a flight instructor teaching instrument flying at Kingsville, Texas. Dick left active duty in December 1958. In December 1959 he began his career with United. In the Navy including time in the Navy Reserves, he flew the A-1, T-28, DC-4, C-45, T-33 and T-34. With United he flew in all three seats. He flew the DC-6, DC-7, DC-8, B-727, DC-10 and B-747. He served as LCA on the B-727 and DC-10. Dick retired from United in 1994 after 34 years flying the line.

Your scribe would like to point out that when Dick was asked to recount his story, he only voluntarily talked about his Navy and United flying. He did not mention his childhood experiences. After questioning by members of the group, the early life details came out. Dick went over those incidents in a matter of fact manner without rancor.

Attending were Jim Adair, Rick Bebee, Al Bielanski, Bob and Ann Blessin, Stanley Boehm, Chris Bruce, Jack and Angie Davis, Al Dorsey, Denis Getman, Bill Hanson, Tom Hess, Nick Hinch, Tom and Sue Johnston, Ron Juhl, Dick Kobayashi, Cliff Lawson, Rick Madsen, Mike Orozco, Joe Rozic, Dick Shipman, Rick Steele, Ted and Rose Wilkinson, Don Stearns, Woodie Matheny, Ross Wilhite, Casey Walker, Mark Pasewalk and

Joe Collard. Your Co Scribe, *Tom*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again, greetings from southern Oregon. A bit warm (as in really hot!) for part of the Summer, but now the lazy stroll to Fall.....and it is absolutely beautiful. Thus far this year we have been spared the fires we've had in the past and thus the sky is clear, days warm and nights cool.....the trees are not yet turning and so the color remains. Beautiful!

I missed our last gathering as the family gathered at our river camp for the week and so I thank Harvey Saylor for the photo.

Among the stories was that our own Scot Lee has taken a job flying and will be among the missing for a while. We look for his speedy return....always good company to have with us. So many years ago Steve Fusco had an airplane with his Dad, Don, and among those years I happened to fly with his Dad as well on the DC-8.

Joining the group, Jim Jaeger, Scot Lee, Steve and LeeAnn Fusco, Harvey Saylor and Michael Bennett (I'm sorry to have missed you Michael, hope you stay around town until I get back).



For me, it's off for Ireland where I'll have a sip for you all and a kiss for the Blarney Stone as well. Cheers, *Bob*

San Francisco East Bay Ruperian's Luncheon

We had a very lively luncheon today. Lea and Shirley Francis gave us a rundown of their recent cruise on Holland America. They were on the Rotterdam for 35 days from Boston to Rotterdam, with stops in north east Canada, Greenland, Iceland, Norway to Rotterdam and back with stops in Ireland returning along approximately the same route back to Boston. They had a great cruise and report it was very scenic visiting Greenland and Iceland. As they were getting off the ship in Boston 43 members of RUPA, their friends and family members were getting on the same ship for their cruise to Montreal.

Steve Filson and John Baum gave rave reviews on the film "Sully" saying it was about as accurate a portrayal of the event as could be done on film. Sully being a local celebrity, we will all have to see it. Lea Francis also brought a few items from his mother's scrap book. She was a nurse who became a United Air Lines flight attendant in the thirties. She had saved Clearance and Weather reports, newspapers clipping of flight stories and pictures of the day. Throw in a few stories about today's airline; pass experiences, and medical issues, and you have a picture of the topics covered.

In attendance were Steve Filson, John Baum, Neil and Tammy Dahlstrom, Lea and Shirley Francis, and Rich and Georgia Bouska. Until the 2nd Wednesday next month and every month, we look forward to seeing you at the Primavera Ristoraunte in San Ramon, CA. *Rich*

PICKLES | Brian Crane



Thousand Oaks RUPA Luncheon

Dispatch must have lost power and dumped all the flight plans as we only had 4 people including myself show up at The Sunset Terrace in the Janss Mall on Sep 8, 2016. Well, I guess it could have been Russian hackers or maybe it was just vacation time. I sent an email the week prior as a reminder we meet every 2nd Thursday of odd months which rolled around early this month. If you didn't get my email, then email me at dfend4@yahoo.com and I will put you on the list. The manager says some people show up on the wrong day. I will try to send an email 2 weeks prior and again 1 week prior.



Pictured L to R are: Doug Rankin, Denny Fendelander, John Slais and Marcene Rankin.

We had a good time talking about all things flying, including how we got into this field. John Slais had an interesting career including flying the F-86, the F-104 and many others spanning the Korean and Vietnam War time frame. Besides UAL, he flew Polish fighter jets under contract with the U.S. Navy. They did intercepts on the Self Defense Test Ship off the coast of Port Hueneme. He spent time in the Naval Reserve, Active duty Air Force and Air Guard. John and I ended up in the same Cal Air Guard unit.

John mentioned there was a very well attended memorial service and flyby for Kent O'Brien. A lot of QBs attended. Kent will be sorely missed. Somehow we didn't get the word.

Doug Rankin talked about flying the Cessna 120 that had no side windows and just a tail skid, sounds more primitive than the O-1 that I flew. The first day he walked in to apply to Capital Airlines they told him he could start that day!

Doug & Elda Bielanski made the big move to picturesque Sedona and they are looking forward to getting settled there. We will surely miss them and hope they enjoy the area.

If you have trouble getting on the FlyingTogether website due to passwords try calling 800-255-5801 to get a reset. As I understand it, our PBGC Pension is a Single Employer Pension and funding is not a problem.

LAX parking tags for the F lot garage are now purchased at a trailer at Jenny and 96th St. Price \$75. Drive in the gated lot entrance on 96th St, take a ticket and you will not have to pay if you just buy a tag and leave. There's a white trailer in the back of the lot. Park your car in the F lot garage at Century and Avion. You can walk across Century Blvd to catch a shuttle that leaves every 10 to 15 minutes from the Sheraton. It's operated by Joe's Parking and works pretty well. I usually tip the driver a buck.

Regards, *Denny Fendelander*

San Francisco Bay-Siders RUPA Luncheon

It was a bright sunny day and a nice turnout for the September meeting of the Bay-siders. We were pleased one of our irregular regulars, Bob Aherns managed to get an opening from his Tuesday cooking duties at his church.

If you are in the bay area, we would welcome you to join us and maybe find an old acquaintance.

Those present were: Bob Aherns, Rich & Georgia Bouska, Bob & Roz Clinton, Gerry Delisle, Rich & Cyndi Erhardt, Carol Gillett, Bill Hartman & caregiver Ruby, Dwight Lubich, Bill Madsen, George Mendonca, Bob Norris, Craig Norris, Walt Ramseur, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol Walter, and Larry & Pat Wright.

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

SAC Valley Gold Wingers RUPA Luncheon

Another great turnout for our September RUPA luncheon. So now, we are firmly established at having our luncheons at the Cliff House of Folsom. Our waitress, Julie, was not in attendance but was replaced by Nora who did a fantastic job in catering to our needs. I believe the restaurant is really beginning to like us and our group. After all, we are a group of aviators to include spouses that have spent many years in completing a profession that only a few others in the world could only envy to be a part of. And, we did it safely!



Front Row: John McKay, Dick Lammerding, John Gorczyca, Sharon Gorczyca, Linda Akin, Ken Ledwith, Wayne Mooneyham, Joanie Mooneyham, Margo McKay, Vivian Stolp, Kathy Lynch, Bob Lynch.

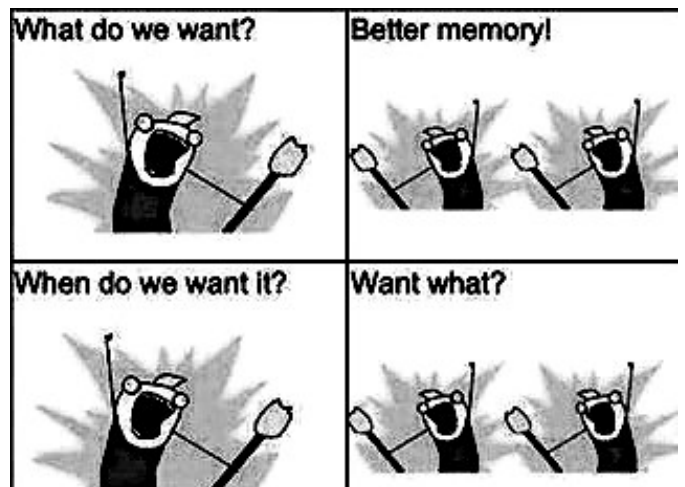
Back Row: Jim Whittington, Bill Authier, Ed Akin, Mike Kozumplik, Karl Winkelbrandt, Dave Leippe, Marv Alexander, Dave Stolp.

Our guests included Dick Lammerding, a member of the San Francisco North Bay RUPA group. He brought a few guests who are from the Sacramento area. They were John and Margo McKay. John is a retired Army Colonel who spent 37 years in the service to our country and had some amazingly interesting stories. Dick gave us a presentation of the 'Spirit of St Louis 2' which is a replica of the original 'Spirit' and is based in Novato at Gness Field. It is being recreated by Robert Ragozinno in the Navoto area and if you care to visit the 'Spirit 2' contact Dick. The web site for this wonderful adventure is spiritofstlouis2.com or more simply SOS2.com.

My tidbits for consumption included Captain Al Haynes speaking for the last time at the Celebration of Heroes for the Jason Dahl Fund in Denver. I also presented the fact that the 25,000 flight attendants finally ratified their contract in August. Kathy Lynch gave a wonderful summary of the flight attendant contract of where it stands today in relation to the contract the flight attendants had prior to 9/11. She also indicated she has some fantastic United videos from years past that she and Bob are willing to share at future luncheons. I am going to hold her to that. Also, I passed on to the Wingers about the widow vacation pass issues. Other announcements include the upcoming Reno Air Races and the California Capital Air Show being held at the Mather field on Oct 1 thru 2. The air show features the world renowned Blue Angels. Dave Leippe gave a super rundown of the events and has requested volunteers to provide logistic support for a restored B-29 that will be on display. Of course, the event will be completed by the time this article is published. Dave, incidentally, is on the board for the Capital Air Show and spends a huge amount of time in organizing their activities. I included in my summary the 'Duty to Care' article by our esteemed CEO, Oscar Munoz. And it cannot be restated enough, that United is on a rebound and this according to Investor's Business Daily.

I cannot thank this select group of Ruparians enough for attending our luncheons. It is becoming more fun as the months roll by. Even my wife cannot say enough nice things about the fine group of people who attend our luncheons. Of course, she would get along with anyone. Friends and associates are being made every luncheon. So, the flight plan is complete and we are ready to 'fly the friendly skies.'

Still Flying High Here, *John Gorczyca*



S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Another thank you (2 in 3 months) goes out to Capt. Dave Hoyt for covering for me while I was out of State to attend the Memorial Service for a Fraternity Brother (known since 1966) who recently died of Cancer. Thank you Dave.....you are a Good Friend and I really appreciate your effort(s) in my behalf.

Thanks to another Very Good friend as well, Jerry Bradley, our Treasure Coast Chapter had a total of 8 at our September, 2016 Luncheon. All of our TC Snowbird members are still away apparently....but should be returning sometime soon. Jerry (including himself) brought up 4 RUPA Members from down South in the FLL/Pompano Beach area. Thank you Jerry, Ham, Les and Bill for making the 1 hour trip up I-95 to Stuart. From the looks of EVERYONE in the accompanying picture, it looks like they are all in Good Health and had a good time..... 😊



Left to Right: Ted Osinski, Jack Boisseau, Dave Damon, Bill Garrett, Dave Hoyt, Les Eaton, Jerry Bradley and Ham Oldham.

Dave tells me that all were served by Server 'Beats' and that the main topics of discussion were: The Old Days of Flying with many appropriate stories, Old Flying Equipment and (of course) various Medical issues, challenges and frustrations suffered by those telling of their experience(s).

That's about all for now, but if you happen to be in the Stuart, FL area around October 11th, drop on into Shrimper's about 11:30 AM - we'll be there and would love to have you join us. Meanwhile, be Healthy and SAFE. 🍻 Cheers and Best Regards to All, *Bob Langevin*

Los Angeles South Bay RUPA Luncheon

We met as scheduled on August 11 for our luncheon at Sammy's Woodfired Pizza Restaurant. We had few select attendees but then it was summer travel time. Even yours truly had just returned from Mongolia and Tibet.



Pictured L to R: Treva & Gary Forister, Loyd Kenworthy, Arvid von Nordenflycht and Helena & Tom Reidt. Sue von Nordenflycht not in picture.

We discussed the help on pass travel by RAFA including Kirk's Seminars. Thanks. Then we said our farewells to our friends who took their flights "west."

It appears that the Proud Bird Restaurant is finishing their remodel as they sent me an invitation with free appetizers to enjoy. So look for announcements, hopefully, for our Christmas Party at the Proud Bird.

The following is a report, provided by Denny Fendelander and his research, concerning the LAX parking situation.

The new office for buying tags for the (F-lot) is now on 96th St off Jenny. Go west from that intersection and take the first driveway on the left. You'll see a small Skyview/Sheraton sign. Take the parking ticket and get it validated at the office. The office is the next right and next left into the parking lot near the "A" section sign, at the white trailer. Hours are 8am-5pm, M-F. The office phone is 310-216-9058. It's still \$75 for the (F-lot Garage). Starting in August you can park at the lot the office is in for \$81.40. You can catch a parking lot bus at Jenny and 96th St. No bus at Lot-F.

Our next meeting is scheduled for October 13th probably at Sammy's for now. *Arví*

San Francisco North Bay RUPA Luncheon

The North Bay RUPA group met on the first Wednesday of the month, as usual, at the Petaluma Sheraton's Tolay with seventeen were in attendance.

The meeting was opened with a toast to our absent *Health and Welfare Chairman*, George Hise, who was celebrating his Birthday with friends and family. His counsel was missed! A brief discussion of the latest industry and Company news was held. The group then settled down to conversation, and lunch, which continues its return to the quality we enjoyed for years.



L/R: Jules Lepkowsky, Leon Scarbrough, Mike and Natalie Tar, J. R. Hastings, Dan Bargar, and Wayne Heyerley.

L/R: Barney Hagen, Dick Hannah, Bill Greene, Larry Whyman, Gardner "Bones" Bride, Doris Donegan, Galen Wagner, Bill McGuire, Dick Lammerding. (Bob Donegan is not shown in the pictures)

Wishing All a pleasant October. with no annual FOM exam to complete! *Bob Donegan*



The September RUPA Cruise News

The RUPA Cruise for this year is over and if you missed it, you missed a great one. We had forty-three fantastic people in our group and we all had a fabulous time. As you know, we started in Boston and ended up in Montreal. Most of us arrived in Boston a day or three early to get acclimated to the time and revisit old haunts. Several of us stayed at the Boston Park Plaza hotel which was just a few steps from the Boston Freedom trail. Arriving a few days prior to the cruise gave us the opportunity to leisurely walk the freedom trail and refresh our memories of past visits. This being an election year probably caused us to reflect back on history a bit more than normal and gave more meaning to the founding of our great nation.

There were many highlights on this cruise; one could say every port was a highlight, but a couple were standouts and the weather couldn't have been better. The Bay of Fundy at Saint John was definitely one. It is one of the 7 wonders of North America and has one of the highest tidal differentials on earth, 56 feet. We first saw the Saint John River at its high point, with water flowing calmly upstream near high tide. A couple hours later we were at Saint Martins and saw the tide going out with fishing boats resting on the bottom of the bay. When we returned to our original viewing point of the St. John River, it was a raging torrent of water, with class 5 rapids roaring out to sea, a spectacular sight. All the French Canadian towns along our route were exceptionally clean with brightly blooming flowers planted all around, and very friendly people. I was told the people paint their houses every couple of years to keep them looking so new. Another highlight was the town of Saguenay situated at the end of a beautiful fiord. Upon docking the ship was greeted with music and dancers and blueberry pie. The most beautiful little church you will ever see is located here; it's a granite stone church outside painted white inside, and very colorful. Then there is Quebec City, Holland America's highest rated port of call. Is it really Canada or is it France, it's hard to tell? The ship docked at Old Town; as soon as we got off the ship we were immersed in French culture, sidewalk cafes and colorful shops. A funicular took us up to the top of the hill; the site of a citadel from the French and Indian war. The view from the citadel looks over the Chateau Hotel and all of Old Town. A leisurely walk down the hill is the best way to enjoy old town.



In the picture in no particular order: Rich & Georgia Bouska, Woody Bouska & Gin Evans, Rich & Karen Connelly, Roger & Deana Delozier, Brad & Rhoda Green, Laurel Hansen, Fred & Janet Hodge, Gene Lamski & Teresa Bixby, Duane & Elaine Lucca, Ed & Pat Manning, Larry & Susan Matthews, Pete Maury & Bea Vanderpool, Don & Mary Merucci, Jim & Chrispy Peterson, Sharon & Jerry Poulin, Neil & Martha Ray, Leo Roop & Lori Carter, Bernald BS Smith & Patsy Koester, Stanley Boehm & Marilyn Gifford, Ward, Barbara & Alica O'Brien, Tracey Blanchard & Jan Soderstrom, Loyd Kenworthy & Adrienne Short, & maybe a few drunks not associated with us.

We all hated to get off the ship in Montreal because we had so much fun together. We had plenty of time to meet with each other at the cocktail parties and we generally ate in the dining room together. We had one extra cocktail party hosted by B. S. Smith. He absolutely destroyed the image of the "Cheap Air Line Pilot" by having one of the largest suites on the ship and hosting all of us in it for a party complete with bartender and two waiters.

Watch these pages for the announcement of our cruise for next year. Submitted by *Rich Bouska*

Monterey Peninsula RUPA Lunch Bunch

Pete and Donna Walmsley were our gracious hosts as we gathered for lunch at Quail Lodge. Pete announced our Annual Golf Outing will be following lunch on October 12th with tee times starting at 2pm. Anyone wishing to play should contact Pete to reserve a place (petewalmsley75@gmail.com). Out of towners are welcome and October is a great time for golf on the Monterey Peninsula.

Phyllis lead the group in a Moment of Silence for all the 9/11 victims and their families. She then gave the group her insight on that terrible day as she was inbound from KIX to SFO when they had to divert to YVR as all U. S. bound aircraft were not allowed to enter U. S. Airspace. Fifteen years have passed and it is amazing how it seems like yesterday. I am sure everyone recalls where they were on the day we will never forget. Phyllis then updated the group on Dave Mackie's treatment for Brain Tumor. Dave is just starting his treatment and is in good spirits and thinking positively. He appreciates everyone's concern but asks for no phone calls. We are all praying for Dave's recovery and his presence at future lunches. The conversation then turned to the recent FA Contract and the usual stories of the good old days. Ed and Pat Manning had recently returned from the RUPA Cruise up the St. Lawrence which they said was a great success. Left to right: Bob and Cindy (took photo) Benzies, Carlos and Judy Quintana Sharon and Barrie Nelson Sunee and Milt Jines.



L to R: Don Roszel, Ed & Pat Manning, Jon & Jane Rowbottom, Phyllis Cleveland, Pete & Donna Walmsley.

Our next lunch will be at Edgar's on October 12th beginning at 1130. Please RSVP to Phyllis by October 11th so arrangements can be coordinated with the staff. *Jon Rowbottom*

United's countdown to Cuba is officially underway



The countdown to Cuba is officially underway after the U.S. Department of Transportation (DOT) awarded final approval for us to launch service to HAV (Havana) from IAH and EWR on Nov. 29. We will begin offering daily nonstop flights from EWR and Saturday nonstop service from IAH, with both services subject to government approval.

Customers will soon begin booking flights to HAV; however, like some other airlines, we are considering a temporary embargo for employee leisure travel while we open the station and develop the necessary certification process. Because flying to Cuba from or through the U.S. for tourism is not allowed, all customers will be asked to certify their reason for travel (there are 12 authorized reasons), as well as meet certain visa and health insurance requirements.

"I'm incredibly proud of all the dedicated aviation professionals here at United who are working hard to get our historic Cuba service ready for takeoff this November," said Oscar. "Today's announcement reaffirms that these flights will ensure better choice, convenience and competition for all travelers on this important route, and I want to thank the DOT for their decision."

Former American Airlines president named president of UAL



CHICAGO, IL - United Continental Holdings, Inc announced that Scott Kirby has been named president of United Airlines. In this newly created role, Kirby will assume responsibility for United's operations, marketing, sales, alliances, network planning and revenue management. Kirby's appointment is effective immediately and he will report to Oscar Munoz, United's CEO. Kirby joins United from American Airlines, where he held the title of president since the merger of American and US Airways in 2013.

"Scott is a proven leader, whose deep airline experience and expertise will further accelerate our efforts to build the best airline in the industry," said Munoz. "Scott's appointment, along with other recent leadership announcements, is the culmination of the formation of my senior leadership team. This is just the latest step in our mission to be an agile and innovative industry leader."

Kirby is a well-known industry veteran, with a broad and accomplished three-decade airline career with senior leadership roles at America West and US Airways, where he was named president in 2006. Kirby started his career at the Pentagon and in the technology sector and earned bachelor degrees in computer science and operations research from the U.S. Air Force Academy and a Master of Science in operations research from George Washington University.

"I am honored to be joining United at this important and exciting time and to have the opportunity to help accelerate the momentum the airline has achieved over the past year," said Kirby. "I see real opportunity to build on the airline's vast global network and, along with my 86,000 United teammates, create the world's best airline for employees, customers, and shareholders."

Four questions arising from Scott Kirby's American-to-United move

by Aaron Karp/Senior Editor, Air Transport World



What does United's president/CFO pairing of Kirby and Andrew Levy foretell? If you click on the URL for Scott Kirby's executive bio at American Airlines, you land on a generic link on American's website that states: "This page must have taken flight." This is perhaps the understatement of the year in the airline business. Indeed, Kirby's surprise jump from the post of American's president to United

Airlines' president, breaking up a longtime association with American chairman and CEO Doug Parker, continues to reverberate around the global airline industry. Here are four pressing questions arising from the switch:

Did American really decide to cut Scott Kirby loose? American has tried to spin the move as a proactive step it took, noting that Kirby—who goes from being the #2 executive at American to the #2 executive at United—is receiving a lucrative severance package (\$3.85 million in cash). But for anyone who follows the US airline industry closely, it defies belief that American would unilaterally decide to dump its top strategist and one of the brightest stars in global airline management—absent Kirby having other options and wanting out for some reason. Kirby and Parker go back more than two decades, and Kirby has been Parker's right-hand man through the America West Airlines-US Airways and US Airways-American mergers. But American is Parker's airline to run, and it is expected to be for some time. Kirby's exit from American is likely a combination of the opening at United, where CEO Oscar Munoz has been revamping his executive team, and a realization by Kirby that he would have to wait a very long time to become CEO at American

Will Kirby be United's next CEO? Nothing has been said publicly on this front, but there is widespread speculation that Kirby at least has been led to believe this is a possibility, whereas it wasn't a realistic possibility at American. Say one thing for Munoz, who joined United from the freight rail industry last September: he is not afraid to have deputies with high-profile credentials who are considered potential airline CEO material. Both Kirby and new CFO Andrew Levy have held the title of "president" for multiple years at other airlines despite only being in their 40s.

While there is speculation that Munoz was forced into making these hires because of the board turmoil at United earlier this year, my sense is that Munoz truly wants to turn around United by surrounding himself

with talented people who, like him, are willing to think outside of the conventional box. Even if Munoz—who is well liked by United’s employees—does not end up being United’s CEO for a decade, being the man who finally righted United Airlines would be quite an achievement, and Munoz is assembling a team that gives him the best chance of success.

Does Kirby bring insider knowledge of American’s strategies and thinking to United that will hurt American? Per the terms of a separation agreement, Kirby has agreed to hold American proprietary information “confidential and will not use or disclose any such proprietary information...,” including to a new employer. In truth, US airlines are legally forced to divulge so much information publicly that there are not too many secrets. And Kirby is a very candid talker on quarterly earnings calls with analysts and reporters—usually speaking more than Parker on American’s calls—so his views on a wide range of issues, from fuel hedging to ultra-low-cost carriers to Brexit, are widely known. The fact that Kirby is no longer in the room when American executives are strategizing is what hurts American most.

What does the pairing of Kirby and former Allegiant Air president Andrew Levy as United’s president and CFO foretell? Expect United to develop a very specific product offering to appeal to passengers flying on Ultra Low Cost Carrier’s (ULCCs) like Allegiant, Spirit Airlines and Frontier Airlines (a big player at United’s Denver hub). Kirby noted last year that half of American’s revenue comes from 87% of its passengers who fly only once a year. Those infrequent flyers view flight tickets as a commodity and simply want the lowest fare, Kirby has said. “When 50% of our revenue is up for grabs, we have to compete,” Kirby, who spearheaded ULCC price matching at American, has explained. “We can’t just walk away ... If we’re going to fly head-to-head, we need to match their fares.”

Also, I would expect United to reevaluate its fuel hedging program and probably drop it altogether. American and Allegiant do not hedge (which has allowed both carriers to fully benefit from low fuel prices), and Kirby and Levy have both been publicly critical of the practice.

United delivers best on-time summer performance in company history



United Airlines continued its stretch of record-breaking operational performance by achieving its best on-time results for a summer travel season in company history. Beginning June 1 through Aug. 31, more than 76 percent of mainline and regional flights arrived on time, representing a five percent increase over summer 2015 and a nearly 10 percent increase over summer 2014. "Our focus on delivering reliable, on-time service to our customers continues to result in record-breaking operational performance across our system," said Greg Hart, United's chief operations officer and executive vice president. "Thanks to the hard work of our entire team, we flew more customers to their destinations on time this summer, despite encountering more days of challenging weather than in the previous years."

Key highlights of United's ongoing operational improvements include:

- A company-best performance for flights arriving at or before their scheduled arrival time during the busy July 4 holiday travel period.
- Earning a first or second place ranking among peers in key arrival and departure measures in the three months between Memorial Day and Sept. 1, when United transported more than 53 million customers.
- A company-best start to a year from Jan. 1 through Aug. 31 for flights arriving on time.

United launched several key initiatives last year to improve reliability and enhance the customer experience, including making scheduling adjustments, increasing its focus on teamwork and equipping more employees with mobile technology to better serve customers. The airline has equipped its pilots and flight attendants with mobile devices and has begun deploying additional devices to other airport-based employees.

Additionally, United is utilizing innovative technology in the company's state-of-the-art Network Operations Center in Chicago, enabling the airline to better predict and recover from weather-related operational challenges. As United stated earlier this year, the airline expects approximately \$300 million of value by 2018 from running a more reliable airline.

The U.S. Pilot Shortage Continues to Rear Its Ugly Head

By Adam Levine-Weinberg



American Airlines is paying bigger bonuses than ever to recruit new pilots for its regional affiliates. Delta Air Lines and United Continental are going in a different direction.

Today, it is more expensive than ever to train for a career as an airline pilot. At the same time, major airlines are about to be hit with a flood of pilot retirements as pilots reach the federally mandated retirement age of 65. To make matters worse, starting pay at regional airlines -- where most new pilots break into the industry -- remains quite low. Over the past few years, this has resulted in a growing pilot shortage. The pilot shortage has already claimed several victims, most notably Republic Airways -- the second-largest regional airline in the U.S. -- which was forced into bankruptcy earlier this year.

American Airlines returned to a tried-and-true strategy to scrounge up more pilots for its regional carriers: big signing bonuses. Delta Air Lines and United Continental are taking a different approach, though. They are trying to reduce regional flying as much as possible.

In the past few years, as regional airlines have had more trouble recruiting new pilots, most have turned to signing bonuses to meet their hiring quotas. For example, in early 2015, nearly every regional airline was offering a signing bonus of at least \$7,500, with many offering \$10,000-\$12,000. American Airlines is now upping the ante at its three wholly owned regional airlines: Envoy, Piedmont Airlines, and PSA Airlines. All three announced enhanced pilot signing bonuses. They will now pay \$15,000 to new hires. PSA and Piedmont are also offering \$5,000 referral bonuses to current pilots who recruit new pilots for the company. Envoy, PSA, and Piedmont also emphasize that they offer a direct pathway to becoming a pilot at American Airlines -- where pay rates are much higher. They have also rolled out retention bonuses of up to \$20,000 to give current first officers an added incentive to stick around.

American's regional affiliates are spending freely on bonuses because they have to recruit pilots to support planned growth in addition to replacing those who leave (or move up to the mainline carrier). American Airlines currently plans to increase its regional fleet by 26 airplanes this year, including third-party regional airlines it contracts with. It grew its regional fleet at a similar rate last year, with its wholly owned regional carriers supplying the growth.

Delta Air Lines and United Continental have adopted a radically different strategy to address the growing pilot shortage. They are simply reducing the size of their regional fleets on a permanent basis. Delta was quick to recognize the looming pilot crisis a few years ago. It started adding smaller 110-seat aircraft to its mainline fleet in 2013 while retiring most of the 50-seat jets in its regional fleet. Delta is continuing down this path, having ordered 75 CS100 jets in late April. These jets, which will also hold about 110 seats, will allow Delta to continue retiring 50-seat jets over the next few years. Meanwhile, United Continental has also been snapping up small mainline jets this year. It's part of a new plan for the company to shrink its 50-seat regional jet fleet to fewer than 100 planes by the end of 2019, down from more than 250 at the beginning of this year. Of course, Delta Air Lines and United Continental will have to increase their mainline hiring to staff these new jets in addition to replacing retiring pilots. However, since they offer much better pay than regional airlines (and also compared to most low-cost carriers), they will have no trouble filling their open pilot positions for the foreseeable future. Furthermore, a small mainline jet requires two pilots, just like a 50-seat regional jet. The move toward fewer departures on larger planes reduces the industry's pilot hiring needs, making the pilot shortage a little less severe.

The approach taken by Delta and United seems more prudent than the route American Airlines is taking. By proactively reducing their regional fleets, they will be better able to handle any worsening of the pilot shortage. There are certainly advantages to American Airlines' approach. With a big regional fleet, it can offer frequent flights to its hubs, even in relatively small cities. However, if the regional airline pilot pipeline dries up in the next few years, American could be forced to change its fleet plan in a big hurry.

United reaches milestone in flight training center consolidation

After transport on four oversize trucks across 1,026 miles, our flight simulators are beginning to arrive from Houston at the United Flight Training Center in Denver. Three full-flight simulators (FFSs) and two fixed training devices (FTDs) have completed the road trip from the flight training facility in Houston to Denver, marking a key milestone in our ongoing flight training center consolidation and renovation project. We are consolidating our two current flight training centers in Houston and Denver into one, at the current 500,000-square-foot Denver facility. "When all is said and done, we will have a world-class, industry-leading facility for our employees," Flight Training Center Relocation Project Managing Director Joel Booth said. "There is a tremendous amount of work yet to do, but the arrival of these simulators is a major moment and has made us even more excited for the future. Thank you to the employees throughout the system who are helping make this a reality."



The renovations began in March, and both employees and construction workers alike have been hammering away ever since. In addition to moving the simulators, the facility's classrooms and lobby area are getting facelifts. In the meantime, training continues at the Denver facility. We expect the process to be complete by the end of 2017, and the completed United Flight Training Center will feature 32 FFS bays and 16 FTD bays.

"Having our entire team in one location will improve our training efficiencies," Flight Training Managing Director Mike McCasky said. "Currently there are a number of duplicate items, such as tools, simulator parts and training development resources. The consolidation will clear that up. We will also have closer access to our partners in the FAA, since all of their people associated with training will be more readily accessible."

The structure's design, along with enhancements being made during the refurbishment, will allow us to leverage the latest advancements in training technology. All pilots have iPads that are capable of being used in training, and we are looking into other items, such as virtual reality for enhancements to our existing programs.

"I'm proud of the progress we've made and am thrilled for where we're going with this project," said Flight Operations Consolidation Senior Manager Graham Smith, who is helping quarterback the construction efforts on-site. "This facility will be a jewel for United."

PEARLS BEFORE SWINE | Stephan Pastis



Why United Airlines Could Rebound Next Year

By Bill Peters/Investor's Business Daily



United Airlines' passenger unit revenue will likely begin to improve next year, and the company stands to benefit from executive-team shakeups, improved labor relations and an extensive global network, Imperial Capital said Tuesday. Domestically, the declines in United's passenger unit revenue will begin to ease as airlines pull back on capacity growth, starting in this year's fourth quarter, Imperial Capital analyst Michael Derchin wrote in initiating coverage of the carrier with an outperform rating and a 57 price target. And internationally, Derchin said, capacity cuts in Latin America amid "bottoming economic conditions" will also help unit revenue, an important metric of an airline's efficiency.

Concerns about terrorism and the U.K.'s vote this summer to leave the European Union will continue to pose difficulties for the carrier, as they do for rivals Delta Air Lines (DAL) and American Airlines (AAL).

Passenger unit revenue calculates revenue as it relates to an airline's overall capacity. The metric has fallen over the past several quarters due to the strong dollar and airlines' overestimation of demand. Airlines expanded their flight capacity after the oil-price crash that began in 2014 made it less costly to do so.

United is also close to resolving labor issues after a contentious history with its workforce, Derchin wrote. The carrier's flight attendants this month ratified a five-year deal that brought together all those attendants under a single contract. The deal included "double-digit pay increases" and better job security, health care and flexibility, United said. That deal should also "finally permit integration of United and Continental workers, which we expect to improve morale and productivity," Derchin wrote.

United's recent moves to appoint Andrew Levy as its CFO and Julia Haywood as the company's chief commercial officer will "improve the problem-solving skills at UAL and provide an entrepreneurial bent, which, in our view, were attributes in short supply at this 'mega-carrier' in recent years," Derchin added.

The airline's presence in the Asia-Pacific region is stronger than that of many of its rivals, and its hubs in Chicago, San Francisco, Houston, Denver and Newark, N.J., are also advantages. But United's extensive coverage also leaves it more exposed to global turmoil.

"Brexit and terrorism in Europe, the Zika scare in Latin America and the Caribbean, and excess foreign flag carrier capacity growth in the Asia/Pacific region (where UAL is the largest U.S. carrier) are potential challenges for the new management team," Derchin wrote.

"UAL has the least exposure to the U.K. among the Big 3, which may prove positive, relatively speaking, but also constitutes another significant uncertainty," he wrote.

Chinese Airlines Are Luring Western Pilots

By Russ Niles



Chinese airlines are reportedly offering experienced airline pilots more than \$300,000 a year, tax-free, to work for them and that might be just the beginning of a bidding war for cockpit crew. China's domestic airline industry is expanding far faster than its airlines can train their own pilots so the carriers are hiring headhunting companies to lure Western pilots to their cockpits. Some estimates place the demand for pilots in China at 100 a week for the next 20 years. "When we ask an airline, 'How many pilots do you need?' they say, 'Oh, we can take as many as you bring,'" Dave Ross, president of Las Vegas-based recruiting company Wasinc International, told Bloomberg. "It's almost unlimited." Passenger traffic in China increased 11 percent last year and there are twice as many domestic airlines (55) now compared to five years ago.

The best packages go to pilots willing to move to China, but those who want to continue to live in their home countries can get free flights home in exchange for slightly smaller paychecks. There are also add-ons including signing bonuses, contract completion payouts and overtime. The carriers generally fly A320s and Boeing 737s but many are so new that their safety and performance records are unknown. Lacking any of the traditional leverage points that airlines use to recruit pilots, the Chinese carriers can offer only one incentive, New Zealand recruiter Liz Loveridge told Bloomberg. "They can't attract people through any other means," Loveridge said. "They think money's the only answer."

Southwest Pilots' Huge New Deal

By Dan Reed/Forbes Contributor



Southwest Pilots' Huge New Deal will force maverick airline to operate conventionally. Southwest Airlines is all grown up now (and that's not a compliment). Oh sure, it still doesn't offer first class seating, or even assigned seats. There still are no meals served – and likely never will be. And a bit of Southwest's old playful corporate style still leaks out into public view when flight attendants clown around during the otherwise boring pre-flight safety spiel, or when one of its sly TV commercials gets loaded up with inside jokes, cool cultural touchpoints and subtle put

downs of its competitors. But make no mistake, Southwest reached full maturity on September 5. After four years of frustrating and unusual-for-it ugly labor negotiations, it gave in to labor's demands and agreed to boost its pilots pay by nearly 30 percent over seven years (back-dated to 2013). Assuming the deal is approved by the Southwest Airlines Pilot Association's board and ratified by the company's 8,000-plus pilots Southwest will never be the same (and it's hard to imagine this deal failing because it's so much more rich than the deal the rank-and-file rejected last year that would have given them only 17 percent more money).

What's more, the new pilots' deal now is certain to be followed by similarly expensive new deals with its mechanics and flight attendants. As a result of those the much higher costs the long-time king of the low cost carriers will be irrevocably changed in three ways:

- Southwest's labor costs will be very close to being the highest in the U.S. airline industry. That turns the carrier's original low cost operating formula on its ear
- Southwest will have to operate more in big air travel markets and compete more aggressively than ever for travelers willing to pay above average fare prices. That's quite different from Southwest's historical marketing approach, which has been mostly aimed at price-sensitive leisure travelers and at entrepreneurs and small and mid-size business people trying to keep their travel expenses to a minimum
- Southwest will be compelled to abandon its strict go-it-alone operating model and to begin cooperating with foreign and even certain U.S. airlines in order to generate the additional revenue it'll need to cover its skyrocketing labor costs.

In other words, Southwest is on course to become just another big U.S. airline. It's historical distinctive – low fares, extreme operating efficiency, high esprit de corps and an irreverent and funny style – will, over time, fade and become secondary, or even tertiary marketing items instead of the main selling points.

Boeing and Saab reveal first two aircraft for T-X competition



SAINT LOUIS, MO - Boeing and its partner Saab AB will use their two production T-X aircraft to show the US Air Force the performance, affordability, and maintainability advantages of their approach.

Boeing T-X is an all-new aircraft designed specifically for the US Air Force training mission, and takes advantage of the latest technologies, tools and manufacturing techniques. It is an advanced aircraft designed to evolve as technologies, missions and training needs change. The design is more affordable and flexible than older, existing aircraft. "Our T-X is real, ready and the right choice for training pilots for generations to come," said Boeing Defense, Space & Security President and CEO Leanne Caret. The Boeing T-X aircraft has one engine, twin tails, stadium seating and an advanced cockpit with embedded training. The system also offers state-of-the-art ground-based training and a maintenance-friendly design for long-term supportability.

"It's an honor to build the future of Air Force training," said Saab President and CEO Håkan Buskhe. "We have created the best solution thanks to great cooperation and a clear strategy since day one." T-X will replace the Air Force's aging T-38 aircraft. Initial operating capability is planned for 2024.

Next-generation precision landing system tested



On the evening of Aug. 27, in cooperation with Boeing, the FAA and San Francisco International Airport, used a Boeing 737 to fly a series of specially designed NextGen approach procedures to demonstrate the operational and environmental benefits of the Ground Based Augmentation System (GBAS), a satellite-based precision landing system that may eventually replace legacy instrument landing systems (ILSs) installed at airports around the world.

In use for decades, an ILS has several limitations that a GBAS seeks to remedy.

An ILS requires two fixed ground antennas and produces a single, non-variable approach path. Taxiing aircraft, buildings, terrain, and snow and ice can interfere with ILS signals, making them unusable or requiring air traffic control to increase the spacing between landing aircraft, which can result in delays. GBAS, however, can allow for tighter aircraft spacing, more approach options, steeper approach paths and greater visibility in bad weather because of its reliance on satellite positioning. Ultimately, these advantages could lead to fewer delays and precision landing in unfavorable weather, as well as increased fuel efficiency, lower emissions and a reduction in noise due to the higher glide paths. It's also easier to install and maintain.

According to Industry Affairs Director Glenn Morse, we chose SFO as the test location for a variety of reasons, including weather issues in the Bay Area and the challenging runway layout. "When weather is poor, the airport's arrival capacity is cut almost in half, causing delays and cancellations," said Glenn. "The procedures we demonstrated, if approved, may allow us to run our operation on poor weather days more like we do on good weather days."

We have been a proponent of GBAS technology since the late 1990s. Currently, GBAS is installed at two of our hubs -- IAH and EWR -- and we hope to add the system at SFO and our other hubs in the future. Our Boeing 787, Airbus A350 and many of our newer 737 aircraft that have a GPS landing system (GLS) installed are capable of using GBAS.

"GBAS is the most precise navigation aid ever developed," said Chief Technical Pilot Ron Renk. "Our near-term goal is to move it from its current Category I certification to Category III, meaning aircraft can rely on it for automated landings, as they now do with ILS. We also hope to apply lessons learned from our demonstration flight at SFO to develop new GLS approaches for IAH and EWR that leverage the technology."

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Will Chinese investment revive production of world's largest plane?

KIEV, Ukraine - Kiev wants to attract \$500 million of investment from China to complete an updated version of the world's biggest aircraft AN-225 Mriya, the president of manufacturer Antonov said. The cargo plane was developed in the former Soviet Union in the 1980s and was initially designed as a carrier for the Soviet Buran space shuttle. The only aircraft completed is still in use. With a capacity of 250 tons the plane weighs 640 tons on takeoff.



Work on building a second plane started in 1988 but has never been completed. Antonov's deputy head said that Ukraine had been considering starting joint manufacturing with China and was planning to invite Chinese investors to the project. On August 30, Antonov and China's Aerospace Industry Corporation signed a cooperation agreement which will pave the way for serial production of the AN-225 in China. Antonov President Oleksandr Kotsiuba said it could take about five years to complete the aircraft once a contract between the two sides is signed. "The second Mriya will be completed here, in Kiev, and could cost up to \$500 million depending on the equipment installed," said Kotsiuba, adding future cooperation with the Chinese company would depend on the successful completion of the plane.

The only existing AN-225 aircraft first flew in 1988 and is operated by Antonov Airlines, a division of the Antonov company.

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After 50 Years, Boeing Plans to Terminate Its Masterpiece, the 747

By Clive Irving

The first wide-body jet opened air travel to the masses, created the era of first class vs. coach, and shrank the globe. Why the future belongs to smaller planes.

As epoch-ending statements go, this one was stealthy and carefully modulated: “It is reasonably possible that we could decide to end production of the 747.” And so it slipped out, in a filing to the Securities and Exchange Commission, first reported by Aviation Week, that Boeing foresees the moment when the single most consequential airplane it ever built will come to the end of its viable life—probably around 2020, which would give the aircraft 50 years in production.



Like millions of people across the globe, I long ago came to take the 747—the Jumbo Jet—waiting at an airport gate as a distinctive and welcome presence, an airplane that reassured you with its substance and solidity; never exactly sexy but with a personality that other airplanes never quite reached, something above being just an exquisite machine.

In truth, though, for me the attachment is stronger and more personal. Some 23 years ago I published a book about the 747, which turned out to be a story about much more than a machine. It was about a singular group of engineers who brought the machine to life in a way that permanently marked their own life experience, always under stress, often tested to the limits of their skills but never, never daunted. I realized that I wasn’t just writing about a machine, but the biography of a machine and its creators, a process in which you get to know the subject so intimately that you can’t ever shake off the effect of the achievement. As a result of writing the book, every time I board a 747 it remains impossible not to think about its details, visible and invisible, without hearing the voices of those whose work it was, the scores of engineers I had interviewed, most of them at that point living out their retirement in and around Seattle. And of all those stories there is one that shows how daringly improvised the creation of the 747 sometimes was—in a real sense it describes the genesis of the whole concept.

Milt Heinemann was not a salesman at Boeing but there was a single quite scary moment in his career when he sold the biggest idea ever to come out of the company. It happened one morning in 1966. Heinemann had a meeting with the top managers of Pan Am in the airline’s eponymous building that rose above Grand Central station in New York. Deliberately, he arrived a little early, and was shown into the boardroom on the 52nd floor. From his briefcase he pulled out a length of hemp rope, 35 feet long. It was knotted at two points, at 20 feet and 29 feet. He played out the rope across the width of the boardroom, and it turned out to be just a tad wider than the 20 feet marker. Then he pulled out a chair from beside the boardroom table, stood on it, and with the 20 feet knot on the floor stretched up to the ceiling. The ceiling height was just beyond the 29 feet knot. Nobody had witnessed this strange behavior. Had they done so they might well have decided that Heinemann was nuts. He wound up the rope and put it back in his briefcase, pulled out a wad of documents and sat down at the table. A little later the managers filed in, led by Pan Am’s imperious creator and chairman, Juan Trippe. The business of the day was to hear out Heinemann on Boeing’s latest plans for a new airplane, the 747. Trippe wanted an airliner that was at least twice the size of the first Boeing passenger jet, the 707. Until that moment he believed that the 747 would simply be a 707 with two decks instead of one and otherwise follow conventional dimensions in each cabin.

Heinemann had been sent from Seattle to tell Trippe that Boeing had a radical new concept for the 747. It would have only one deck for passengers—a very wide deck. Heinemann explained that, essentially, the

cabin would virtually have the internal dimensions of the Pan Am boardroom: 19 feet wide and nine feet high. They were, he said, to all intents and purposes now sitting in that cabin. There was a silence while Trippe's obedient managers awaited his response and Heinemann wished he could disappear. Finally, Trippe said only that it was an interesting proposal and he wanted to know more—a lot more. It wasn't the airplane he thought he was buying.

In the history of companies handing off the delivery of potentially deal-breaking news to a relatively junior executive this one deserves a prime slot. Heinemann was a modestly ranked engineer at Boeing. His specialty was cabin interiors and in the Boeing hierarchy the engineers who designed the frame of a new airplane and its working parts—thousands of working parts—came first in responsibility and influence. To them, the cabin was décor. When Boeing made a pitch for a new airplane to an airline, Heinemann was always the last to speak. He liked to say that he was responsible for the only part of the airplane that made a profit: the seats. And yet what Heinemann had described to Trippe that day was momentous. For the first time an airplane cabin could break free from the confinement of a tube, the conventional form with a single-aisle and six-abreast seating. There were many other innovations in the 747 but what became known as the twin-aisle wide-body cabin was the most far-reaching. However, even though Trippe accepted the concept and Pan Am was the first airline to fly the 747 he never thought it would endure. His plan was for the wide-body, this capacious but bulbous machine, to be replaced by a supersonic jet, the SST, flying two and half times as fast, with a slender fuselage shaped for speed.

The 747, Trippe believed, was just a useful stopgap and once the SST arrived it would revert to carrying cargo only—the reason why it had been designed with a cockpit in the hump above the main deck was so that cargo could be loaded through a hinged door at the nose. That never happened. The U.S. government-sponsored SST program was abandoned. Its economics were awful and the environmental impact equally egregious—only one SST, the Anglo-French Concorde, gained an established place on airline routes and then only as an elitist convenience.

Ironically, Trippe didn't seem to appreciate that the 747 would enable aviation to initiate the age of widely affordable air travel. In the first phase of the Jet Age, beginning in the late 1950s, the passengers frequently looked as sexy and glamorous as the machines, but flying remained well beyond the means of the middle class. With the 747, Trippe had set Boeing the goal of achieving what would be a new price point for airline travel. The economics of an airplane are expressed in the seat/mile cost—given a nominal number of seats, the cost of flying one seat one mile. Trippe wanted that number to be 6.6 cents per mile, one-third of the 707's cost. By reaching that number, in one leap the 747 not only put flying within the reach of many more people, it did so on a global basis. In airports around the world the 747 became a mesmerizing and inimitable presence. Small countries where leaders had big egos and autocratic style bought 747s as prestige projects. In that way the 747 went beyond being just an airplane to being a ubiquitous advertisement of America's attainments. More substantially, it was an instrument of social advancement, introducing a new math that enabled coach class seats to be sold at prices that brought international travel to many millions more people.

PICKLES | Brian Crane



The result, however, was often far from egalitarian.

Because the 747's size allowed a variety of cabin comfort standards, airlines began to see that they could make an airplane a microcosm of an increasingly affluent but still stratified society. For one thing, what could be a more specifically delineated society than the three-class cabin? Without altering the basic utility of the machine—everybody departs and arrives at the same time—the passengers are divided by carefully calculated levels of comfort. At the front end there was first class, replicating what in the early post-war years of international flights had been common throughout the cabin, well-spaced wide seats and restaurant-style meal service. In the middle came business class with relatively few seats. And then in the rear, with 10 seats in each row and tight space between each row, there was coach—or cattle class, as it was frequently described by those who liked the price but not the discomfort. This stratification of the wide-body cabin has now become such a finely tuned work of airline business plans that there are now regularly four classes, not three, with the arrival of “premium economy”—something of a contradiction in terms in both concept and execution, but fine for those who want to escape the press of bodies in the back of the airplane but who don't want to pay a whole lot more to do so. In this new world, the art of successfully filling seats of four different sizes on every flight has actually ended up dictating the size and shape of every new wide-body plane, whether built by Boeing or Airbus. And it is this calculation that, in the end, has been the nemesis of the 747.

As the economics of the wide-body cabin were refined it became apparent that a four-engined airplane like the 747 was less competitive than one with two engines—and so in the 1990s Boeing created the first “big twin,” the 777. The latest and final iteration of the 747, the 747-8, launched in 2010, has new and more efficient wings and a new generation of engines that are more efficient, cleaner, and quieter. But orders for the 747-8 have slumped, with a backlog now of only 21 airplanes. The production rate has been cut to the lowest sustainable level: 0.5 per month. Without admitting as much, it is Boeing itself that has rendered the 747-8 obsolescent by launching a new generation of the 777, the 777X, planned to arrive in 2020. It will be capable of flying as many passengers as the original 747, more than 400, at a lower cost than the 747-8. Already, airlines have ordered more than 300. It may well be that the only other supersized jet, the Airbus A380, will be the last of the big jets. Launched with high expectations in 2000, only 319 A380s have been sold, and 142 were bought by one airline, Emirates. Other airlines have canceled orders and, like Boeing, Airbus is undermining the logic of its jumbo with a big twin, the A350, that on many long-haul routes is more efficient.

Perhaps this is another tough lesson that the future does not always turn out as imagined, a series of big technical advances bringing startling transformations. Commercial jets fly no faster today than the Boeing 707 that arrived in 1957. That was a quantum leap but it had its own terminating speed wall, 600 mph. Supersonic flight just doesn't make economic sense for mass air travel. It seems equally likely that mega-sized jets will turn out to be a dead end. A combination of market forces and tough new environmental regulations, stressing efficiency, quietness, and low emissions favors the twins.

In no way does that diminish the glory of the 747. By the end of its run Boeing will have produced 1,555 747s, way beyond what its creators imagined possible. But it's not just about numbers. I've been flying on 747s since the year of its debut, 1970. As I take my seat and look around me it still seems so big that it's amazing it can leave the ground. It is a magic machine that casts its own spell and that won't be quickly snuffed out.

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When the Pilot Is a Mom: Accommodating New Motherhood at 30,000 Feet

By Annalyn Kurtz/The New York Times



A female pilot from Delta Air Lines did something dramatic at a union meeting recently. Standing before her male colleagues, the captain unbuttoned her uniform, strapped a breast pump over the white undershirt she wore underneath, and began to demonstrate the apparatus. As the machine made its typical “chug, chug, chug” noise, attendees squirmed in their seats, looked at their feet and shuffled papers. It was the latest episode in what has proved to be a difficult workplace issue to solve: how to accommodate commercial airline pilots who are balancing new motherhood. It is a question that some employers have answered by creating leave policies or lactation rooms. But the flight deck of a jumbo jet isn’t a typical workplace. Pilots are exempt from a provision in the Affordable Care Act requiring employers to accommodate new mothers. At 30,000 feet, the issue touches not only on pilot

privacy, but also aircraft safety.

At Delta, a group of women pilots have banded together through a private Facebook page and have approached their union with formal proposals for paid maternity leave — unheard-of at the major airlines — because they say they would like to stay home to breast-feed their babies. At Frontier Airlines, four female pilots are suing the company for discrimination, seeking the option of temporary assignments on the ground while pregnant or nursing. While their proposals differ, all say they aim for one thing: to avoid situations in which pilots have been leaving the cockpit in midflight for as long as 20 minutes, the amount of time often required to pump breast milk.

One reason for the lack of rules is that women make up only about 4 percent of the nation’s 159,000 certified airline pilots — a number that has been slow to rise over the past decade or so. There were no female pilots at the biggest airlines until 1973, when American Airlines hired the first, Bonnie Tiburzi Caputo. “Airline jobs were really reserved for men,” said Captain Caputo, 67, who became something of a minor celebrity when American hired her. She has been retired from the airline for about 18 years. “When we started, there were no maternity leaves, because there were no female pilots.”

More than 40 years later, the major carriers still haven’t resolved this issue. They set their policies for pilots based on the collective bargaining agreements negotiated by the unions. But women of childbearing age account for just a sliver of union membership, so maternity leave and breast-feeding policies have not been at the top of union agendas.

Delta’s female pilots still hope to win over a majority of their colleagues. They argue that without paid leave, they’re faced with a choice to either stay home to breast-feed their babies or earn income for their families. Female pilots can begin to lose wages months before a baby is born. Most contracts at major airlines force pregnant pilots to stop flying eight to 14 weeks before a baby’s due date. After the push by Delta’s pilots this summer, the airline changed its policy this month. Delta now allows them to fly, with their doctor’s approval, until the end of pregnancy if they so choose. Morgan Durrant, a spokesman for Delta, pointed out that once they stop flying, women can use accrued sick days or apply for disability benefits to partially cover their lost wages. Otherwise, the leave is unpaid.

Once a baby is born, the major airlines typically don’t offer paid maternity leave or alternative ground assignments for breast-feeding mothers. Some carriers, including United Airlines and Alaska Airlines, do offer female pilots up to one year of unpaid leave. Until recently, Delta did not offer such a policy, but the airline has added one year of unpaid leave to the pilot contract.

Temporary ground assignments, which were proposed by the pilots at Frontier, could work as an alternative for some who live near company headquarters. But as many as one in five pilots resides at least 750 miles from work.

To view the *High Flight* author, John Gillespie Magee Jr's, life story enter the following:

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/575/The-Boy-Hero-and-the-Poet-Legend.aspx>

Retention bonus pay for Air Force pilots could Soar



Fighter pilot retention bonuses could soar to record heights of \$400,000 or more, if the U.S. Air Force has its way. "Currently, we have a need to retain fighter pilots that we have," said Ann Stefanek, a spokeswoman for the U.S. Air Force. "Whenever the economy is better, there are job opportunities that pilots can take advantage of."

According to the Air Force, the pilot shortage is expected to worsen and result in a shortfall of more than 700 pilots by the end of September. Without any action, the Air Force estimates it will be more than 1,000 fighter pilots short by 2022.

The Navy and Marine Corps are facing a similar challenge as the airlines offer high-paying jobs to fill cockpit positions. The carriers are looking to expand fleets and dealing with a national shortage as aging pilots approach their mandatory retirement age of 65.

Aviation continuation pay, as it's formally known in the Air Force, is for terms of five or nine years for midcareer pilots who agree to remain in the service. The Air Force's current annual bonus of \$25,000 per year for pilots who decide to stay in the service has been in place since 1999 and never adjusted for inflation. The president's budget called for that bonus to nearly double to \$48,000 per year, which would mean Air Force pilots who re-up for nine years could net \$432,000. There's even a possibility the annual bonus could go higher.

Under a House version of the fiscal 2017 National Defense Authorization Act, aviation incentive pay could go up to \$60,000 per year once those eligible pilots extend their tour of service. The Senate version of the bill doesn't spell out the bonus but a conference committee of lawmakers could decide to include it in the final bill. The House-Senate conference committee last met in July to discuss the proposed \$600 billion-plus defense budget. Congress is currently in recess until after Labor Day.

Meantime, the Air Force points to studies that suggest the retention bonus "take rate" goes up when the retention pay increases.

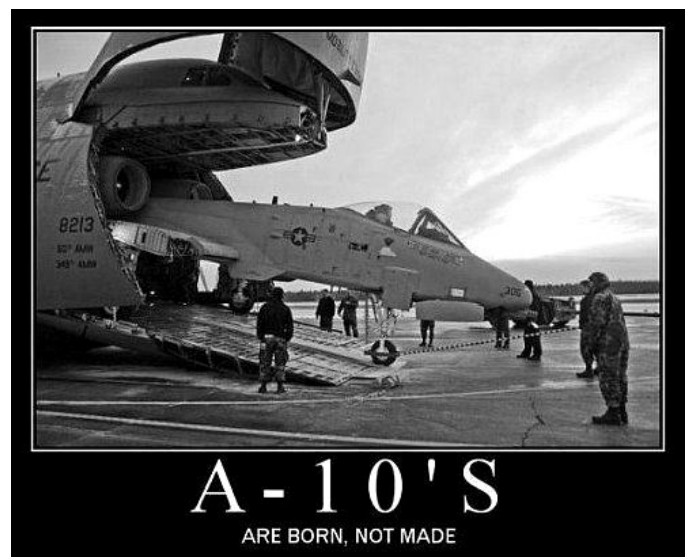
"This is not for all pilots," said Stefanek, explaining that some years there's a need for more mobility pilots or more fighter pilots. "There's been a need for it in the fighter community as long as I can remember."

Top Air Force brass highlighted the fighter pilot retention issue in an op-Ed posted on Defense One. "Aside from an airline hiring surge, there are other reasons for the Air Force's pilot shortfall, from dramatically reduced flying hours for the high-end fight as a result of Pentagon budget cuts to a perceived falloff in quality of life when they return from deployments overseas," wrote Air Force Secretary Deborah Lee James and Air Force Chief of Staff Gen. David Goldfein. Added James and Goldfein, "Make no mistake, this is a quiet crisis that will almost certainly get worse before it gets better."

At present, the Air Force produces roughly 1,200 pilots per year. Moreover, it's not only pilots but maintenance technicians where there's a big demand in the private sector, according to the Air Force officials.

Boeing is projecting global demand will remain strong over the next 20 years for commercial aviation personnel due to the delivery of thousands of new jetliners. In North America, the aerospace giant sees the demand for qualified commercial aviation pilots during this period approaching 112,000 aviators and globally topping 600,000. As for maintenance technicians, Boeing projects North America will require 127,000 personnel and worldwide that figure is nearly 680,000.

The airline pilot shortage has led to some regional carriers losing staff to mainline airlines. At the same time, there have been reports the pilot shortage in the civilian space has led to some carriers eliminating smaller prop planes from their fleets.



World's Largest Aircraft Crashes, Gently, in 2nd Test Flight

By Hannah Olivennes



It was a slow and gentle plunge: The world's largest aircraft, the Airlander 10, crashed in southern England on August 24 during its second test flight. In a video posted on YouTube, spectators could be heard saying, "Oh my God, he just crashed it," as the nose of the aircraft made contact with the ground after an agonizingly slow descent at Cardington Airfield, about 40 miles north of London, before coming to rest.

Hybrid Air Vehicles — the British developer of the 302-foot, 44,100-pound, helium-filled aircraft, which has a top cruising speed of about 90 miles an hour — said on Twitter that the crew members were "safe and well." "Airlander sustained damage on landing during today's flight," the company added, though "no damage was sustained midair."

The first test flight of the Airlander 10 was postponed on Aug. 14 after Stephen McGlennan, the chief executive of Hybrid Air Vehicles, said the airship had "a slight technical issue." It completed its initial test flight three days later. On Wednesday morning, however, spectators watched as the ship slowly nose-dived and made an unplanned landing on its cockpit. The company did not provide an explanation as to why the aircraft had come down.

"It was going so well," said Angela Hatwell, who posted several photographs of the aircraft on Facebook and described the airship's flight as an "absolutely amazing sight." "It was awful to watch," she wrote of the crash.

One of Ms. Hartwell's photographs showed the pilots in what appeared to be a damaged cockpit. "It just appeared to crumple up," she wrote. "Luckily they appeared to walk away uninjured."

The Airlander 10 was initially a project developed for the United States military, and Hybrid Air Vehicles has said the airship could stay airborne for up to five days at a time with someone on board and for two weeks when flown remotely.

Tourists can now buy AK-47 at Moscow airport



MOSCOW, Russia - Foreign tourists at Moscow's Sheremetyevo international airport can now buy a model Kalashnikov assault rifle before they catch their flight. A Kalashnikov boutique has opened at Sheremetyevo to promote the world-famous Russian gunmaker's brand. The shop's souvenirs include camouflage gear and "I love AK" T-shirts.

The AK-47 assault rifle has a worldwide reputation for reliability. The Soviet bloc countries, and many guerrillas, relied on the gun for decades. An airport official quoted by Reuters news agency said the model guns were clearly imitations and would not pose security problems.

Sheremetyevo is Russia's biggest international airport, and handled more than 31 million passengers last year. There is widespread international concern about replica weapons which can be mistaken for the real thing and potentially used by terrorists.

A Russian state corporation, Rostec, owns 51% of the shares in the Kalashnikov concern, which makes the guns at Izhevsk, in central Russia. In 2014 the EU and US added Kalashnikov to their lists of Russian arms manufacturers subject to sanctions because of Russia's annexation of Ukraine's Crimea peninsula. The airport shop is part of the firm's drive to expand its civilian merchandise.

"Kalashnikov is one of the most popular brands that come to mind when people think of Russia," said the firm's marketing director Vladimir Dmitriyev, quoted by RIA Novosti news agency. "So we are pleased to provide everyone with an opportunity to take home a souvenir with our brand on it."

Most limits on US-Mexico flights are about to be lifted



Most restrictions on flights between the U.S. and Mexico have been lifted, a change expected to bring more options and possibly lower prices for travelers. American, Delta and Southwest have already announced that they will offer new flights across the border later this year. United is watching the demand for flights and will respond accordingly, a spokesman said. The United States and Mexico agreed in December to open their aviation markets to each other's carriers. Rules that had generally limited two or three airlines from each country to a particular route will go away. Airlines on both sides of the border will be able to fly whatever routes they want as often as they want and set their own prices, said Thomas Engle, the State Department's deputy assistant secretary for transportation.

"This will help reduce airfares for sure," said George Hobic, founder of the travel site airfarewatchdog.com. Hobic said base fares between the U.S. and many destinations in Mexico are already low, but both countries impose taxes that inflate the price of a ticket. "The fares are low, it's the rest that makes it seem expensive," he said. For example, on a round trip between Dallas-Fort Worth and Cancun, Mexico — already a popular route, taxes and fees can account for between 20 and 30 percent of the price of a bargain, economy-class ticket of \$383 to \$585. The agreement between the U.S. and Mexico does not relax limits on takeoffs and landings at Mexico City's busy main international airport. So the first new flights from U.S. carriers will focus on resort towns in Mexico.

Delta Air Lines Inc. announced that on Dec. 17 it will start daily nonstop flights between New York's Kennedy airport and Cancun and between Los Angeles and Los Cabos. It will run Saturday flights between Kansas City and Cancun. Southwest Airlines Co. announced that on Dec. 4 it will start flying daily from Los Angeles to Cancun, Los Cabos and Puerto Vallarta. Southwest plans to fly from Oakland, California, to Los Cabos and Puerto Vallarta starting in February if it gets approval from the Mexican government. American Airlines Group Inc. will begin flying between Miami and Merida on the Yucatan peninsula on Nov. 4 and from Los Angeles to Cancun and Puerto Vallarta on Dec. 15.

Engle, the State Department official, said in an interview that the agreement should help American travelers and increase Mexican tourism to the United States. "We think it will help drive economic growth in sectors well beyond aviation, including tourism and manufacturing," he said. The agreement also covers cargo airlines. It will let U.S. cargo carriers fly from airports in Mexico to other countries without stopping in the United States.

Before you get there, go there on a virtual tour



Gone are the days when planning a trip meant visiting a brick-and-mortar travel agency or picking up the phone to call your travel agent. Today's technology finds travelers researching destinations and hotels via the Internet and booking their own travel online. And really, planning is half the fun of a trip!

Now, thanks to technology breakthroughs, not only can travelers book their own flights and hotels online, they can enjoy reading restaurant menus, reviewing entertainment options, and so much more. By far, the most favorite way to explore when planning is going on a virtual tour. The virtual tour is an integral part in the digital travel revolution. Progress in 3D camera technology now enables 360 virtual tours to mirror closely the way humans see the world, giving travelers a life-like glimpse of where they might stay and the pool they might swim in. The tours show 360 panoramas of a group of interconnected spaces, allowing travelers to check out a luxury hotel, and everything from its bedrooms to restaurants and private beach. Virtual tours combine 360 panoramas so viewers feel like they are there in person. Tours can be viewed from mobiles and tablets to desktops, and on Google Maps, YouTube, and Facebook, making them indispensable for those marketing their travel and leisure products.

And this is merely the beginning. The medium is evolving rapidly thanks to a raft of new technology. One such development is Google's streaming 360 service on YouTube, which lets an online visitor experience a video in any direction. Playing an integral part in the digital travel revolution is the virtual tour. Progress in 3D camera technology now enables 360 virtual tours to mirror closely the way humans see the world, giving travelers a life-like glimpse of where they might stay, and the pool they might swim in. Add to this the roll-out of spatial audio, and hearing sound from all directions just as the in real world.

Augmented reality, meanwhile, has gone mainstream overnight with Pokémon GO. Catching demons may seem a fad, but the interaction between digital and physical worlds of augmented reality is set to stay, particularly its incorporation into virtual tours.

A key driver in the explosion of virtual tours is the signification reduction in the cost and skills required to create them. And with their support on platforms including Facebook and YouTube, their usage will be a first port of call when making travel purchases.

Setting the benchmark for virtual tours is Virtual World Internet. The company deploys a team of videographers and cameramen who travel the world to capture the world's most iconic hotels and travel destinations using the latest 360 technology. Catching up with the Creative Directors of Virtual World Internet, Mark Hakansson and Anjjelo Buenaventura, they explained that Virtual World is a virtual imaging service provider that delivers interactive solutions for a wide variety of applications in the travel and tourism sector. It combines expertise and technological wizardry to create stunning, award-winning virtual tours. For more information, email or visit virtualworldinternet.com.

London sightseeing gets smart with new mobile London Pass



LONDON, England - Visitors to London can now gain access to more than 60 attractions using just their smartphone with the new mobile version of the popular London Pass sightseeing card.

Developed for iPhone and Android, the mobile London Pass downloads straight to the traveler's smartphone, syncing with a dedicated app and bespoke operating software to function as an entry ticket at sites such as the Tower of London, Westminster Abbey and Windsor Castle. Instead of presenting a ticket or physical London Pass, visitors simply scan a QR code contained in the mobile pass to gain admittance at each attraction.

Chosen by more than three million customers since its launch in 1999, the London Pass enables tourists to save money and time on their sightseeing in the UK's capital. And the development of the mobile pass and upgraded London Pass app make a tour of the city's top tourist spots even more convenient for visitors.

The London Pass app becomes an effective mobile guidebook, providing full details of each attraction featured on the pass but offering inspiration too. Insights are given into 15 different areas of the city, as well as suggested themed attraction combinations for visitors - from families looking for a child-friendly day out, to those who want to make the most of being near the River Thames, to those seeking to uncover London's hidden gems.

The app offers plenty of essential tourist information, with a full map of the London Underground system, a map of key public bus services in the city, a detailed layout of attraction locations in central London and also a map of the 'hop on, hop off' bus routes which are included with the London Pass. Information on climate, public holidays and money and direct links to emergency and other useful numbers are also provided, while there is even a list of attractions offering free Wi-Fi for visitors.

"In a recent Expedia and Egencia survey of nearly 10,000 travelers from 19 different countries, 66 per cent said that their smartphone was their most indispensable item when they travel," said Amanda Truman, Director - Product Marketing for the London Pass.

"We are responding by offering our customers what they have always loved about the London Pass - saving money and time on sightseeing, without having to carry cash or buy tickets - in a format that fits with the way they live their lives. It's a complete city sightseeing package on their phone."

Dashboard detailing flight operations at US airports launched



Airlines for America
We Connect the World

WASHINGTON, DC - Airlines for America (A4A), the industry trade organization for the leading US airlines, today launched a new interactive data dashboard designed to provide the traveling public with access to aggregated flight operations information for US airlines and airports

across the country. The dashboard, displayed at airlines.org, was produced in partnership with Global Eagle Entertainment Inc. (GEE) and will provide the current operation status for the top 30 US airports by passenger volume.

A4A partnered with GEE to develop this dashboard as a resource for industry partners and others who have a need for aggregated on-time performance data at the airport level or based on current weather patterns.

The dashboard, tapping into GEE's unsurpassed aviation data analytics capabilities, is complete with scroll-over maps, real-time flight departures, completions, cancellations, on-time performance and weather conditions at the national and local airport level. This new resource also provides a detailed, rolling 30-day analysis of completed and canceled flights. GEE's solution will enhance this offering by adding current analysis tools of all U.S. flight operations.

"Weather conditions can change quickly and have a significant impact on U.S. airlines and the 2.2 million passengers they serve every day across the globe," noted John Heimlich, Vice President and Chief Economist for Airlines for America. "Airline passengers, airlines and airports now have the most reliable and current information about how potential weather disruptions are impacting travel at a specific airport or across an entire region of the country."

"Global Eagle's operations solutions and analytics business is built on our ability to provide real-time, in-depth analysis of increasing amounts of big data produced across the aviation industry," said Bernard Asare, Vice President, Connected Aircraft Solutions for GEE. "This is a powerful and unprecedented approach to data analytics, and we anticipate the A4A dashboard becoming a go-to resource for those in the industry and policy-makers who want to be better armed with information."

FAA issues airline guidance on recalled devices



WASHINGTON, DC - Boarding a commercial aircraft is a bit different for the cell phone users these days, for the announcements about the use of cell phones have suddenly changed. In their safety announcements airline cabin crews instruct passengers not to turn on their Samsung Galaxy Note devices. In addition, the passengers are not even allowed to charge their devices on board.

Following a Consumer Product Safety Commission recall of the Samsung Galaxy Note 7, the FAA is issuing general guidance to airlines about the rules for carrying recalled or defective lithium devices on board aircraft as cargo or in carry-on luggage.

U.S. hazardous material regulations prohibit air cargo shipments of recalled or defective lithium batteries and lithium battery-powered devices, and passengers may not turn on or charge the devices when they carry them on board a plane. Passengers must also protect the devices from accidental activation, including disabling any features that may turn on the device, such as alarm clocks, and must not pack them in checked luggage. The FAA issued the Safety Alert for Operators, or SAFO, in conjunction with a Pipeline and Hazardous Materials Safety Administration safety advisory.

The SAFO urges the airlines: to ensure that cargo and passenger processing employees, and those responsible for cabin safety, are aware of the rules; to ensure that cargo customers are aware of the rules; and to include information and guidance on their websites about damaged or recalled lithium batteries and devices.

The SAFO notes that the hazardous material regulations do not preclude an airline from proactively placing its own restrictions on carrying or using specific lithium battery products on board aircraft, prior to an official government recall or advisory.

Protect Yourself from Phishing and Pharming on the Internet



Two of the most common fraudulent Internet schemes are "phishing" and "pharming". Do you know the difference, and how to protect yourself?

Phishing uses technical subterfuge to send you to a Web site that looks authentic but whose address is just a little bit off from the real thing. For example, the fraudulent address might be www.yourbank-services.com instead of www.yourbank.com. The Web sites of banks and other financial institutions are most commonly counterfeited, but others include eBay and PayPal. When you

go to a fraudulent site, you typically are asked to provide personal information, such as your password, log-on, and Social Security number, which criminals then can use to access your account.

Phishing scammers often rely on fear to motivate their victims, telling them via e-mail that some kind of discrepancy has been discovered regarding their account and that the account will be frozen or made inactive unless they immediately verify certain information. Keep in mind that such notices are almost always scams - reputable companies and organizations never ask for personal information via e-mail.

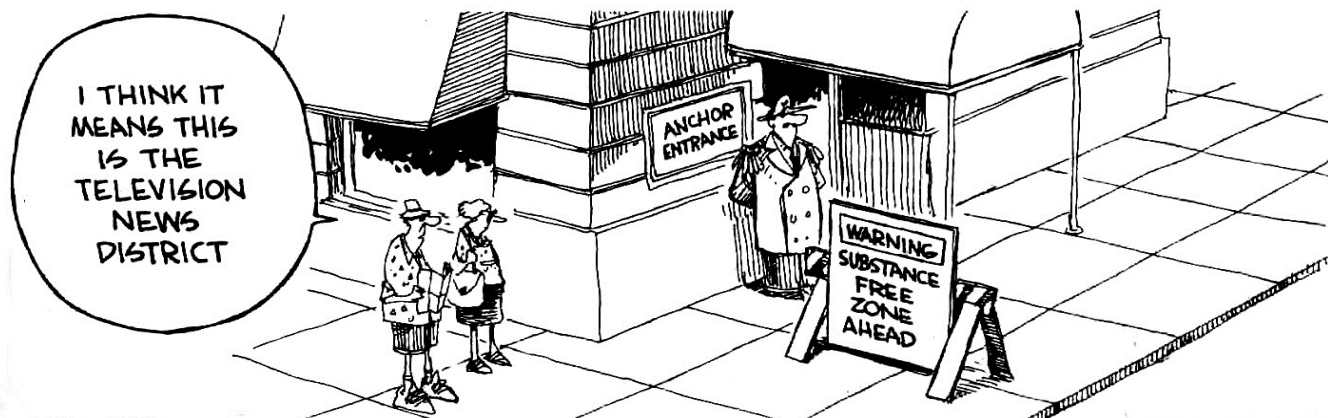
Pharming misdirects users to fraudulent sites or proxy servers, even when you enter the correct address, typically by hijacking or "poisoning" domain name servers, note security experts. It also can involve counterfeit pop-ups that appear as legitimate Web sites. Like phishing, the goal of pharming is to trick you into revealing sensitive information that can be used to access accounts or enable other forms of identity theft.

Internet phishing and pharming have become ubiquitous in recent years, and it's the rare computer owner who does not see such attempts on a fairly regular basis. In fact, according to one study, an estimated 43 percent of computer users have been the target of a phishing scam, and 5 percent have unknowingly given up personal information. The criminals involved in phishing and pharming span the globe. Until recently the United States was the most exploited phish Web site host, but that title is now held by China by a small margin, reports the Anti-Phishing Working Group. Other nations that host numerous phish sites include Japan, Thailand, Russia, and Germany.

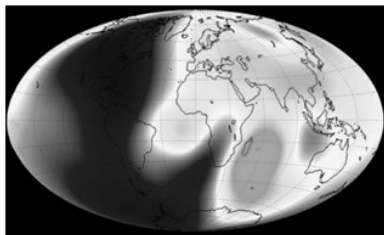
Internet fraud also can result from computer viruses, which are malicious programs that embed themselves into other programs on your computer, and spyware, which are malicious programs that can give criminals remote access to your computer system or personal information. Viruses can infect your computer in a variety of ways, including through e-mail attachments, CDs, Web sites, and downloaded files. Spyware is typically installed on your computer when you click on so-called "Trojan" e-mails that contain links or attachments that end with ".exe" or ".dll". Because of this risk, you should immediately delete suspicious e-mail from individuals you don't know without opening accompanying attachments.

Common signs that your computer has been infected with a virus or spyware include a high volume of pop-up ads, a sudden change in your browser's home page, sudden sluggishness or difficulty when opening a program or saving a file, and the sudden appearance of new toolbars on your browser.

NON SEQUITUR | Wiley



Shifting "Magnetic North"



Magnetic north, the point at the top of the Earth that determines compass headings, is shifting its position at a rate of about 40 miles per year. In geologic terms, it's racing from the Arctic Ocean near Canada toward Russia. As a result, everyone who uses a compass, even as a backup to modern GPS navigation systems, needs to be aware of the shift, make adjustments or obtain updated charts to ensure they get where they intend to go, authorities say. That includes pilots, boaters and even hikers.

"You could end up a few miles off or a couple hundred miles off, depending how far you're going," said Matthew Brock, a technician with Lauderdale Speedometer and Compass, a Fort Lauderdale company that repairs compasses. Although the magnetic shift has little impact on the average person and presents no danger to the Earth overall, it is costing the aviation and marine industries millions of dollars to upgrade navigational systems and charts.

Why is magnetic north shifting? The Earth's core of hot liquid iron is constantly moving. That motion, combined with forces such as the Earth's rotation, dictate the position of magnetic north, not to be confused with geographic north, or the North Pole. "Magnetic north is shifting all the time; it's a continuous process, not an event," said Jeffrey Love, a geophysicist with the U.S. Geological Survey Geomagnetism Program, based in Golden, Colo. Over the past century, the shift has been increasing in speed. It went from creeping as slow as nine miles per year in the early 1900s to more than 35 miles per year in the 2000s. However, that acceleration also is part of natural cycle, Love said. "In 10 to 20 years from now, it might be slowing down," he said.

Currently, the shift creates about a one-degree difference in compass direction every five years, Love said. Accordingly, the Federal Aviation Administration evaluates airport runway numbers every five years, said Kathleen Bergen, FAA spokeswoman. The FAA could not say how many airports are affected. However, scores of large and small airports in the United States have either changed or plan to change their runways' numbers, which are based on compass directions.

Palm Beach International Airport changed its three runway numbers in December 2009 at a cost of \$268,686. That included repainting the runway numbers, replacing signs and updating publications, said airport spokeswoman Casandra Davis. Now the airport's main east-west runway is numbered 10-Left and 28-Right. Previously, it was 9-Left and 27-Right.

Fort Lauderdale-Hollywood International Airport plans to renumber its south runway as part of the \$791 million expansion in 2014, said Mike Nonnemacher, the airport's director of operations. Shortly after that, the north runway numbers will be upgraded, he said. "We wish to keep our runway designations close to what the compass says," Nonnemacher said.

When Miami International Airport's new north runway was built in 2003, it was given an updated number based on the magnetic shift, said airport spokesman Greg Chin. "At that time, we had foresight to number the runway toward where it will be shifting," he said.

Because GPS navigation draws on satellites, it has no reliance on magnetic north. On the other hand, satellites and GPS systems can malfunction. For that reason, Tom Cartier recommends all pilots and boaters keep a compass handy as backup. "The magnetic compass is what gets you home in your boat or plane when everything else quits," said Cartier, a senior deck instructor at Maritime Professional Training in Fort Lauderdale. "It's a very, very valuable piece of equipment." Cartier said large ships and planes have sophisticated electronic navigation systems, but the vast majority of small boats and planes have magnetic compasses and rely on them heavily. "They don't have the money to spend for a sophisticated system," he said. He added that boaters should always bring updated maps, showing the latest corrections for the magnetic north shift, even if they have GPS.

The oil industry also relies on knowing the exact position of magnetic north, as companies use a device, similar to a compass, to determine what angle to drill into the earth, Love said. "They don't drill straight

down," he said. "They need to orient their drill bits to know which way they're going."

Many mobile companies equip smart phones with magnetometers, allowing their customers to see what direction they're heading. Those phones are likely to have a device that adjusts for the shift in magnetic north, said Manoj Nair, a research scientist with the National Oceanic and Atmospheric Administration's Geophysical Data Center.

Humans aren't the only ones affected by magnetic north. Birds that fly south for the winter and some sea turtles that migrate from Africa to South America must learn to adjust their senses so they end up migrating in the right direction, Love said. "Some sea turtles live for a long period of time, up to 100 years," he said. "They have to accommodate the change in the magnetic field, because it changes substantially over 100 years."

EATING IN THE FIFTIES and SIXTIES

Pasta was not eaten in Australia or N.Z.

Curry was a surname.

A takeaway was a mathematical problem.

A pizza was something to do with a leaning tower.

Rice was only eaten as a milk pudding.

Calamari was called squid and we used it as fish bait.

A Big Mac was what we wore when it was raining.

Brown bread was something only poor people ate.

Oil was for lubricating; fat was for cooking.

Tea was made in a teapot using tea leaves and never green.

Sugar enjoyed a good press in those days, and was regarded as being white gold.

Fish didn't have fingers in those days.

Eating raw fish was called poverty, not sushi.

None of us had ever heard of yoghurt.

Healthy food consisted of anything edible.

People who didn't peel potatoes were regarded as lazy.

Indian restaurants were only found in India.

Cooking outside was called camping.

Seaweed was not a recognized food.

"Kebab" was not even a word, never mind a food.

Prunes were medicinal.

Surprisingly, muesli was readily available, it was called cattle feed.

Water came out of the tap. If someone had suggested bottling it and charging more than gas for it, they would have become a laughing stock!!

But the one thing that we never ever had on our table in the sixties:

Elbows or Phones!

Brain cells restored by stem cell therapy following stroke, neurological diseases

By Marie Ellis



When a person has a stroke, blood flow to the brain is interrupted, causing brain cells to die within minutes due to lack of oxygen. In some cases, this can result in paralysis, speech and language problems, vision problems, and memory loss. But in a new study, researchers have shown that stem cell therapy increases nerve cell production in mice with brain damage due to stroke. The researchers - led by Berislav Zlokovic, M.D., Ph.D., from the University of Southern California (USC) - publish their findings in the journal *Nature Medicine*.

According to the Centers for Disease Control and Prevention (CDC), stroke is the fifth leading cause of death in the United States and is also a major cause of disability in adults. The effects of a stroke depend on the location of the blockage and how much brain tissue is involved, but a stroke on one side of the brain will result in neurological effects on the opposite side of the body. For example, a stroke on the right side of the brain could produce paralysis on the left side of the body, and vice versa. A stroke in the brain stem can affect both sides of the body and could leave the patient in a so-called locked-in state, where the patient is unable to speak or move the body below the neck.

Given that about 800,000 people in the U.S. have a stroke each year, the researchers of this latest study wanted to investigate potential therapies. The researchers say their therapy is a combination of two methods. One involves surgically grafting human neural stem cells onto the damaged area, where they are able to mature into neurons and other brain cells. The other therapy uses a compound called 3K3A-APC, which has been shown to help neural stem cells that have been grown in a petri dish grow into neurons. But the researchers say it was not clear what effect the molecule - called activated Protein-C (APC) - would have on live animals. As such, the team used mice for their experiment, and they found that a month after inducing stroke-like brain damage in the mice, those that had received both the stem cells and 3K3A-APC performed much better on motor and sensory function tests, compared with mice that received only one of the treatments or neither. The researchers also observed that the mice given 3K3A-APC had more stem cells survive and mature into neurons.

But how did the researchers induce stroke-like brain damage in the mice? They disrupted blood flow to a specific brain area. Then, 1 week later, which is the mouse equivalent of several months in humans, the researchers inserted the stem cells next to the dead tissue and administered either a placebo or 3K3A-APC. "When you give these mice 3K3A-APC, it works much better than stem cells alone," says Dr. Zlokovic. "We showed that 3K3A-APC helps the cells convert into neurons and make structural and functional connections with the host's nervous system."

The researchers also looked at the connections between the neurons that grew from the stem cells in the damaged brain region and nerve cells in the primary motor cortex. The team found that the mice given the stem cells and 3K3A-APC had more neuronal connections - synapses - that linked those areas, compared with the mice given the placebo. Then, when the researchers stimulated the mice's paws with a vibration, the neurons that grew from the stem cells exhibited a stronger response in the mice that were treated. "That means the transplanted cells are being functionally integrated into the host's brain after treatment with 3K3A-APC. No one in the stroke field has ever shown this, so I believe this is going to be the gold standard for future studies." Said

Dr. Berislav Zlokovic.

Following on from this study, the researchers want to pursue another phase II clinical trial to examine whether the treatment combination can encourage the growth of new neurons in human stroke patients to improve function. They say that if that trial is successful, it could be possible to test the therapy's effects on other conditions, including spinal cord injuries. "This USC-led animal study could pave the way for a potential breakthrough in how we treat people who have experienced a stroke," says Jim Koenig, Ph.D., program director at the National Institute of Health's National Institute of Neurological Disorders and Stroke (NINDS), who funded the study. "If the therapy works in humans," he adds, "it could markedly accelerate the recovery of these patients."

How to Avoid a Total Knee Replacement

By Dr. Kevin R. Stone



First of all: Don't get hurt. Once you injure your knee—if the meniscus cartilage, articular cartilage or ligaments do not heal normally, or are not repaired, reconstructed or replaced quickly—the knee may develop arthritis. That's because loss of function of any of these key tissues means an increase in concentrated force on the joint surface, and early wear. An analogy to a car tire comes pretty close. If your car is out of alignment, the tires wear very rapidly. So does your knee. If you do get hurt, insist on accurate diagnosis and, if necessary, surgical reconstruction to

restore full function. Don't accept less. The following cases will illustrate some of your potential hurdles, and solutions:

The most common patient story we hear is: "I injured my meniscus cartilage and they took out part of it. Now I have arthritis. Isn't there just a shock absorber you can put in my knee?" The answer is yes. It is called the meniscus. It is available as a collagen scaffold (to regrow part of the meniscus) or as a full allograft (human tissue) to actually replace the meniscus.

The second most common story is, "I tore my ACL and it was reconstructed. Now I have arthritis." The data show that 50% of people with an ACL injury will get arthritis. This is partly due to the force of the original injury, but also due to the inaccuracies of ACL reconstruction techniques. The surgery either fails to restore normal biomechanics, or the harvesting of the patient 'sham strings or patella tendon (to rebuild the ACL) weakens the knee—leading to abnormal motion and early wear. The answer here is anatomic ACL reconstruction, which restores the original knee anatomy as closely as possible. This includes the use of off-the-shelf ACL replacement devices. In the U.S., this will be an allograft; in Europe, either an allograft or the newly available Z-Lig animal-derived tissue. Long term data will be needed to determine if these alternatives diminish the arthritis. In any case, by using an off the shelf device, you are not injuring one part of the knee to restore another part.

The third most common story is: "I damaged my articular cartilage, and the doctor shaved it away." Cartilage restoration procedures have advanced to the point where damaged cartilage can now often be repaired rather than removed. At Stone Clinic, we often use a paste graft technique. We have more than 20 years of data demonstrating that paste grafting the lesion leads to effective cartilage repair. Other orthopedic centers have other techniques which also have promising long term data.

The days of hearing "remove the meniscus", "cartilage cannot be repaired", "live with your arthritic knee until you have a knee replacement", are in the past.

The fourth most-heard story is: "I have arthritis, and have been told I need a total knee replacement." This scenario has four possible outcomes. One is that the joint spaces are still open. In this case the patient can be treated with lubrication, growth factors and physical therapy, diminishing many of the symptoms but not curing the problem. Two is that the joint spaces are open and the cartilage can be restored with a biologic knee replacement. Three, the X-ray shows only one part of the knee is bone-on-bone. Here, a partial knee replacement using a MAKO robot can be performed, saving the rest of the knee. Four is that the arthritis has progressed to severe deformity in multiple parts of the knee, in which case a total knee replacement really is the best option.

The reason this is last option is that 50% of people with a total knee replacement have pain at ten years, and there is a high revision rate in the first two years. The replacement knees are not normal, and there is no going back to a biologic solution once the knee is completely replaced.

So while a total knee replacement is a great solution when and if the knee is completely worn out, we advocate exhausting the other options first. The best advice is if you get hurt, fix the damage immediately....and avoid arthritis.

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

Aviators

To those who understand the world of flying. From a collection by George H Martin



You see them at airport terminals around the world. You see them in the morning early, sometimes at night. They come neatly uniformed and hatted, sleeves striped; wings over their left pocket; They show up looking fresh. There's a brisk, young-old look of efficiency about them. They arrive fresh from home, from hotels, carrying suitcases, battered briefcases, bulging, with a wealth of technical information, data, filled with regulations, rules. They know the new, harsh sheen of Chicago's O'Hare. They know the cluttered approaches to Newark; they know the tricky shuttle that is Rio; they know but do not relish the intricate instrument approaches to various foreign airports; they know the volcanoes all around Guatemala. They respect foggy San Francisco. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the very narrow Berlin

Corridor, New Orleans' sparkling terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather; they recognize the danger of an ice-slick runway at JFK. They understand short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency.

They marvel at the exquisite good taste of hot coffee in Anchorage and a cold beer in Guam. They vaguely remember the workhorse efficiency of the DC-3s, the reliability of the DC-4s and DC-6s, the trouble with the DC-7 and the propellers on Boeing 377s. They discuss the beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707 on a clearway takeoff from Haneda, and a Convair. The remoteness of the 747 cockpit. The roominess of the DC-10 and the wonderfully snug fit of a DC-9. They speak a language unknown to Webster.

They discuss ALPA, EPRs, fans, Mach and bogie swivels. And, strangely, such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence; they know what it means to fight for self-control, to discipline one's senses.

They buy life insurance, but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves, their crew and what they are doing.

They concede the glamour is gone from flying. They deny a pilot is through at sixty. They know tomorrow, or the following night, something will come along they have never met before; they know flying requires perseverance and vigilance. They know they must practice, lest they retrograde.

They realize why some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror." As a group, they defy mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic, yet bonded together. They are family people. They are reputedly overpaid, yet entrusted with equipment worth millions. And entrusted with lives, countless lives, behind and below him.

At times they are reverent: They have watched the Pacific sky turn purple at dusk and the stark beauty of sunrise over Iceland at the end of a polar crossing. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow on the Rockies.

They remember the vast unending mat of green Amazon jungle, the twisting Silver road that is the father of waters, an ice cream cone called Fujiyama; the hump of Africa. Who can forget Everest from 100 miles away, or the ice fog in Fairbanks in January?

They have watched natural and man-made satellites streak across a starry sky, seen the clear, deep blue of the stratosphere, felt the incalculable force of the heavens. They have marveled at sun-streaked evenings, dappled earth, velvet night, spun silver clouds, sculptured cumulus: God's weather. They have viewed the Northern Lights, a wilderness of sky, a pilot's halo, a bomber's moon, horizontal rain and snow, contrails and St Elmo's Fire.

Only an aviator experiences all these. It is their world. It once was mine. It will be missed, forever

LETTERS

BOB ALDRIDGE—Leonardtown, MD
I'm still having a fine time here on the shores of Breton Bay. I just turned 79 and still very active. I have to be, my late wife's oldest friend has just become my fiancé.
Life is good. *Bob*

MRS. LAURIE ANDERSON—Seattle, WA
September 27th.....always has been a favorite day of mine.....Dick's birthday. However, with his passing on June 7th this year, that day will soon be a memory. Fortunately, on August 14th more than 250 friends and relatives joined with me in a "Celebration of Dick's Life" at Horizon House in Seattle.....our lovely continuing care retirement community in the heart of downtown Seattle. Representing United Airlines' pilots was Bill Shumway, long-time friend and also a resident of Horizon House. Bill expressed his thoughts about Dick with dignity and humor. Photographs from past RUPA conventions we attended over some 25 plus years were shown as were memorabilia such as model airplanes flown during his Navy and United career. It was heart-warming to have so many United pilots or wives in attendance for which I am truly grateful.



But, as they say, life goes on.....and, while it will never be the same without Dick, I know he is "up there watching over us" and sending his love to all.

I will continue to be a part of the wonderful RUPA family and look forward to receiving the *RUPANEWS* each month. Sending a check to continue on with this great group.

Thanks to all who continue to work so hard for all of us! *Laurie*

BOB BENZIES—Monterey, CA
Wild Bill Elliott: Way back in the early 70's, as in 40 plus ago, I definitely was a lot younger then and a DC-8 second officer. That is when I first began flying with "Wild Bill" Elliott from SFO to HNL.

I quickly learned to look forward to Wild Bill's preferred layover restaurant, overlooking Waikiki Beach, where we were served by his favorite waitress, who provided each of us pre-dinner special coffee cups that allowed – only each of us – to clearly see the ice cubes and the olive on a toothpick. Yes, that beverage was crystal clear and really tasted great. It is still my favorite drink - minus the coffee cup.

A little over a year ago my wife, Cindy, who was also a UA flight attendant, and I were able to spend an afternoon with Bill at his home in Waianae, HI. We really had a great time recalling our many fun times together.

One of our favorite memories was of a picture I had taken, from my engineer's seat, while we were mid-way to Honolulu and Captain Elliott was taking a nap with his chair reclined and the sun glinting off his sunglasses. The best part included the instrument panel showing our cruise altitude and speed.

Unbeknown to Bill I had that picture blown up into a large, movie sized, poster that I then had mailed to him, with no identification as to who took the picture or whom it was from. The only identification I included was a contact phone number – dial-a-prayer!

Yes, I let him stew for a couple of months before I finally fessed up that it was me. Bill informed us that he actually still had that poster! (Wow, 40 years later!)

Cindy and I are very sad to learn of his passing. We very much enjoyed his company in all the years

with UA and most especially that we were able to see him one more time in Waianae, HI.

Aloha Wild Bill. Fondly, **Bob & Cindy**

JIM BURRILL—Wooster, OH

I thought the RUPA news was pretty good 21 years ago but it just keeps getting better. Thanks RUPA volunteers!

Times fly and now it has been 66 years since starting a wonderful career as a pilot in 1955, flying PB5A's, DC-3s, T-33's, as well as a couple other tail draggers, and finally retiring in 95 on the 757/767, great planes but I think the 727 was the F-86 of airliners.

The past year has included serving as light house keepers at the Old Mission Bay lighthouse north of Traverse City, MI for two weeks, spending three summer months at The Villages, FL to see if the heat and humidity was any worse than Ohio. It isn't but we are not planning to move there, although we did enjoy that area.

In late September we were called to go and rescue my brother in Cedar city, UT. His wife had passed on 5 years ago and he had been diagnosed as having Alzheimer's and needed help. After a stop in Jacksonville, FL where my daughter and family live, we had a wonderful drive to Cedar City with a number of sightseeing stops along the way. We were able to help him get straightened away and after a month convince him that he needed to be living in an assisted living facility. The best we could find and have regular contact with him was here in Wooster, OH. We had another great trip driving home, which Skip seemed to enjoy and he does like Brookdale assisted living.

In November I was diagnosed with prostate bone cancer and decided to volunteer for a clinical trial at the Cleveland Clinic. The trial includes five pills in the morning and another different five at night. After nine months my PSA is undetectable and the bone cancer has stopped spreading. An interesting note: Only six percent of the possible candidates chose the clinical trial instead of chemo. About the only side effects are loss of memory and afternoon fatigue. Couldn't possibly be caused by anything else?

We have not done any out of state travelling in 2016, but there are lots of museums and wineries to visit and of course the CLE Crazies meetings here

in town. We will celebrate Thanksgiving in Jacksonville, FL with family.

Till next year. **Jim**— EWR, LAX, CLE, LAX, ORD

HAL CAMPBELL—Weaverville, NC

It's been awhile since I wrote a letter and I notice the letters in the RUPA magazine are becoming fewer and fewer. I also notice I'm recognizing fewer and fewer names as I reach my 86th birthday next month. Pat and I have just about given up traveling, except to ATL to see our son and daughter and our 8 grandkids. Two are in college now and they range in age from 5 to 21!

I had to give up golf in 2002 and Pat tennis about 2008. We became interested in bridge again after a 30-year absence and now we take lessons and play duplicate bridge 3-4 times a week. We don't play in the tournaments except for those within a 2-3 hr. drive; it's just too much for our bad backs these days. However, we're doing pretty good compared to a lot of old friends.

It's hard to believe we've lived in Weaverville, NC., for the last 22 years. That's longer than I've lived anywhere else in my life, including growing up. We live in a 130 unit Towne Homes development that we've seen grow from 25 units. After serving as President for 10 years and a total of 18 on the Board, I finally gave it up last year. I can't say I miss the headaches of being a board member.

We're isolated from United retirees here and I don't think I've seen an old friend for at least 18 years. However, email lets me keep up with about 5 pilot friends and along with the magazine, that does let me know a little about what's going on at United. It's amazing the amount of work our RUPA volunteers put in and we should all be very thankful for their efforts. **Hal**, ORD, CLE '66 - '93

MRS CECILIA COLES—Belvidere, IL

This is Don's birthday month, so time to mail renewal check. He would have turned 79 years old. Today is 6 years 7 months since he flew to heaven. I guess God wanted him after living such a good life as husband and father. We all miss him dearly. Since God made him specially for me, I'm grateful for the 53 years of a very happy marriage.

I don't travel much by air, just once a year to a timeshare in Maui.

I read the magazine from cover to cover. Thanks to

all you volunteers for all the hours you put into the *RUPANEWS*. I especially enjoy the jokes.
Sincerely, *Cecilia*

ED CUTLER—Denver, CO

Hi, Cleve, Well, it's happened again: My birthday sneaked up behind me and then flew on by before I even paid attention! Every year, same story... So I'm late again, but I sent my dues check to Leon, including a little extra to assuage my guilt feelings.

A funny thing happened to me and my wife this last spring on the way to catch a ship for a cruise. Not funny ha-ha, but perhaps of interest to old airline pilot types. Our ship was due to get underway at 5 p.m. on March 25 from Miami, destination Monaco with stops at Bermuda, etc. We had tickets on UA, DEN-MIA non-stop, on March 23. On March 23, the skies opened up with a monster blizzard, white-outs everywhere, and of course DIA shut down totally. The next day, UA booked us to fly on the only flights with seats available to Miami via SFO with connections to HOU and MIA! It would have gotten us to MIA with sufficient time - just barely - to make the transfer to the ship before it sailed. But of course, everything had to run on schedule, which was not to be. Our arrival at SFO was late and we missed the flight to HOU by 5 minutes. The next available flights got us to MIA at about 2 a.m. on Oct. 26.

So we had two options: Bag the whole trip and return to DIA, or buy tickets on American at \$1,000

for the short flight to Bermuda and pick up the ship there. We chose the latter option. Fortunately, we had trip insurance, which eventually made us whole. What an adventure - NOT! But we did get to visit some very interesting places, including Bermuda, Toulon, France, Monaco, and Milan, Italy. Travel is broadening, so they say... *Ed*

DON DIEDRICK—Kailua-Kona, HI

Greetings Leon and thanks for your timely Newsletters-all our Members are well informed as a result.

Our Stargazers (Hawaii-Big Island) are enjoying our monthly lunches (third Thursday at the Fish Hopper in Kona).

A relatively quiet year but did visit the Chicago Motor Show in February and visited our two kids there. Our eldest daughter lives in Washington D.C. and we intend to visit her in October. Our November New Zealand cruise has been replaced with a similar one in April next year.

Jen and I are enjoying our new home here, avoiding much of the warm, humid coast since we are at 2,250 feet elevation.

Look forward to the interesting articles in the RUPA monthly news and thank all those who make the effort to maintain contact with our Membership. Sadly, I take note of Captains with whom I flew passing away at a relatively young age.

Best wishes to you and yours. Dues paid online today. Regards, *Don*, ORD.

PHIL FOSS—Lake Forest, IL

Getting to be that time again with almost fifteen years out of the fast lane. Debi and I are busy with kids, grand-kids, housework, vacations and an elderly parent. Debi's dad lives with us from May to October and spends his winters in his home in West Palm with my daughter as his minder. Not a bad arrangement as he is almost 96 and his brain and body both still work. Not as efficiently as once was the case, but they work nonetheless.

Events this year include our usual residency in Princeville, Kauai January through March. Home for a couple weeks in April til we joined Bob and Barb Beavis on a short thirty-day cruise around Europe. It started out as a crossing out of FLL and stopped in Bermuda then across to London, France, Germany, Liverpool, Ireland (four stops), Scotland (four stops), Belgium and then back to London. Got



home late for spring garden planting and a lot of long grass, but we caught up.

Next was a sad trip to PIT to help my cousin bury his daughter who had been bed-ridden for the prior ten years. A mixed blessing for him as he had been her care-giver 24/7 for that period and now is free to pursue his retirement. She was a sweet and always-smiling young lady, and will be missed.

At the beginning of August we took our two granddaughters (ages 17 & 15) to New York for their annual trip with us. A week of doing all the touristy things including a couple of plays, a visit to the new Trade Center as well as a memorial museum tour. Boat trip around Manhattan with visits to the Statue and Ellis Island. Meals at Sardi's, Carmines, and other places of ill-repute. The youngest now wants to live in New York, the oldest prefers Chicago. Highlight for me was the naked ladies of Times Square with their bodies painted to appear as though clothed (couldn't fool an old pilot, though). Lesson learned from this visit was you can either take a thirty-day cruise or sponsor four people in NY for a week, for the same money.

Next up is our annual family reunion, Thanksgiving, Christmas and getting our teeth cleaned.

The other day, I was going through old paperwork trying to purge my filing cabinet of worthless files when I opened the drawer with tax returns. Got a bright idea to add up my total UAL earnings for the entirety of my UAL career. I matched that number against the balance in my B- fund (PDAP, now PRAP), and guess which was larger? As a hint I will tell you I am not a great investor, but kept my B-fund in equities most of the time to date. It is a tribute to the power of compounding and market gains over the long haul to report that as of September 2016, PRAP is the winner (I cooked the result to the extent that I added back the four years of Minimum Required Distributions I received as a result of being 74 years of age). This may be an aberration or an object lesson to newly retired pilots who plan to live a long time, as I have never owned a bond. I attribute a big part of this result to not paying any 'advisory fees' and the low cost of equity investments available through PRAP.

Now that I have alienated all those individuals who make their living advising their fellow pilots how, in what, and when to invest their funds, I will quit for this year and try to dream up something equally

devilish for next.

My thanks to all the RUPA volunteers for making this blog possible. *Phil* (ORD 1969 – 2002)

MRS. GEORGE KANE—Tequesta, FL

Thank you all for *RUPANEWS* - it is the only way to keep abreast with topical issues especially when it comes to travel.

In May of this year I spent the first anniversary of George's passing at NAS Pensacola, FL. I was there to attend the internment of one of his NAVCAD classmates, 3-60. It was a poignant honor to be surrounded by so many men who had bravely served their country as Naval Aviators. A salute to the wings of gold. *Emily*

HERB MARKS—Federal Way, WA

Number 89 rolled around and I'm still kickin'. My present goal is reaching 90 and so far I'm feeling fairly confident I can make that, unless something awful creeps up on me. So far I got through that last year without anything serious. About my only complaint is that I seem to be having increasing trouble with memory. I rely on Ruthann to come up with words that just won't get out of my mental computer. I've also been a very active user of going to Siri on my iPhone6 to come up with a lot of my failed memory problems. To those of you still using crank type phones on the wall, Apple hires Siri to sit by her computer 24/7 to find answers to my problems. She is remarkably intelligent to most of my requests. She has a sense of humor though when I start pushing her a little and she'll tell me I shouldn't be asking questions like that for a man of my age. (As you might tell, Siri is just a voice from a computer)

What did we do this last year? Practically nothing. We didn't use a pass, didn't go on a cruise, or have any reason to go to Emergency Room at the hospital. Our motorhome sits practically unused in the storage lot, except for one trip to Canon Beach, Oregon, and another to the Washington Coast. My stamina limits me to nine holes of golf a week, and this is using my golf cart to get around the course.

A couple months ago I was asked to write the monthly letter from our Seattle RUPA group. In it I included the news of the relocation of our #1 727 with a flight from Paine Field, Everett, WA to the Seattle Museum of Flight at Boeing Field. I went to see it a few days after it arrived here. I was

astounded by the sight of this beautiful airplane. It took about twenty years to rescue it from destruction to nearly full airworthiness condition. I had brought my Captain's hat along so I could have my picture taken standing in front of this beauty. An inside tour of the cabin was allowed but not in the cockpit. This ultimatum was given me by a woman docent tending to the airplane. I explained to her that I was one of very many United Pilots who had actually flown this airplane while it was in service and that I had flown United 727's, including this one, for 19 of my 35 years with them. She was not impressed. She firmly refused to let me up front, saying she was afraid that I would do damage to the contents. My comments to her was that in the many times I had actually flown that airplane while it was in service, I had tried my very best to prevent any sort of damage to the front part of it as well as all the other parts that followed. She took her job very seriously and all I was able to do was to get pictures of the cockpit from the cockpit doorway. I will try to send a copy of this picture and see if Cleve feels he can use it.

As some of you who actually read the RUPA magazine, you might have seen previous birthday letters I have written about all the United airplanes that I have flown in my career. The last one was to be with this letter about my time with that beloved 727. So in order to try to be brief I am deferring that part of this letter for perhaps next year.

I just got my latest copy of *RUPANEWS* with a beautiful picture of a 787 sporting what I assume is going to be United new logo. It's going to take some getting use to, I think. I just hope they put



this logo on both sides of the vert stab without any reference to Continental. Seems right since United was considered to be the surviving airline.

This will do it for this year. Hope all of yours are good ones too. And I must mention the fact that we have a very good staff putting out this monthly journal. You're doing good, guys. *Herb*; SEAFO

PAUL MATTSON—Frisco, CO

Hello Fellow Ruparians, Two years into retirement and I hit 63 in October. This retirement gig is rough. No one ever told me that you never get a vacation and never have a day off. Sixty-one was a great age to retire!

This past year I bought an Epic Pass AND a Colorado Pass, giving me unlimited skiing at all of the Summit County, Colorado resorts plus Vail and Beaver Creek and several days at Purgatory and Taos, of which I took full advantage. A good friend from Northwest/Delta, who also retired at the same age, invited me to join him and a few friends on a ski tour in the Italian Alps and we spent two weeks on the Ortler Tour, skiing from hut to hut, where beds, showers, draft beer, good wine and good food were the norm. Days were spent skinning up and skiing down in unseasonably warm and slushy snow. Way different from the hut tours in Colorado where you carry everything.

In May I embarked upon a long planned solo, self-supported bicycle tour around the Baltic Sea. I flew UAL to Amsterdam and retrieved my bicycle from baggage claim where I said some very bad and uncomplimentary words about TSA. Fortunately, I could repair the damage to the bicycle, nothing was lost, and after a few hours I was pedaling northwards. I rode through Holland, Germany, Denmark, Sweden, around the northern end of the Gulf of Bothnia, spent one whole day above the Arctic Circle, rode south along the coast of Finland to Helsinki, ferry to Estonia, and stopped in Latvia. Obligations at home prevented me from completing the circumnavigation so I flew from Riga to Berlin, left my bicycle with friends and will complete the trip next summer. The total was three months and 3,585 miles with no flats or mechanicals (other than TSA) and 9 ferries. Along the way in May, I completed the 235 km Fietselfstedentocht in Friesland (Holland) with 14,000 of my 'friends'. In June I completed the 300 km Vatternrund in Sweden

with 21,000 cycling friends with a time of just under 12 hours. An average day on the tour saw a consumption of over 6,000 calories and yes, I have callouses on my butt. (photos at paulsbaltictour.blogspot.com). It was a fantastic trip and I would do it again in an instant, and probably will. I met several long-distance cyclists in their 70s, still at it and having a blast.

When home, I stay active in the Bluegrass Music scene, singing and playing my guitar at as many jams and festivals as I can manage to attend. I do not play in a band as playing in a band is a JOB and I don't want another one.

I still have the Cessna 185, but for the first time since 1973, I do not have a current medical or flight review since they both expired while I was on the bicycle. Both are on this week's agenda and then start flying the towplanes again for the Soaring Society of Boulder and find more back country strips for the 185. One day I'll begin learning to fly gliders. Is it cocktail hour yet? *Paul*

ROD MC CALL—Endicott, WA

Greeting, something went astray here...Let's try this again.

Cell phones don't work when away from the house, so I don't have one. Since my ID theft experience a few years ago, I haven't used e-mail at all.

Late fall is when the freezer gets filled with deer, elk, ducks, geese and pheasants. Winter is prime pelt season, so I stay here in the snow. Mail is slow in and out of here, so expect delays.

About the only people keeping track of events around here are our neighbors and, in our 25 square mile area, there are only 10 or 12 people and hundreds of critters, mostly cattle. All things considered, it's a pretty peaceful existence, even when the USAF C-17's come by. They're really quiet, the cows don't even stop what they're doing to look, but I do. *Rod*

LEW MEYER—Battle Ground, OR

Like many, downsizing seems to be part of the aging process. Two years ago my wife announced intentions to also downsize. This past June I realized downsizing include me. I can't speak from past experiences or others, but this transition has proceeded quite amicably and continues like it was

meant to be.

3,000 miles west and I have family 15 minutes away in three directions. Google Earth shows open space on two sides, which translates into a pleasant quiet environment I enjoy. (808 NW 18th Ave, Battle Ground, WA). A hardware store is store is a 15-minute walk away and good Washington State wines make a frugal old Captain happy.

EK Williams' note in the *RUPANEWS* brought invitations from 3 local UA types to join them for the Portland Geezers luncheon. PDX is a handy 30 minutes away and the welcome mat is out. Yup, think I'm gonna to like it here.

Cleve and Leon thank you for your MANY years of service at the helm of RUPA. Few other professions have the after retirement comradery we enjoy thanks to the work you and others do. *Lew*

MRS. EMILU RICHARD—Littleton, CO

Thank you to everyone who gives their time and effort to publish the *RUPANEWS*. I look forward to receiving it every month and enjoy reading letters from the members, along with the many interesting and informative articles.

I am enclosing my check with thanks for the great job you do! Your hard work is very much appreciated. *Emilu*

JON ROWBOTTOM—Salinas, CA

It will be ten years in October since I parked the 747-400 at the SFO International Terminal and I wonder where the time has gone. First there was three years working for Boeing as a Flight Instructor, which I was very thankful for given the reduced pension. I enjoyed the instructing immensely. It was those very late night sim periods that were not fun, crawling out of the box at 0200 and still having to de-brief. But then it became obvious that instructing on the 787 would require long periods overseas. I felt that was unfair to Jane. My portfolio had recovered from the bubble burst and I really retired in 2010. Since then we have traveled a little, enjoyed our six grandchildren, continue to ski in the winter and play golf the rest of the time. Our health continues to be good which we are very thankful for. All said and done retirement has been good.

My thanks go out to Cleve, Leon, Cort, Bob, Phyllis and Larry for their dedication that benefits all of us. *Jon*, SFOFO

CLIFF SCHUTZ—Mallorca Spain

THANKS for the September issue, which arrived on the sixth, and again is a cover-to-cover read.

So many will be so grateful for the help when a RUPA member's estate must be settled, and that's just ONE area you address!!

I am humbled by the obvious effort which you, Cleve, and all the RUPA staff put forth on behalf of the membership. Must make the line flying you did look like a vacation! Gratefully, *Cliff*

CHUCK THOM II—Litchfield, AZ

As a 747-400 Captain, I completed my final flight, SFO-SNY-SFO, the day before 911, and that tragic event finally caught up with me. Foreclosure in 2014 gave way to Chapter 7 last month, but won't be final for 3-4 months. Sandie's prohibitive Alzheimer's care facility expenses since Nov. 2014 has run me dry. We are now divorced.

However, God continues to bless me with good health. Fast walking with "Nordic Sticks" about 3 miles (day 1), bike riding for an hour (day 2) and the gym (day 3), 6 days a week, have been augmented by a new positive attitude on life. This was brought on by the appearance of my Guardian Angel, Wendi, now my fiancé, who also got me re-involved with the church, including baptism.

Our new son, Kieran Charles Thom, was born June 18, and is in robust health, very handsome, and extremely well behaved. Wendi and I are devoting a lot of time to the little, and are very proud of him.

HOW POLITICS WORKS !

I told my son "I want you to marry a girl of my choice!" He said "NO!" I told him its Bill Gates daughter!!! He said "OKAY!" I got in contact with Bill Gates & told him "I want your daughter to marry my son!" He said "NO!" I told him my son was the CEO of the World Bank! He said "OKAY!" I Went to the President of the World Bank & told him to make my son CEO of the Bank! He said "NO!" I told him my son was Bill Gates Son in Law! He said "OKAY!"

That's Exactly how Politics works....

His room and much of his clothing are in aviation décor. Wendi is also a private pilot, and I was her flight instructor.

Wendi encourages me daily to continue exercising, both physically and spiritually, so that I can watch and nurture Kieran's development as long as possible.

I would like to say something about a good friend of mine, Lary Freeman, who passed away earlier this year. Lary and I were high school buddies, and I was later surprised to learn he had gotten into the late 1960's UAL program in which he was hired, then got his private pilot license at UAL expense.

We kept in touch ever since, and I attended his retirement party in San Diego. Lary was a fine gentleman and will be missed.

Thanks to all the RUPA staff, past and present, for all your fine and unselfish work in keeping the old spirit of UAL alive and well! *Check*

IN MEMORIAM

LARRY E. DILL

Larry Dill passed away in Boulder, Colorado July 21, 2016 from pancreatic cancer shortly after being diagnosed. He was 67 years old.

Larry was born in St. Francis, Kansas in 1949. During the next fifteen years Larry and his family moved from St. Francis, Kansas to Nebraska and lived in Trenton, Superior, Arapahoe, McCook, Valentine and Ainsworth. The family moved to Pueblo, Colorado when Larry was fifteen After graduating from South High School in Pueblo, Larry went to Colorado State College.

In 1966 Larry went to work for Pan Ark Aviation. He learned to fly and received a commercial, instrument, multi engine and flight instructor rating by the time he was eighteen years old. Over the next five years he worked in various flying jobs. He was a flight instructor, flew for the US Army, the National Forest Service, the Department of Defense, private corporations, a high altitude survey and photography service and various charter services. At the age of 23 Larry went to work for Rocky Mountain Airways. He served as First Officer and Captain for Rocky Mountain Airways until 1978.

In 1978 Larry joined United Airlines. He had an



illustrious career at United that spanned 36 years before he retired in 2014. While at United he flew the DC-10, DC-8, B-737, B-727, B-777 and A-320/319. He flew Second Officer, First Officer, Captain and Line Check Airman as a line pilot. He worked as a flight training instructor, in the flight test department, as a simulator test pilot, in the new hire department, and in the personnel department. He was flight manager for the B-737, B-727 and A-320. Larry was Fleet Captain of the B-727 and A-320. He was manager of development and delivered the first Airbus when United brought the A320 into service. He was involved in both company and ALPA positions during his career at United. Larry was named Captain of the Year and received many awards for his flight safety work.

In 1985 Larry married Carol Domenico. During the thirty-one years they were married he enjoyed two daughters and three grandchildren. Larry's most cherished life achievements were being a husband, father and grandfather. He was very proud of his daughters Kristen and Cory and felt honored to share in all of the special moments of their lives. Larry's grandchildren Evan, Ashley and Andrew were the joy and passion of his life. They filled his final years with laughter, pride and incredible love.

Larry is survived by his wife Carol, Daughters Kristen (Evan) Lyons and Cory Shaw and grandchildren Ashley and Andrew Shaw.

CHESTER B. "CHET" HECTOR

Chet (90) passed away peacefully on 8/16/2016 surrounded by his family. He was born in Flaxton, North Dakota and served in the Army during WWII. Following the war, he flew for United Airline for 35 years.



Chet is survived by three children, four grandchildren, and two great grandchildren.

In lieu of flowers, the family has requested a donation to the Alzheimer's Foundation.

ALLAN EDWARD SNOOK

Allan Edward Snook ("Al"), 75, was born on October 21, 1940, in Decorah, Iowa. Al died August 26, 2016, at Porter Hospice in Centennial, Colorado, after a long and courageous fight against cancer.



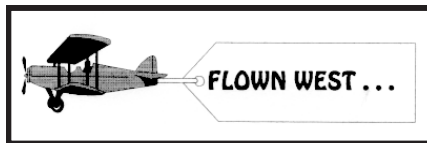
Al grew up in Iowa and attended Wartburg College in Waverly, Iowa, graduating in

1962. He then entered the Marine Corps and started his tour in the Naval Air Basic Training Command as a student naval aviator. He graduated from jet training and received his wings in 1964 and his first duty assignment was in El Toro, California, attached to the VMA-211 flying the A-4 "Skyhawk." He served in Viet Nam from November 1965 until December 1966, receiving a Navy Commendation Medal with Combat "V" for meritorious service and valorous actions in direct contact with an enemy. Upon Al's return from Viet Nam, he served as an instructor in advanced jets at Training Squadron 21 in Kingsville, Texas and was honorably discharged from the Marine Corps in April 1969. In May 1969, Al began a career as a pilot with United Airlines and in 1978 moved his family from Ames, Iowa to Parker, Colorado. He achieved the rank of Captain in 1990. Al was awarded DENFO Captain of the Year in 1994 and received the Customer Satisfaction Award in 1999. During Al's tenure with United, he also served as a Standards Captain in the Denver Training Center and as the ALPA MEC (National) Training Committee Chairman. Al retired from United in October 2000.

Al had a gift for teaching and lived his life as an extraordinary example of a servant leader. He was an active member of Joy Lutheran Church, faithfully serving his church family in many ways, he volunteered for Douglas County Open Space and he served in a number of roles in the Cub Scout and Boy Scout programs over many decades. Al has been recognized with many awards, including the Silver Beaver Award for his exceptional service to scouting. He will be remembered for his strong faith; his friendliness, sense of humor and ready smile; his leadership and remarkable work ethic; his calm demeanor; his honesty, integrity and "telling it like it is;" for always "showing up;" and for making an impact. And for all of this, Al would not take the credit but would instead give all credit to God. That's just the kind of man he was. He was respected, admired and loved by those fortunate enough to know him and he will be deeply missed.

Al is survived by his beloved wife of 51 years, Marcia, his son Brett and daughter Jill, and five grandchildren.

In lieu of flowers, donations may be made to Joy Lutheran Church to be put towards the future building of the columbarium.



Ronald C. Cubberley	Jul. 12, 2016
Tommy Diehl	Sep. 2016
William H. "Wild Bill" Elliot	Sep. 03, 2016
*Gary R. Hammond	Aug. 28, 2016
Chester B. Hector	Aug. 16 2016
*Robert F. Norrell	Jul. 14, 2016
*Steve Pasecky	Jul 2016
*William T. Smith	Aug. 19, 2016
Allan E. Snook	Aug. 26, 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

October, 2016 Edition

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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)—*Cliff House of Folsom, 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