

---

---

# rupanews



**Journal of the Retired United Pilots Association**



## IN THIS ISSUE

President's Message	Page 3	Articles	Page 15-36
About the Cover	Page 4	Letters	Page 37-44
Local Reports	Page 4-14	In Memoriam	Page 44-46
		Calendar	Page 48

— OFFICERS —

**President Emeritus:** The late Captain George Howson

**President:** Cort de Peyster.....916-335-5269.....[cortreno@aol.com](mailto:cortreno@aol.com)  
**Vice President:** Bob Engelman.....954-436-3400.....[engeljet@comcast.net](mailto:engeljet@comcast.net)  
**Sec/Treas:** Leon Scarbrough.....707-938-7324.....[rupasectr@aol.com](mailto:rupasectr@aol.com)  
**Membership** Larry Whyman.....707-996-9312.....[larryw737@aol.com](mailto:larryw737@aol.com)

— BOARD OF DIRECTORS —

President - Cort de Peyster — Vice President - Bob Engelman — Secretary Treasurer - Leon Scarbrough  
Rich Bouska, Phyllis Cleveland, Sam Cramb, Ron Jersey, Milt Jines, Walt Ramseur, Jonathan Rowbottom  
Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

**Cruise Coordinator**.....**Rich Bouska**.....[rbouska1@comcast.net](mailto:rbouska1@comcast.net)  
**Eblast Chairman**.....**Phyllis Cleveland**.....[one747czi@redshift.com](mailto:one747czi@redshift.com)  
**RUPANEWS Manager/Editor**.....**Cleve Spring**.....[rupaed@gmail.com](mailto:rupaed@gmail.com)  
**Website Coordinator**.....**Jon Rowbottom**.....[rowbottom0@aol.com](mailto:rowbottom0@aol.com)  
**Widows Coordinator**.....**Carol Morgan**.....[perdido1871@yahoo.com](mailto:perdido1871@yahoo.com)  
**Patti Melin**.....[pjmelin@aol.com](mailto:pjmelin@aol.com)  
**RUPA WEBSITE**.....<http://www.rupa.org>

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners.....**Ken Killmon**.. [flyawayk@cox.net](mailto:flyawayk@cox.net)  
Tucson Toros.....**Randy Ryan**.....[randvryan40@msn.com](mailto:randvryan40@msn.com)

California

Dana Point.....**Ted Simmons**.....[tsimmons5@gmail.com](mailto:tsimmons5@gmail.com)  
Los Angeles South Bay.....**Arvid von Nordenflycht**  
**arvidvn@yahoo.com**  
Monterey Peninsula..... **Phyllis Cleveland**  
**one.747czi@redshift.com**  
SAC Valley Gold Wings.....**John Gorczyca**.....[jsgorczyca@gmail.com](mailto:jsgorczyca@gmail.com)  
San Diego Co.....**Bob Harrell**.....[bobharrel2@cox.net](mailto:bobharrel2@cox.net)  
San Francisco Bay-Siders'.....**Larry Wright**.....[Patlarry@aol.com](mailto:Patlarry@aol.com)  
San Francisco North Bay...**Bob Donegan**.....[fatherdon@aol.com](mailto:fatherdon@aol.com)  
San Fransico East Bay Ruparians.....  
**Neil Dahlstrom** [4tamdahl@sbcglobal.net](mailto:4tamdahl@sbcglobal.net)  
**Rich Bouska** [rbouska1@comcast.net](mailto:rbouska1@comcast.net)  
The FAT Flyers.....**Paul Nibur**.....[p.nibur@gmail.com](mailto:p.nibur@gmail.com)  
Thousand Oaks.....**Denny Fendelander** ...[dfend4@yahoo.com](mailto:dfend4@yahoo.com)

Colorado

Denver Good Ol' Boys.....**Tom Johnston**  
**Tom Johnston**.....[thomasjohnston2@hotmail.com](mailto:thomasjohnston2@hotmail.com)  
**Stanley Boehm**.....[spboehm@comcast.net](mailto:spboehm@comcast.net)

Florida

N.E. Florida.....**Steve Moddle** .... [StevesPiperCub@aol.com](mailto:StevesPiperCub@aol.com)  
S.E. Florida Gold Coast  
October thru April,.....**Lyn Wordell & Ned Rankin**  
**Lyn Wordell** .....[lyndenw@aol.com](mailto:lyndenw@aol.com)  
**Ned Rankin**.....[nwrankin@aol.com](mailto:nwrankin@aol.com)  
May thru Sept.....**Jim Morehead & Art Jackson**  
**Jim Morehead** .....[Moreheadjames@aol.com](mailto:Moreheadjames@aol.com)  
**Art Jackson**.....[arthjacks@aol.com](mailto:arthjacks@aol.com)  
S.E. Florida Treasure Coast Sunbirds.....**Bob Langevin**  
**BobL34997@aol.com**  
S.W. Florida.....**Gary Crittenden**.....[gicritt5@comcast.net](mailto:gicritt5@comcast.net)  
Tampa.....**Matt Middlebrooks**.....[immbrooks1@verizon.net](mailto:immbrooks1@verizon.net)

Hawaii

Hawaiian Ono Nene's.....**Larry Becker**  
**beckerhi@hawaii.rr.com**  
Big Island Stargazers.....**Linda Morley-Wells**  
**Linda Morley-Wells**.....[lmwjet@earthlink.net](mailto:lmwjet@earthlink.net)  
**Beth Ann Raphael**.....[berapha@aol.com](mailto:berapha@aol.com)

Illinois

Greater Chicago Area Group  
**Bob Helfferich**.....[flybikebob@earthlink.net](mailto:flybikebob@earthlink.net)  
**Dick Kane**.....[Richaka4@aol.com](mailto:Richaka4@aol.com)  
The Joe Carnes 31 North-IL RUPA Group  
**Walt Fink**.....[ok3wire@joltmail.com](mailto:ok3wire@joltmail.com)

Nevada

Las Vegas High Rollers.....**Andy Anderson** - [larssona@cox.net](mailto:larssona@cox.net)  
Reno's Biggest Little Group.....**Gary Dyer** - **Lyle U'ren**  
**Gary Dyer** .....[gdtahoe@att.net](mailto:gdtahoe@att.net)  
**Lyle U'ren**.....[captlylej@aol.com](mailto:captlylej@aol.com)

New York

New York Skyscrapers...**Pete Sofman**....[psofman@gmail.com](mailto:psofman@gmail.com)

Ohio

Cleveland Crazyies.....**Phil Jach**...[jach@gwis.com](mailto:jach@gwis.com)

Oregon

The Columbia River Geezers—**Ron Blash**—**Tony Passannante**  
**Ron Blash**.....[rblash@mac.com](mailto:rblash@mac.com)  
**Tony Passannante**.....[hotshotcharley@aol.com](mailto:hotshotcharley@aol.com)  
The Intrepid Aviators of Southern Oregon  
**Bob Niccolls**.....[bniccolls@live.com](mailto:bniccolls@live.com)

Washington

Seattle Gooney Birds...**William R. Brett** [wrbrett@comcast.net](mailto:wrbrett@comcast.net)  
**Brent F. Revert**.....[reveille747@yahoo.com](mailto:reveille747@yahoo.com)

Washington D.C.

Washington D.C.....**E.K. Williams Jr**...[ekwjr@earthlink.net](mailto:ekwjr@earthlink.net)

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

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

---

## President's Letter

Very pleased to report that the letter written to CEO Oscar Munoz, on behalf of our membership in September, has garnered a positive response. Oscar has invited the recognized retiree organization presidents, including RUPA, to meet in Chicago for a summit conference to discuss our collective retiree issues. This meeting will take place on 27 October at UA corporate headquarters, Willis Tower (formerly known as Sears Tower), in downtown Chicago. The exact agenda from the company has yet to be announced.

We are hopeful that we can appeal to Oscar's apparent compassion by diplomatically educating him on the many injustices meted out by his predecessors and as a result, the Con/UAL merger.

The main focus will be to restore seamless seniority for passes on equal footing for active and retired United employees. We have solicited input from members and are organizing a series of conference calls with other leaders enabling us to have a collective agenda for this summit meeting. In the spirit of transparency, we will publish the results ASAP. If nothing else, this is certainly a first with any recent CEO showing any regard for retirees.

Some have asked about restoring our pensions. This is a top agenda item for most of our membership. However, in the spirit of diplomacy this meeting will be focused on where we might realistically gain some ground. The pension issue is best handled by the courts or Congress through the recent senate bill S.3275. We need to be focused and pick a battle where we might actually gain some ground. Of course, the ESOP and lost pensions will be mentioned. This may turn out to be just exploratory and lead to future meetings, which would be a positive.

RUPA continues to grow, thanks to many of you spreading the word through social media, help from the company and ALPA putting in a plug for us in pilot retirement packages.

We would like welcome our newest RUPA members:

Capt. Jeffery W. "Jeff" Bailey (ORD), Midland, MI / Capt. Dennis Boone (EWR), South Orange, NJ  
Capt. Timothy A. "Tim" Campbell (DCA), Naples, FL / Capt. Daniel M. "Dan" Deegan (ORD), Louisville, KY  
Capt. Eric L. Hendrickson (SFO Active), Lake George, CO / Capt. John C. Gawelek (DCA), Leesburg, VA  
Capt. David L. "Dave" Eubanks (IAH), Boern, TX / Capt. Michael Lee Gottman (IAH), Emery, SD  
Capt. Douglas H. "Doug" Hill (DCA), Castle Rock, CO / Capt. Brian L. Johnson (ORD), Tower, MN  
Capt. Keith "Doug" Kreykes (SFO) Greeley, CO / Capt. James N. "Neal" Lazear (SFO), Mountain View, CA  
Capt. Mark R. McGurk (SFO), Centennial, CO / Capt. Kenneth Allen "Ken" Montague (DEN), Colorado Springs, CO  
Capt. David B. "Dave" Newell (IAH), Lakehills, TX / Capt. Laurie S. Reeves (JFK), Key Colony Beach, FL  
F/O Harold S. "Hal" Schictel (ORD), Ft Myers, FL / Capt James D"Jim" Wallace (ORD) Deerfield Beach, FL

Capt. Randy T. Warren (IAH), Porter, TX / Capt. Robert M. "Rob" Wilkerson (DCA), Fredericksburg, VA  
Until December.

Best regards, *Cort*

### Mail your dues check to:

RUPA

PO Box 400

Vineburg, CA 95487-0400

Or

Go to our website [www.rupa.org](http://www.rupa.org) and pay with you Credit Card



---

## President's Letter

A beautiful sunrise, or maybe a sunset

---

### San Diego North County RUPA Luncheon

Howdy, Cleve. Nine of us met, but the luncheon location was different. Some of us met on time at St. Marks but the restaurant was not open for business. There was another restaurant just a couple of hundred yards away, so that's where we went. We ate outdoors, but soon found out that the wind made it uncomfortably cool. However, the staff was able to improve our location and even turned on heaters that were located in the ceiling, much to the relief of some of our scantily clad members. (Don't take that too literally.) The staff was very good and although it took quite a while, the food finally arrived. Our regular restaurant will be back in business for our November meeting.



Left to right: Bob & Ruth Bowman, Mark & Susan Mayer, Evelyn & Bill Pauling, Brad & Rhoda Green and our, Bob Harrell.

One of our regulars was missing. Colin Winfield. He was in Bear mountain building something. With Colin missing, the level of laughter was noticeably lower. Come back, Colin. We need you!

We need you, too, Cleve. The reports would be much different if you and your partners were not on the job. Thank you and bless you all. Fraternally, *Bob Harrell*

### **Has your address, phone number or email changed?**

**You have until December 15<sup>th</sup> to update your personal information listed above so that it will be correct in the 2017 RUPA Directory of active members. If you're not sure, check the 2016 Directory.**

**Each year we have members contacting us after they receive the latest directory stating that their information is incorrect. You have just over a month to make corrections.**

**Update your information by sending corrections to our Sec/Treasurer by:**

**E-mail [rupasectr@aol.com](mailto:rupasectr@aol.com)**

**Or Snail Mail**

**RUPA**

**PO Box 400**

**Vineburg, CA 95487-0400**



# United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



"Celebs" that Flew United. Bob Hope, Frank Sinatra, Marilyn Monroe, Ronald & Nancy Reagan, Louis Armstrong, Dorothy Collins, John F. Kennedy, Richard Nixon, Amelia Earhart, Will Rogers, Katharine Hepburn, Jimmy Carter, Rin Tin Tin, Joe DiMaggio, Nat King Cole & Julie Andrews.

By Marvin Berryman,, DENTK Multimedia - Retired

NOTICE: Due to the renovation of the Denver Flight Training Facility 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.



---

## The Columbia River Geezer's (September) RUPA Luncheon

RUPA's Columbia River Geezer's met for lunch at the California Pizza Kitchen located in The Clackamas Town Center Mall located in Happy Valley OR.



Left to Right: Bill Park, Bill had recently returned from the Seattle area where he keeps his sailboat, apparently he was up there winterizing his hole in the water. Bill mentioned that he is going to have a knee replaced sometime in the next month or two. Dick Ionata has been absent from our table for a while as he has been down and out with pneumonia which he endured with a long recovery. Tony Passannante, Ron Blash, Rick Himrich is our newest attendee. Rick resides with his family in Battle Ground, WA. he retired off the 777 in SFO about a year ago, Benno Vyfvinkel and his wife Lynn, who also reside in Battle Ground WA, just recently purchase a small condo somewhere in Tucson AZ. They plan to play a lot of golf and sit by the pool without having to wear their raincoats. Mac McCroskey just put his boat to bed for the winter and Lew Myer related to all of us that he actually was seated in First Class using a Vacation Pass a couple of weeks ago. Way to go Lew. With his seniority I can understand how that happened.

Get together next month, same time same place on the second Wednesday of the month. *Ron Blash*

## The Columbia River Geezer's (October) RUPA Luncheon

October 12 saw our monthly lunch convene at CPK in Clackamas, Oregon, starting at 1100 and adjourning at 1330.

Seven of us showed up on this beautiful final summer-like day, less than 24 hours before a parade of serial rain storms scheduled to hit our area, and a good bit of the west coast in general, over the next 4 days.



L to R: Rusty Harrison, Steve Barry, Tony Passannante, Al Schmitt, Mac McCroskey, Bill Park, Bill England.

We had a nice surprise in the form of Al Schmitt (LAXFO) who drove all the way from Sequim, WA on the north coast of the Olympic Peninsula. Al and I flew together a fair amount on the 727 in LAX all those many years ago and I had not seen him in quite some time so it was an extra pleasure for me. We really

---

enjoy having drop-ins and hearing new stories, or even old ones told differently!

The afternoon sped by, taken up by the usual sort of shop talk, such as the ever worsening professional pilot shortage, several colorful characters we all had flown with and an interesting discussion of a couple of high profile, auto-flight accidents that were the result of:

- 1) a seeming lack of stick & rudder skills and instrument scan and,
- 2) lack of complete understanding of how some of our complex modern aircraft systems interface with each other, especially when flying in a "mixed mode" sort of configuration or, when one or more of several 'floor protection modes' fail (or are missing, by design), and then defaulting to an alternate set of parameters with none of it annunciated.

The tragic part of the 3 particular accidents (2 777's and 1 A-330) under discussion was that failures, anomalies, poor human factors system design and incomplete training aside, during the ample time when opportunities for successful remedial action existed, basic flight and engine instrumentation was "screaming" and pointing the way to a safe conclusion. Not to mention, in 2 out of the 3, what a simple look through the windscreen should have accomplished. On the other hand, we're all smarter in retrospect.

That's it for this month, Ron Blash was out of town.

If you're ever in the area please drop by the California Pizza Kitchen at the Clackamas Town Center, just west of I-205 in Clackamas, Oregon, on the second Weds of every month at 1100 hours.

As mentioned, drop-ins are most welcome, no prior notice required. *Tony Passannante & Ron Blash*

---

## San Francisco East Bay Ruperian's Luncheon

A beautiful day, 80 degrees, for a small group of four to have a very fun and interesting two-hour chat. A little political talk, recalling past acquaintances, including a few stories about "Rachel." Saddened to hear of the passing of Roger Hall and George Hise. Two very stalwart ALPA leaders when we needed them. Great guys.



In attendance: Lee and Shirley Francis, Jim Trierweiler and Neil Dahlstrom. Our leader, Rich Bouska and Georgia are attending their AF reunion in San Diego. The rest of our group were probably home studying the largest ballot in California history.

Next luncheon: November 9th, 2nd Wednesday at the Primavera Ristorante in San Ramon.

Have a spooky Halloween, co-scribe, *Neil*

---

## The Annual September Guppy Gathering in Sonoma, CA

The weather was beautiful, company was very pleasant, and thanks to Jan Wheadon for organizing the event.

Attendees were Bill and Jan Wheadon, Bill Monfort, Bob and Barbara Haygooni, Jim and Bert Irwin, Lew Meyer, Larry and Dee Whyman, Janet Craig (active pilot), Larry Wright, Ed Akin, DG Mitchell, Grant Adams, Lee and Shirley Francis, Leon and Vicky Scarbrough, Phil Barmore, (L to R Bones Bride, Leon Scarbrough and Pat Sheehy)



Sheila and Gardner Bride, Bill McGuire, JR Hastings, Pat Sheehy, Don and Ligia Booker, and Bill Smith.

Larry Whyman gave everyone a photo of a 737-200 with Mt. Rainier in the background and text by Gill Robb Wilson. *Leon Scarbrough*



---

## S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Hurricane Matthew must have kept our Snowbird Members up North for a while longer.....at our October Luncheon, we were only able to muster up 7 guys for a terrific lunch, BS session and GR8 time at Shrimper's in the Port Salerno section of Stuart, FL. Matthew's 10 mile 'Deviation' to the East on Thursday afternoon was our Saving Grace in and around the Stuart area. Matthew was headed right toward Jupiter (about 20 miles South of Stuart) but the 'Deviation' kept it out over the Atlantic longer and it finally made landfall in the Vero Beach area (about 60 miles North of Stuart). As bad as it was, it could have been much worse. We were very fortunate..... Thank You Jesus!!! 🙏 About 6 more weeks to go before our Hurricane Season is OFFICIALLY over.....let's hope that there won't be any more threats coming our way.. 😊 !!!

The 7 guys who made it to Shrimper's were: Ted Osinski, Dave Damon and his son, David (visiting with his Dad from Cape Cod) Dave Hoyt, Jim Dowd, Bill Northup and myself, Bob Langevin. We were served wonderfully by Rose and as usual.....the food was delicious and enjoyed by all.....the plates were entirely EMPTY when they were eventually removed from the table. The usual type of conversations took place, such as our CVS Rx coverage, the Aetna Medical Ins., hip replacement stories and experiences, layover and flying stories and of course, the recent 'threat' and our escape from Hurricane Matthew. A real GOOD and FUN time had and enjoyed by all.



The Names, Left to Right -- Jim Dowd, Bob Langevin, Dave Damon Jr., Ted Osinski, Bill Northup, Dave Damon and Dave Hoyt.

Our Meeting in November will be at Shrimper's once again and will be on Tuesday, Nov. 8th at 11:30 AM. If you are in the Stuart area around that time, be sure to come and join us. Thinking ahead to December, as usual we will invite our Ladies to join us in the Spirit of the Holiday Season. So on Dec. 13th.....we will probably be at Sailor's Return, a beautiful waterfront location just West of downtown Stuart. (Our normal Dec. dining location, Spoto's, unfortunately went out of business about a month or so ago.) More specific info will be available in our next Newsletter. Meanwhile, enjoy the Seasonal change that is occurring in your area along with our Football Season and the start of the NHL and NBA Seasons as well.

Cheers and Best Regards, *Bob Langevin* (Scribe for the RUPA TC Chapter)

---

### PICKLES | Brian Crane





---

## Monterey Peninsula RUPA Lunch Bunch

We had 15 attend our luncheon at Edgar's at Quail Lodge. There must have been a bug floating around as The Quintana's and the Benzie's went on Sick List. They are all scheduled for some "Counseling" as their "Reliability" has come into question!! Ah...the good old days....NOT. Phyllis Cleveland had an "Excused Absence" as she was tasting Prickly Pear Margaritas down in Arizona. We managed to put together one post lunch Foursome for a round of golf hosted by Pete Walmsley....thanks Pete for getting us a terrific Pilot Discount at a premier golf course.



Our group consisted of Jack Cowles, Lee and Nancy Casey, Don Roszel, Milt and Sunee Jines, Phil and Pat McClain, Barrie and Sharon Nelson, Jon and Jane Rowbottom, Mark Ziemendorf and our wonderful sponsors Pete and Donna Walmsley. The foursome consisted of Pete, Jack, Mark and Jon. Jack shot an 86 as he totally outclasses the rest of the group. The 3 remaining scores have been classified "SECRET NOFORN" for 25 years. Jon managed to get the biggest Pilot Discount per stroke winning the High Gross Award.

As a reminder, our Annual Christmas Luncheon will be on December 14th at the Monterey Peninsula Country Club Beach House.

Our next luncheon will be on November 9th at Edgar's beginning at 1130. Please RSVP Phyllis Cleveland by Monday evening November 7th for coordination with the staff.

Our best wishes for the upcoming Thanksgiving Holidays!! *Jon Rowbottom*

---

## Seattle Gooney Birds RUPA Luncheon

Bill Brett, our regular area representative, called to ask me to take over the meeting occurring later that day. He was having some health difficulties and felt unable to come. I agreed and upon opening the meeting I explained his absence and warned our assembled members that as his substitute I was going to run a very strict meeting much the same as Clair Lilley and I used as Captains on our flights - no talking while taxiing, takeoff, climb, above ten thousand feet and if I was taking a nap. I got their attention when I mentioned Clair and my nap.

The first half hour was devoted to various conversations until our host waitress at Marriott Hotel served our lunch. One of them informed me that they were especially impressed with our very adequate tipping. This was certainly news to me for I knew from all those years on layovers with other crew members we were known as tight wads when it came to tipping. Did you ever see a pilot BUY a newspaper when they could be had free around the passenger seating area???

After lunch more conversation but one that stood out was the mention of how United's new CEO had come on board with a whole new concept of how to run an airline, particularly getting our business passengers back with us again, and also working with his employees in a very agreeable manner. It was noted that for the first time in many years he had all of the union people under new and better contracts.

I finished up the meeting with a couple of knee-slapper jokes, and when asked if anyone else had their own apparently none felt they could top mine. Ahem!

We had eleven of our regular members present. They were: Bill Stoneman, Bob Wolff, Hank Kerr, Chuck Westpfahl, Jim Barber, our old member at 94 Neil Johnson and me. Two guests joined us: Phil Scott and Denny Beachler. *Herb Marks*

---

## The Big Island Stargazers RUPA Luncheon

On a warm overcast day in Kona, 6 intrepid Ruparians met at the FishHopper. The film, Sully, had a profound influence on the conversation. We relived our memories of some of United's finest aka, Al Haynes, flight 232, 811 and some infamous. Also we listened to memories from Air Force and Navy days. We also heard how the Big Island Veteran Treatment Court is looking for volunteer mentors. Good food, almost everyone had sanddabs, and a good time was had by all.



Left to right are: Don Diedrick, Roger Pickard, Beth Raphael, Bobby Michael, Joan and Gerry Baldwin. Those of you off island were missed. Thanks to Gerry for the great photo

If you are visiting Kona on the third Thursday of the month, we would love you to join us for lunch at 11:30 at the FishHopper on Alii Drive. *Beth Raphael*

---

## San Francisco North Bay RUPA Luncheon

The "usual suspects" were rounded up on Wednesday, October 5th for the October North Bay RUPA luncheon.



L to R: Dee and Larry Whyman, John and Sharon Candelo. Bill Smith, Jules Lepkowsky, Wayne Heyerly, Jim Mansfield, Don Madson, Sam Anderson, Bill Greene. Not shown, Barney Hagen.

L to R: Rick "Norton1" Saber, Dan Bargar, Bob Grammar, Leon Scarbrough, George Hise, Dick Lammerding.

Our de facto "Health and Welfare" chairman Captain George Hise briefed us on the benefits of drinking water (not to the detriment of drinking wine, of course), and "Predicting Effects of Surgery on Cognition". (Say WHAT?)

All had a good time, and it was great to enjoy George's usual fine humor. Sadly, 24 hours later, while playing golf, he suffered a massive heart attack and died. He will be greatly missed.

*"To Fly West, my friend, is a flight we all must make, for that Final Check"*

Your Scribe, *Larry Whyman*



---

## SAC Valley Gold Wingers RUPA Luncheon

Wow, our best luncheon/meeting so far..... this month. No kidding, I think we all enjoyed ourselves very much with laughter, my poor jokes and camaraderie. The food wasn't so bad either.



Our guests included Bob and Barb O'Neill. Bob retired out of LAX in 2001 and was based in SFO and DCA. He considers himself to be a CA expat and he and Barb have relocated to Aiken, SC. What an absolutely wonderful couple and we had such a good time visiting with them. They, personally, have become my best friends since they live close to Augusta, Georgia which is where the Golf Masters is played. They contend that they will get me tickets to the Masters Tournament for the rest of my life. Yah right, and just fooling. Also, we had a new member join us for our luncheon and, hopefully, he will continue to join us for our gatherings. He is Ron Bertacini and was a business manager prior to his retirement and 39 years with United. Ron was also the president of the Retired United Airlines Employee Association. Quite an accomplishment and kudos to him. Welcome aboard!

My tidbits included our request to support and sign S. 3275. This is the Pilots Pension Recovery Act 2016 which is important for all of us to sign. Oscar Munoz is to meet with retirees in Chicago on Oct 26 and 27 to discuss travel privileges and benefits. Scott Kirby has also been named to be President of United Airlines. It was announced that there will be Family Day 2016 at the S.F. Maintenance Base on Sunday, Oct 9. We had a good discussion of the movie Sully. Also included was a lively discussion of the NTSB's role during the investigation of Sully. The Capitol Airshow was completed on the weekend of Oct 1 and 2. It is the aviation event of the year for this area. RUPA member and Gold Winger, Dave Leippe, is an integral member of coordinating the activities of the Airshow. We also had several members, yours truly included, who provided logistical support for FIFI, a World War II B-29. I also presented the importance of drinking coffee and the benefit of increased longevity as discussed in the RUPA magazine. So, the question remains. Is it better for your health to drink coffee or wine? Joanie Mooneyham presented the details for the Auburn Air Fair 2016. There will be cars and static aircraft displays on Oct 8, 2016 in Auburn, CA. Most events presented here will be completed prior to this next publication. We also discussed our Christmas charitable donation possibilities and having a formal Christmas banquet. So, we have had a "stabilized approach" for our luncheon and will move on to the next luncheon. Still Flying High, *John Gorczyca*

---

### PICKLES | Brian Crane





---

## Reno's Biggest Little RUPA Group Luncheon

On September 28th the Biggest Little Group met for lunch at the Flowing Tide Pub with 13 retired United/Continental retired pilots present. Additionally, George Hemminger brought guest Steve Korcheck of the local Air Guard unit and Jim Whiteley brought his son Cliff as a guest. It was determined that both came willingly. We were also graced by the presence of Captain Cort de Peyster current president of RUPA.

RUPA activities of interest to the group were presented and discussed by Cort along with several local issues.



Left to Right around the table: Charlie Kettering, Steve Korcheck, George Hemminger, Cort de Peyster, Gene Lamski, Dean Shuff, Sam Jacobson, Tom Taber, Cliff Whiteley, Jim Whiteley, Lyle U'Ren, Don Merucci, Garry Coulter, Gary Dyer and Len Bochicchio.

---

## Los Angeles South Bay RUPA Luncheon

Hey, hey Halloween! We had a lovely fall day, yet we did not have many Ruparians attending. Maybe they all were taking advantage of the nice fall weather.

So Dick McKay visited with Sue and Arvid von Nordenflycht and we had time planning the next luncheon: The Christmas Party for all RUPA members and as in prior year we are also inviting the RAFA and Clipped Wings members to join.



Since our favorite venues are still unavailable we went on a search for a good place. It resulted in reserving the party room at the "Tin Roof" restaurant in the Manhattan Beach Mall which is not far from our current place the Sammy's Pizza Restaurant. We were impressed with the cooperative attitude of the staff as well as the proposed dining area inside or even the outdoor patio. The menu offered many choices, but we'll work on that closer to the actual date of Thursday, December 8, 2016.

An interesting feature at that luncheon will, no doubt, we hope, be a talk by experts from the LA Airport who will give us updated info on the big changes under way at LAX. "Maybe we'll even get a new parking lot, hah, hah."

It looks like we can get by with \$40.00 per person so if you wish come (we hope so) you may get an early reservation by sending me a check for \$40.00 per person. If you might want a glass of wine or beer add \$5.00 to your check. Also call me at 310 869-4444 or e-mail arvidvn@gmail.com.

Happy Thanksgiving. *Arvid*

---

## Denver Good ol' Pilots' RUPA Luncheon

As is customary, The Denver Retired United Pilots and guests met for lunch at The Tin Cup Bar and Grill in Aurora, CO. Members began arriving as early as 11:00 for happy-social hour. A catered lunch was served at noon.

After lunch, Stan Boehm put us in the right mood with some humor. Bruce Munroe attended for the first time and gave a brief talk concerning his flying career. Interestingly, he is still flying as a ferry pilot for leasing companies and said he remains current in all the Boeing aircraft which requires that he take five PCs per year. Stan Boehm and Roger DeLozier talked about the RUPA cruise they had recently enjoyed.

Attending were: Darrel Ankenny, Bob Blessin, Stanley Boehm and Marilyn Gifford, Joe Collard, Roger and Deana DeLozier, Bob Dietrich, Al Dorsey, Denis Getman, Bill Hanson, David Horwitz, Sue and Tom Johnston, Ron Juhl, Cliff Lawson, George Maize, Bruce Munroe, Joe Rozic, Rick Steele, Larry Walters, Ross Wilhite, Ted and Rose Wilkinson. Your Co-Scribe, *Tom Johnston*

---

## Dana Point RUPA Luncheon

We enjoyed another wonderful day at the Wind & Sea Restaurant in Dana Point Harbor, where the Mediterranean-type climate provides us with nice weather all year long; never too hot and never too cold. The morning stratus soon gave way to sunny skies and temperatures at just about a perfect 70-degrees. Laini, our wait person, provided us with the usual fine service put out by the W&S.

Some of the subjects we discussed had to do with Solar Power and how government incentives keep expenses low to non-existent; Pass travel on United; senior living facilities. On deck with us today were a couple of our regular attendees, Jon and Cheryl Arp, Bill Rollins, Bill Stewart, Jack Frisch, Jim Grosswiler, Joe Udovch, John Grant, Park Ames, Ron Dye, Rusty Aimer.

John and Cheryl Arp had just returned from a trip to Hawaii, and told us they used the 20% discount ticket with confirmed space and 2 free bags along with Mileage Plus credit. They said it was a good thing they had taken the 20% discount fare in order to ensure they were able to get a return flight to the Mainland, which was crowded as usual.

I mentioned Cheryl Arp as a regular, and wish we had more like her, more often, from the distaff side of our families. I know that I have brought my daughters and grandchildren, and others have also at times attended with wives and other ladies who have been part of our UNITED family over the years. They took care of the home front while we were on our flying trips, and also travelled with us on pass travel, when it was a little easier than it is now. I note that other RUPA Luncheon groups regularly have female attendees, both family and Pilot-types as well. I know that Cheryl enjoys herself at these luncheons, just from hearing her laughter, and knowing that a particularly good story was just told, and then having to dig for what it was that was so funny.

Since we are all "old", we discussed some of the options which are available to us as retirees. There are a number of retiree communities which provide CCRP, or Continuing Care Retirement Plans, which include living in 1 or 2 bedroom apartments, and having access on property to Assisted Living and Skilled Nursing Care facilities. There are also places like the ROSSMOOR properties in Northern California at Walnut Creek and Southern California in Seal Beach and Laguna Woods, which provide homes with all the rest of the care facilities which may be needed as we age. They are all worth exploring as we near the inevitable waning years of our lives, and will have need of these services.

Because, as previously mentioned, we have nice weather year-round, (earthquakes excepted), we only hope our brother-pilots in areas impacted by hurricanes, tornadoes and floods are doing as well as we are. And, as always, the invitation is open to join us on the 2nd Tuesday of the month to take part in this great area of Southern California and enjoy our luncheon with us. Cheers, *Joe Udovch*, your friendly correspondent.

A dog is the  
only thing  
on earth that  
loves you more  
than he  
loves himself

---

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

The first luncheon of the winter season was held yesterday and everyone had a good time. It was announced that Ned Rankin will retire from his job for many years of running our meetings. Lynn Wordell, who has helped Ned over the years will take over. He was unable to make this meeting and Ed Wheeler and Jerry Bradley filled in. Our sincere thanks, all of us, go out to Ned for running the meetings and lunches and keeping everyone informed. He will join us in November at his first lunch as a retiree. All the snowbirds should be with us then for a big gathering.

The guys attending on Thursday were, Les Eaton, Ed Wheeler, Dave Dryer, Ralph Rodriguez, Ham Oldham, Bob Engelman, Stan Baumwald, Jim Morehead, Bill Garrett, Gene Anderson, Mike Warde, Dan Petrovich, Terry Lewis and me, Jerry Bradley.

Hope to see everyone on November 10th at Galuppi's in Pompano Beach. *Jerry*

---

## Phoenix Roadrunner RUPA Luncheon

We met as usual place at the Bobby-Q restaurant on October 11th for a nice get together and lunch. This was our first luncheon after our summer break. Kristi, who usually took care of our group, has become a manager so we had Justin to help us with our lunch.

We had a very small group as lots of our members apparently are not back in the Valley as yet from there summer hiatus. Some jokes were put forth and we had some laughs. Some names were remembered and we recalled some memories again. Our glasses were filled while the conversation was going on.

Those who made it to our luncheon were; Paul & Gwen Vining, John Baczynski, John Gordon, Frank Soare, Tom Libuto and myself.

We would like some of the retirees who have recently moved to the valley to start coming to our luncheons. Spouses are always welcome.

Our next luncheon is being planned for November 8<sup>th</sup>. *Ken Killmon*

---

## San Francisco Bay-Siders RUPA Luncheon

Harry's Hofbrau was well decorated in an October theme as our group trickled in for lunch. We were slow in assembling but had twenty-three attend. We were told that Bob Clinton had a fall that broke his hip. A card was signed by all, wishing him well and a speedy recovery. There were lots of lively discussions, fortunately none involving politics. Perhaps not true of next month's meeting that will be on Election Day.

Those present were: Bob Callaghan, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Bill Hartman, caregiver Ruby and his son-in-law Pete Sotos, Bob Kallestad, Neil Kelly, Bill Madsen, Bruce & Stephanie McLeod, Jan McNaughton, George Mendonca, Jerry Quitney, Walt Ramseur, Cleve & Rose Spring, 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*

---

### Pickles/Brian Crane







Pass Travel UPDATE / September 29, 2016

## 1) Open Enrollments for retirees

**For 2017 Healthcare:** October 31-November 11, 2016 on "YBR". Access via FlyingTogether>EmployeeServices>Benefits>YBR (Your Benefits Resources).

**For 2017 Enrolled Friends:** Will be announced in December, 2016. Access via FlyingTogether>Travel> "Update pass riders and buddies".

## 2) United Pass Line is no longer automated

United Pass Line automation has been discontinued. Now, when you call the UPL (Direct from the US dial 866-359-3727, from International dial 713-324-7277) you will always be transferred to a reservation agent. A \$25 fee will be charged to make a new booking or to change an existing booking's class of service (FC, BC, Y), pass type (Personal, Vacation) or Origin/Destination. However, there is no charge if you call to cancel a booking or to change a travel listing's date or time (with same city pair).

RAFA recommends retirees learn how to list, change and cancel their pass travel for free using employeeRES on Flying Together or on mobile devices using the United app. To use the United app for pass travel and myUAdiscount travel you must be a MileagePlus member and link your MP number in your employeeRES Profile; click this link to find out how: <http://www.rafa-cwa.org/Use-Uniteds-app-for-travel>

## 3) Other Airlines: Important notices

Turkish Airlines (TK) Downgrade Refunds. Since April 15, 2016 TK has been unable to issue refunds on cabin downgrades. This is due to technical problems with TK's system.

The Employee Travel Center hopes to have ALL ticketing for Other Airlines moved to the MyIDTravelPurchase website by the end of this year; we will no longer be using the ID90 website.

Note: for security reasons, the only way to access MyIDTravelPurchase is via signing into Flying Together>Travel>OtherAirline-InterlineTravel>MyIDTravelPurchase.

## 4) Star Companion Passes, clarified

Each year employees/retirees are allowed 8 "Travel Partner" passes (aka Star Companions) that can be used on 6 Star Alliance Carriers to accompany up to 2 companions on a flight. The carriers are: Air Canada, LOT Polish Airlines, Lufthansa, Scandinavian, Swiss International, and TAP Air Portugal. Rules:

- 1) The employee/retiree must accompany their Travel Partner(s) on all flights.
- 2) Each Travel Partner ticket is charged at the HIGH ZED fare.
- 3) Each Travel Partner pass is good for a roundtrip; if used for only one-way, one pass is used up.
- 4) If you book A>B>C you may stay at B as long as you like before continuing to C on one pass.
- 5) We do not get 8 passes per airline, but rather 8 shared among all the carriers per year; unused passes do not roll-over to the next year.

If using the ID90T website, "Travel Partners"/"Star Companions" are called "Buddies".

Note: If buying a "Star Companion" ticket for your Enrolled Friend on myIDTravelPurchase or ID90T, you CANNOT simply select them from your list of eligible pass riders, you must write their name(s) in as a "Travel Partner" or "Buddy."

All of this information is available in #2 on our RAFA webpage about Other Airlines:

<http://www.rafa-cwa.org/page-1836104>

**Have you seen our RAFA website? Check out the Travel Benefits tab here: <http://www.rafa-cwa.org>**

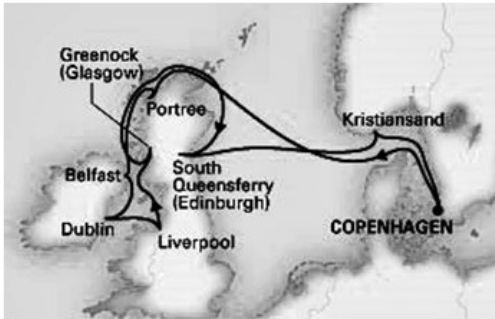
**Read the Pass Travel Program Summary, helpful links, phone numbers and more.**

**For other Pass Travel Topics: Previous Travel UPDATES**

**Compiled by Kirk Moore, RAFA Travel Benefits Committee September 28, 2016**

---

## THE 2017 RUPA CRUISE



The next RUPA cruise for 2017 is going to be the “12 Day Celtic Adventure” on Holland America. It will depart from Copenhagen on July 30<sup>th</sup> and return back to Copenhagen on August 11, 2017. If you put down a Future Cruise Deposit with Holland in the past and haven’t used it, it will take care of your deposit for this cruise. We have never experienced this itinerary and it looks like a good one as it makes ports in Scotland, Ireland, England and Norway and Denmark.

Copenhagen, Denmark is one of the easiest European capitals to fall in love with and the people speak perfect English. The sights of colorful old buildings, cobbled streets and the tower- and turret-dotted skyline lend a fairy-tale charm—this was, after all, the home of author Hans Christian Andersen, and is the home of both the Little Mermaid statue and Tivoli Gardens. It may pay to spend some extra time here, either before or after the cruise to take it all in. The first port of call after leaving Copenhagen will be Portree (Isle of Skye) Scotland. Portree is the largest town on The Isle of Skye which in turn is the largest of the Inner Hebrides. The island offers an intriguing and curious contrast of landscapes and cultures with green rolling hills and jagged mountain ranges. In town at the Aros cultural center, you can learn of the island’s rich history and all about the area’s Celtic, Norse, and Scottish influence. Portree is the center of commerce and cultural life on the island, with a number of boutiques, cafés and pubs that belies the town’s size. The eye-catching harbor welcomes cruise ships and fishing boats bringing in the day’s fresh catch.

Belfast, Northern Ireland, the next port of call has emerged from decades of conflict to become one of Ireland’s most intriguing cities. In the 19<sup>th</sup> century, its location on the banks of the River Lagan made it an industrial center for, shipbuilding, tobacco and textiles. And this legacy shaped much of its architecture: Grand Edwardian and Victorian municipal buildings and warehouses are found throughout the city alongside telltale scars of its more recent past. While the legacy of Belfast’s complex conflict, known as The Troubles still looms, there are many other sides of Northern Ireland’s capital to explore, from the quaint streets of the Cathedral Quarter to the newly regenerated Titanic Quarter, where the ill-fated RMS Titanic was constructed.

The 3<sup>rd</sup> port of call brings you to Dublin Ireland where you will have two full days to let Dublin work its magic on you. Founded by the Vikings on the banks of the River Liffey in the 9<sup>th</sup> century, the city occupies one of the loveliest natural settings of any European capital. Its architecture is a jumble of different periods, including the medieval cobblestone streets of Temple Bar, the elegant terraces and leafy squares of the Georgian period, and the modern architecture of the revitalized Docklands district. But while its heritage is undeniably a major draw for visitors, these days Dublin is vibrant with thriving technology firms and a young population eager to make their mark. A not to be missed visit would be the Guinness Storehouse Museum which tells the story that began more than 250 years ago. You’ll discover what goes into making the ‘black stuff’ -- the ingredients, the process, and the passion, ending with you and a pint of Guinness.

The next port of call is Liverpool, England, famous for its status as a 19<sup>th</sup> century world capital. It’s also celebrated for the landmarks that have earned it a UNESCO distinction. But probably nothing has affected Liverpool in the world’s imagination like the four young men who sang and played guitars in the 1960’s, The Beatles. You could visit their former homes, and places that inspired their music, like Penny Lane and Strawberry Fields, and see the places where they worked before they found fame and fortune as musicians.

Greenock, only a stone’s throw from Glasgow, is the 5<sup>th</sup> port of call, and is the deep water port for Scotland’s largest, and many would say, most exciting city. Although Glasgow has a long and distinguished history, dating back to as early as 4000 B.C., today it is a monument to Victorian architecture at its finest. Glasgow’s skyline is a kaleidoscope of architectural gems, encompassing the magnificent 12<sup>th</sup>-century cathedral, stunning Victorian cityscapes and revolutionary Art Nouveau buildings. Against this backdrop, the famed art galleries and museums of Glasgow have ensured that its cultural heritage stands alongside that of other major European cities. Surely it is here that you will find a distillery, where the ‘water of life’ -- Scotland’s

---

greatest gift to the world (although perhaps second to the bagpipe) -- has been produced since modern man first discovered thirst.

The sixth stop on this cruise is South Queensferry the port for Edinburgh Scotland. A key attraction here would be Edinburgh Castle and the Royal Mile; the best way to appreciate the historical past of Edinburgh is to explore the Royal Mile. This famous thoroughfare was the heart of the Old Town of Edinburgh during medieval times, and stretches from the high hillside setting of Edinburgh Castle for approximately a mile downhill to the Palace of Holyrood House. It is really a continuation of four streets joined together -- Castle Hill, Lawnmarket, High Street and Canongate. Edinburgh Castle, an imposing castle-fortress, stands proudly at one end of the Royal Mile. There's more to Scotland's capital than the Castle, though. Edinburgh proudly displays multiple exhibits on national and international scientific achievement at the National Museum of Scotland, as well as some fantastic works of visual art at the National Galleries of Scotland.

The final port of call prior to the return to Copenhagen is Kristiansand Norway, the capital of the southern coastal region known as the Norwegian Riviera. Kristiansand has earned the nickname "Summer City." The Gulf Stream keeps temperatures mild and snow to a minimum, so Kristiansand is Norway's outdoor playground. Even within just a few hours, Kristiansand's grid layout makes it simple to get around on foot to explore historic sites such as the old town, which dates back to 1631, and former military fortresses and installations.

Sample pricing per person for this cruise does not include the Explore 4 option and is as follows:

Cat L Inside...\$2,019	Cat E Outside.. \$2,489	Cat VC Verandah.. \$2,929	
Cat SY..... \$4,099	Cat SC Suite... \$5,149	Cat SB Suite..... \$5,489	Cat SA Suite...\$5,829

Other categories are available. Taxes and port charges are \$227.93 per person subject to change.

If you traveled with us on the last RUPA cruise and you book this cruise before November 15, 2016, you will be eligible for a special bonus from Holland of up to \$200 per person shipboard credit. A deposit of \$600 per person will hold your cabin and is fully refundable until 75 days prior to departure. If lower prices become available, you will be rebooked at the lower rate. For more details on this cruise, go to Holland America website; under Destinations, select Europe, then select Northern, under Date select July, 2017, click on View and look for "12 Day Celtic Adventure." We are working again with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2033 ext.33, or 508-829-3068 or [gpsp@aol.com](mailto:gpsp@aol.com).


Submitted by, *Rich Bouska*

---

## NASA, France to collaborate on aircraft noise research



WASHINGTON, DC - During bilateral meetings in Daejeon, South Korea, NASA and France's Office National d'Etudes et de Recherches Aérospatiales (ONERA) signed an agreement to collaborate on research that focuses on mitigating the effects of civil air transportation noise.

 "Noise is a major issue affecting not only the aviation community, but citizens around the world who live near active airports," said Jaiwon Shin, associate administrator of NASA's Aeronautics Research Mission Directorate. "This agreement with ONERA establishes a partnership in the area of mitigating of aircraft noise research to create a synergistic effect that just can't be achieved when working alone."

Under the agreement, NASA and ONERA will work together to advance technology in the areas of aircraft noise prediction and understanding human response to aircraft noise through validation of models using advanced measurement methods and comprehensive data sets.

The agreement creates a forum through which both agencies can share technical knowledge and data in order to independently improve their own capabilities with the overall objective of mitigating the effects of civil air transportation noise. This research complements the work currently being performed by NASA's Aeronautics Research Mission Directorate.



---

# New agreement will keep United at Dulles International Airport

By Lori Aratani



It's a rumor that seems to circulate every six months: United Airlines is shutting down its hub at Dulles International Airport. Well, Virginia Gov. Terry McAuliffe sought to tamp down such nonsense with the announcement that the airline had signed a new agreement that will ensure that it maintains a significant presence at Dulles though at least 2025. The agreement is an extension of a three-year deal signed in 2015.

"This agreement is critical to the economic prosperity of Northern Virginia and air service throughout the Commonwealth," McAuliffe said in a news release heralding the deal. "The extension of the United lease solidifies Dulles as Virginia's gateway to the country and the world and a critical piece of our efforts to build a new Virginia economy."

For years, rumors have swirled that United would eliminate its hub at Dulles because of duplication with its more profitable hub at Newark Liberty International Airport. Analysts have long suggested that such a move could boost the airline's bottom line. But such a move would be devastating at Dulles, which had steadily lost market share to its smaller sister airport National and Baltimore-Washington International Marshall Airport.

So how did McAuliffe do it? Cold, hard cash. In this year's General Assembly, McAuliffe championed a measure that would give \$50 million in additional funding to the Metropolitan Washington Airports Authority, which manages Dulles and Reagan National airports. The funds were designed to lower the costs for airlines operating out of Dulles. But the money — \$25 million over two years beginning in 2017 — was contingent on securing a longer term lease agreement. The agreement covers most of the airlines that operate out of Dulles, but United really is the big dog operating more than 60 percent of the flights at Dulles.

"As we extend our lease at Dulles, I want to express my appreciation to MWAA, Governor McAuliffe, Transportation Secretary Aubrey Layne and the Virginia General Assembly for their partnership in keeping Dulles competitive," said Oscar Munoz, United's chief executive. "We are proud to be a part of the Northern Virginia and the greater Washington community and look forward to the important role that Dulles will continue to play in United's global route network for years to come."

---

## Safety recommendations unfulfilled 7 years after Flight 1549

By Joan Lowy/Associated Press



In the seven years since an airline captain saved 155 lives by ditching his crippled airliner in the Hudson River, there's been enough time to write a book and make a movie, but apparently not enough to carry out most of the safety recommendations stemming from the accident. Of the 35 recommendations made by the National Transportation Safety Board in response to the incident involving US Airways Flight 1549, only six have been heeded, according to an Associated Press review of board records.

The movie "Sully," which opened in theaters in September is based in part on an autobiography by veteran pilot Chesley "Sully" Sullenberger, played by Tom Hanks. It celebrates how Sullenberger, along with his co-pilot, flight attendants, air traffic controllers, ferry boat operators and first responders, did their jobs with professionalism and competence, averting a potential tragedy. The plane lost thrust in both engines after colliding with a flock of Canada geese shortly after takeoff from LaGuardia Airport in New York. No one died, and only five people were seriously injured.

"The FAA was very upset back then that we made any recommendations at all," recalled Tom Haueter, who was the NTSB's head of aviation safety at the time. "They thought this was a success story." But to investigators, the event turned up problems. "This could happen again and we want to make sure that if it does, there are some better safety measures in place," Haueter said. Fourteen of the recommendations issued to the Federal Aviation Administration and its European counterpart, EASA, are marked by the NTSB as

---

"closed-unacceptable," which means that regulators rejected the advice. One has been withdrawn, and the rest remain unresolved.

The untold story of the "Miracle on the Hudson" was the part luck played in preventing catastrophe on that freezing afternoon in January 2009. The wind chill was 2 degrees and the water temperature was 41 degrees, raising the risk of "cold shock," a condition in which people lose the use of their arms and legs, usually drowning within 5 minutes. It was sheer chance that the plane, an Airbus A320, was equipped with rafts, life vests and seat cushions that can be used for flotation. The equipment is only required on "extended overwater" flights, and not on Flight 1549's New York to Charlotte, North Carolina, route.

The NTSB recommended requiring life vests and flotation cushions on all planes, regardless of the route. But the FAA responded that it was leaving that up to the airlines. The board also recommended that vest storage be redesigned for easier retrieval. The NTSB's investigation found that only 10 passengers retrieved life vests and not all of them put them on correctly. Despite some changes by the FAA, the board says it still takes more than a few seconds to retrieve vests, which is as much time as passengers are willing to take when exiting a plane filling with water.

Because Flight 1549's descent was faster than the plane is designed to handle for a ditching, the underside of the aircraft was damaged when it hit the water. The two rear rafts were submerged and unusable. That left only the two forward rafts, which are designed to hold a maximum of 110 people — well short of the 155 on board. Many of the passengers wound up standing on the wings as the plane gradually sank into the river.

The NTSB recommended changing the location of the rafts to ensure capacity for all passengers, since it's unlikely the rear rafts would be available. The FAA rejected that, saying that if Sullenberger had followed Airbus' directions on descent speeds for ditching, the rear rafts would have been usable. The NTSB said the ability of pilots to achieve those descent speeds has never been tested and can't be relied on.

Some passengers wound up using the inflated exit ramps as rafts even though they're not designed for that. But passengers weren't able to release the ramps from the plane, running the risk that the ramps would be pulled underwater along with it. The NTSB recommended requiring quick-release attachments for ramps. The FAA rejected the advice, saying its analysis shows that the attachments were likely to be fully or partially underwater. NTSB said its investigation showed that wasn't the case.

In the movie, immediately after Flight 1549's engines quit, first officer Jeff Skiles, played by Aaron Eckhart, began going through a checklist of procedures for restarting the engines. Pilots are trained to do that in an emergency when they don't know how to fix a problem, but Skiles was only able to get through a fraction of the checklist items before the plane landed in the river.

The NTSB recommended changing the location of the rafts to ensure capacity for all passengers, since it's unlikely the rear rafts would be available. The FAA rejected that, saying that if Sullenberger had followed Airbus' directions on descent speeds for ditching, the rear rafts would have been usable. The NTSB said the ability of pilots to achieve those descent speeds has never been tested and can't be relied on.

Some passengers wound up using the inflated exit ramps as rafts even though they're not designed for that. But passengers weren't able to release the ramps from the plane, running the risk that the ramps would be pulled underwater along with it. The NTSB recommended requiring quick-release attachments for ramps. The FAA rejected the advice, saying its analysis shows that the attachments were likely to be fully or partially underwater. NTSB said its investigation showed that wasn't the case.

In the movie, immediately after Flight 1549's engines quit, first officer Jeff Skiles, played by Aaron Eckhart, began going through a checklist of procedures for restarting the engines. Pilots are trained to do that in an emergency when they don't know how to fix a problem, but Skiles was only able to get through a fraction of the checklist items before the plane landed in the river.

The NTSB's investigation showed the procedures were designed for a dual-engine failure at a cruising altitude above 20,000 feet, high enough for pilots to complete the list while descending and still have time to regain altitude. But Flight 1549 collided with the geese at an altitude of only 2,818 feet. Among NTSB's closed-unacceptable recommendations are that the FAA require airlines to include procedures for a low-altitude, dual-engine failure in checklists and pilot training.

---

## RUPA at SFO's October United Family Day

RUPA participated in the 2016 UAL Family Day at the SFO Maintenance Base on October 9, as part of the United Airlines Historical Foundation's Labor Coalition.



Captain D. Larry Wright represented RUPA by appearing in his original 1968 uniform along with Marion Bruin from Clipped Wings, in an early Flight Attendant uniform. A highlight of the event was the appearance of CEO Oscar Munoz who stopped by the booth for a photo op.

Family Day is an annual event featuring airplanes, vintage cars, games/rides, food and entertainment for United Employees and their families.

---

## FAA and DOT ban Samsung Galaxy Note7 phones on all US flights



The U.S. Department of Transportation (DOT), with the Federal Aviation Administration (FAA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA), today announced it is issuing an emergency order to ban all Samsung Galaxy Note7 smartphone devices from air transportation in the United States.

Individuals who own or possess a Samsung Galaxy Note7 device may not transport the device on their person, in carry-on baggage, or in checked baggage on flights to, from, or within the United States.

This prohibition includes all Samsung Galaxy Note7 devices. The phones also cannot be shipped as air cargo. The ban will be effective on Saturday, October 15, 2016, at noon ET.

---

## FAA Rule Will Significantly Advance Commercial Pilot Training



WASHINGTON – As part of its ongoing efforts to enhance safety and put the best qualified and trained pilots in the flight decks of U.S. airplanes, the Department of Transportation's Federal Aviation Administration (FAA) issued a final rule that will significantly advance the way commercial air carrier pilots are trained. In addition, FAA Administrator Michael Huerta is inviting the nation's commercial aviation safety leaders to Washington, D.C. on November 21, to discuss additional voluntary steps that can be taken to further boost safety during airline operations, including pilot training. "This rule is a significant advancement for aviation safety and U.S. pilot training," said U.S. Transportation Secretary Anthony Foxx. "One of my first meetings as Transportation Secretary was with the Colgan Flight 3407 families, and I am proud to announce that with their help, the FAA has now added improved pilot training to its many other efforts to strengthen aviation safety."

The final rule stems in part from the tragic crash of Colgan Air 3407 in February 2009, and addresses a Congressional mandate in the Airline Safety and Federal Aviation Administration Extension Act of 2010 to ensure enhanced pilot training. This rule is one of several rulemakings required by the Act, including the requirements to prevent pilot fatigue that were finalized in December 2011, and the increased qualification requirements for first officers who fly U.S. passenger and cargo planes that were issued in July 2013.

The final rule requires:



- 
- Ground and flight training that enables pilots to prevent and recover from aircraft stalls and upsets. These new training standards will impact future simulator standards as well;
  - Air carriers to use data to track remedial training for pilots with performance deficiencies, such as failing a proficiency check or unsatisfactory performance during flight training;
  - Training for more effective pilot monitoring;
  - Enhanced runway safety procedures; and
  - Expanded crosswind training, including training for wind gusts.

"This pivotal rule will give our nation's pilots the most advanced training available," said FAA Administrator Michael Huerta. "While the rule marks a major step toward addressing the greatest known risk areas in pilot training, I'm also calling on the commercial aviation industry to continue to move forward with voluntary initiatives to make air carrier training programs as robust as possible."

The FAA is focusing on pilot training for events that, although rare, are often catastrophic. Focusing on these events will provide the greatest safety benefit to the flying public. The recent rule to boost pilot qualifications for first officers has raised the baseline knowledge and skill set of pilots entering air carrier operations. Many air carriers have also voluntarily begun developing safety management systems (SMS), which will help air carriers identify and mitigate risks unique to their own operating environments.

The FAA proposed to revise the training rules for pilots in 2009, one month prior to the Colgan Flight 3407 accident. The FAA issued a supplemental proposal on May 20, 2011, to address many of the NTSB's recommendations resulting from the accident, and incorporate congressional mandates for stick pusher, stall recovery and remedial training. A stick pusher is a safety system that applies downward elevator pressure to prevent an airplane from exceeding a predetermined angle of attack in order to avoid, identify, or assist in the recovery of a stall.

On Aug. 6, 2012, the FAA issued Advisory Circular (AC) Stall and Stick Pusher Training to provide best practices and guidance for training, testing, and checking for pilots to ensure correct and consistent responses to unexpected stall events and stick pusher activations. A copy of the AC is available at [online](#).

Air carriers will have five years to comply with the rule's new pilot training provisions, which will allow time for the necessary software updates to be made in flight simulation technology. The cost of the rule to the aviation industry is estimated to be \$274.1 to \$353.7 million. The estimated benefit is nearly double the cost at \$689.2 million. The final rule (PDF) is available [online](#).

---

## **Boeing gives \$6 million in grants to support education in Washington**



RENTON, WA - Boeing announced today it is awarding \$6 million in grants to more than 50 nonprofit organizations and education institutions across Washington.

The grants are geared toward programs that enhance *Science, Technology, Engineering and Math* (STEM), workforce training, and educational and career pathway opportunities for students – particularly for underserved students who have not historically pursued these career paths. Included in these grants is \$1 million to further support students seeking a STEM education and enhanced learning opportunities at local universities.

Boeing expects a substantial portion of its Washington workforce to retire during the next several years and is working to ensure that students in the state have the education and skills to fill these openings and move with the company into its second century. These grants support Boeing's long-standing commitment to Washington and will prepare the workforce for these opportunities in the near future.

"Boeing will be a significant jobs provider in Washington for decades to come. Our hope and goal is that those future jobs will continue to be filled by kids who grow up right here in the state," said Boeing Commercial Airplanes President and CEO Ray Conner. "We are working hard today to give Washington students opportunities for employment within aerospace, manufacturing and other STEM-related fields when they graduate. Despite the always dynamic aerospace industry, Boeing remains consistent in its investment in our future here in Washington."

## FAA and SFO dedicate new air traffic control tower



SFO and the Federal Aviation Administration (FAA) have built a new Air Traffic Control Tower that will provide the airport with the latest in technology and design. Standing 221 feet tall, the new tower features an inviting, flared design clad in curved metal paneling.

Situated in the space between Terminals 1 and 2, the new tower will replace the existing control tower located atop Terminal 2. The project also includes a new three-story Integrated Facility building for the FAA and other personnel, two connector walkways, and improvements to the Terminal 1 Boarding Area C Entrance. Construction of the new control tower and base building began in summer 2012, was ready for FAA equipment installation

in July 2015, and went into operation in October.

The new Air Traffic Control Tower replaces one that has been in operation since 1954, when the Central Passenger Terminal (now Terminal 2) was first dedicated. Terminal 2 was renovated and re-opened in 2011 to wide acclaim for its world-class design, local-style dining options and commitment to sustainability. Notably, T2 has been certified LEED® Gold by the U.S. Green Business Council--the first major airport terminal in the nation to achieve that status. With funding from SFO and the Federal Aviation Administration, the new control tower is being built to satisfy specific technical and site requirements as well as stringent seismic, safety and security design standards, while also achieving LEED® Gold.

For passenger convenience, the base of the new tower features both a non-secure corridor and a secure connector between Terminals 1 and 2. The secure connector, which opened on November 4, 2014, enables connecting passengers to walk from Terminal 1, Boarding Area C to Terminal 2, Boarding Area D without exiting and re-entering the security checkpoint. The new base building will also provide for FAA offices and improvements to the Terminal 1 Boarding Area C entrance.

A Yoga Room is available inside the new secure connector between Terminal 1, Boarding Area C and Terminal 2, Boarding Area D.

The new tower is located between Terminals 1 and 2 to give air traffic controllers optimal airfield views from the tower cab. To allow for central elevators and stairwells, architects offset the cab, positioning it closer to the airfield to improve sightlines and accommodate state-of-the-art electronics. The offset position also gives the structure a uniquely graceful appearance.

Other considerations, including SFO's request for a design that would harmonize with existing architectural structures, led to the selection of a unique, torch-shaped building that is flared at the top. The tower's exterior is clad in curved metal panels with a wide vertical ribbon of glass on the public "landside" face. Reflecting the sky during the day, at night the glass will glow softly, illuminated from within.

## PICKLES



---

# The Air Force is scrambling to head off an exodus of fighter pilots

By Stephen Losey



After devoting eight years of his life to the Air Force, John Weigand was tired. He loved flying F-15s and T-38 trainers, and he loved serving his country since joining the service in 1984. But the high operations tempo of the early '90s was starting to wear on him – not only deployments to help enforce the no-fly zone above Iraq, but also Red Flag training exercises, and TDY after TDY, which kept him away from his family.

So in 1992, when the Air Force offered then-Capt. Weigand a pilot retention bonus that would have incurred a seven-year service commitment – and in those days, turning the bonus down likely would have meant the end of his career – he decided it was time to trade in his Air Force blues for the uniform of a United Airlines pilot. Instead of being on call round-the-clock, and away from his family for months on end, Weigand settled into the comfortable life of knowing his flying schedule two weeks in advance and having long periods at home, not to mention a higher salary than the Air Force could ever offer. “There was no comparison from a quality of life” standpoint,” said Weigand, who is now also a United recruiter, trying to attract more pilots. Weigand’s story is common – and the Air Force is growing increasingly concerned that the lure of civilian airline jobs will become even stronger in the months and years ahead.

The Air Force is scrambling to head off what could be a major exodus of fighter pilots for the private sector, which would exacerbate an already-serious shortfall of fighter jocks. And if the Air Force can’t hold on to its front-line pilots, that could have dangerous repercussions for the United States’ ability to fight and win wars. “Air superiority is not an American birthright,” Air Force Chief of Staff Gen. David Goldfein said at the State of the Air Force press conference Aug. 10. “It’s actually something you have to fight for and maintain.” The “quiet crisis” of the fighter pilot shortage is the most serious manning shortfall the Air Force is currently facing, Air Force Secretary Deborah Lee James said. It has grown from about 500 to 700 over the past year, James and Goldfein said in a July Defense One op-ed – representing roughly 21 percent shortfall. In an Aug. 23 interview at the Pentagon, Maj. Gen. Scott Vander Hamm, assistant deputy chief of staff for operations at Air Force headquarters, said that if nothing is done to stop it, the shortage could swell to about 1,000 pilots by 2022.

Civilian airlines are hiring about 3,000 to 3,500 pilots annually, said Lt. Col. John Hale, commander of the 77th Fighter Squadron at Shaw Air Force Base, in an Aug. 30 interview. The Air Force, which turns out between 1,000 and 1,200 pilots per year, is seen as an ideal place for airlines to recruit, he said. “It’s almost an unprecedented hiring boom with the airlines,” Hale said. “There are very attractive civilian opportunities right now, which, it’s difficult to argue, are luring away service members – especially pilots and fighter pilots.”

The Air Force is pulling out all the stops to try to fix the problem. James is pushing Congress to double pilots’ Aviator Retention Pay from the current \$25,000 annual maximum to \$48,000. This would be the first increase in 17 years – and it means that some pilots who sign up for the maximum nine-year commitment could net \$432,000.

1st Lieutenant Drew Lyons, an F-15E Strike Eagle pilot with the 492nd Fighter Squadron, and 1st Lieutenant J. Paul Reasner, a weapons systems officer, step to their aircraft for a sortie in support of exercise Red Flag 16-4 at Nellis Air Force Base. The operations tempo in the Air Force is wearing people out, service officials say.

As the retention bonus has stagnated since 1999, its effect has been dulled by inflation, James said. The effect is shown in alarmingly low “take rates” of pilots from all backgrounds who decide to accept the six-figure bonuses. The problem is especially acute for fighter pilots – and growing worse. In fiscal 2013, 62 percent of the fighter pilots offered retention bonuses accepted, which was about 5 percent higher than the average number of bonuses accepted by fighter pilots over the previous five years. But by fiscal 2015, that rate had plunged to 47.8 percent, the Air Force said. And as of Aug. 1 – the latest information available – only 34.4 percent of fighter pilots had accepted the bonus. Since there were still two months left in the fiscal year, those numbers are incomplete and could rise – but there’s not much time left. In fact, take rates for all pilots are also pretty bad. The Air Force has an overall target of 65 percent, but only hit 55 percent last year, and had recorded 42.9 percent for the first 10 months of 2016. But fighter pilot rates are by far the lowest. Hale said the Air Force estimates that upping the pilot retention bonus could boost the take rate by roughly 10 percentage points.



---

## How safe is your pilot?



The US Federal Aviation Administration (FAA) and industry are working together to prevent Loss of Control (LOC) accidents and save lives. In a message to the General Aviation (GA) industry, the FAA Administrator, Michael P. Huerta, urged pilots to make a difference by joining its Fly Safe campaign. He said each month on [FAA.gov](http://FAA.gov), they are providing pilots with a Loss of Control solution developed by a team of experts. They have studied the data and developed solutions – some of which are already reducing risk.

The FAA and GA group's #FlySafe national safety campaign aims to educate the GA community on best practices for calculating and predicting aircraft performance, and operating within established aircraft limitations. Impairment may cause a pilot to exceed these limitations and lose control of the aircraft.

What is an impaired pilot? Impairment doesn't just cover illegal drugs and alcohol. Fatigue and over-the-counter or prescription drugs can lead to impairment, too, including:

- Flying tired, because a pilot is eager to get home, and think they can rest later.
- Having a drink at dinner, and thinking it is okay to fly.
- Taking a cold medicine – this can cause impairment, too.

“Fit to fly” means free of ANY impairment, including drugs, alcohol, or fatigue.

What do the regs say? The Federal Aviation Regulations (FARs) require full fitness for flight. Pilots must be well-rested and free of distraction, and, of course, free of drugs and alcohol.

“Eight hours bottle to throttle” is a minimum. Pilots should not fly even if they feel just a little bit off. The FAA does not hesitate to act aggressively when pilots violate the alcohol and drug provisions of the FARs.

Fatal Results: According to the FAA Civil Aerospace Medical Institute, between 6 and 14 percent of pilot fatalities are alcohol related. The FAA calculated those statistics by analyzing blood and tissue samples from pilots who have died in aviation accidents.

Further analysis of pilots who died in an accident shows some used prescription drugs such as common sleep aids and cold remedies, without realizing that these drugs could make them unfit to fly.

A number of studies have found that a pilot's performance can be impaired by only a few drinks, even after the pilot's blood alcohol content (BAC) has returned to “zero.” In fact, these lingering effects can be detected up to 48 hours after consumption, and they can leave the pilot at increased susceptibility to spatial disorientation, hypoxia, and other problems.

What is Loss of Control? A Loss of Control (LOC) accident involves an unintended departure of an aircraft from controlled flight. LOC can happen because the aircraft enters a flight regime that is outside its normal flight envelope and may quickly develop into a stall or spin. It can introduce an element of surprise for the pilot.

Contributing factors may include:

- Poor judgment/aeronautical decision making.
- Failure to recognize an aerodynamic stall or spin and execute corrective action.
- Intentional failure to comply with regulations.
- Failure to maintain airspeed.
- Failure to follow procedure.
- Pilot inexperience and proficiency.
- Use of prescription, over-the-counter, or illegal drugs or alcohol.

Did you know? Last year, 384 people died in 238 general aviation accidents.

- Loss of Control is the number one cause of these accidents.
- Loss of Control happens in all phases of flight. It can happen anywhere, and at any time.
- There is one fatal accident involving LOC every four days.

## Information about Star Companion passes.

Do retirees get “Star Companions”? Yes.

Six airlines will allow “Travel companions, aka Star Companions,” who can be ANYONE you want (your next door neighbor, ex-husband, favorite movie star, etc).

There is some info on the RAFA website and there are rules to follow.... Go to:

<http://www.rafa-cwa.org>. Click on, Travel Benefits, OTHER AIRLINE travel, read item #2:

Yes, retirees can accompany “Star Companions.”

Almost all “Other Airlines” will let us and our spouses/domestic partners, parents and children fly standby at a discount; but they do not take our *Enrolled Friends*.

However, you may take your *Enrolled Friends* with you on those six airlines BUT: If buying a “Star Companion” ticket for your Enrolled Friend on myIDTravel or ID90, you CANNOT simply select them from your list of eligible pass riders, you must write their name(s) in as a "Travel Companion" or “Buddy.”

## ETC’s answers to questions comparing Star Companion passes to Vacation Passes:

**(Question 1)** Does a ZED ticket for a star companion traveling from A>B>C (one direction) use up one or two star companion passes?

**(Vacation pass rule:** that would use one pass.)

**(Answer 1)** Star Companion passes are either one way or round trip. Either one counts as one pass. If you book a one way it is one. If you book a roundtrip it is one.

**(Question 2)** Is there a maximum transit time allowed at “B” in that case?

**(Vacation pass rule:** must take first onward flight or, at major hub, can layover up to 72 hours.)

**(Answer2)** There is no restriction on the number of hours on a layover. As long as it is booked in the record.

**(Question 3)** Does a ZED ticket for a star companion traveling A>B>A (round-trip) use one or two star companion passes?

**(Vacation pass rule:** round-trip requires two passes.)

**(Answer 3)** A round trip that is booked on one record is one pass.

**(Question 4)** Star companion passes expire at the end of the year (no roll-over), correct?

**(Vacation pass rule:** unused passes roll over to the next year, expire after 5 years.)

**(Answer 4)** Yes, they expire at the end of the year and do not roll over.

## 2nd annual Drone World Expo in San Jose



SAN JOSE, CA - Drone World Expo, the defining event for the commercial applications of UAS technology, will take place November 15-16, 2016 at the San Jose Convention Center. It will offer something for everyone interested in the use of drones for commercial purposes. The

full conference program with details about sessions and the 100+ speakers is now available at [www.droneworldexpo.com](http://www.droneworldexpo.com).

---

## Improved safety requirements on cruise ships announced



PHOENIX, AZ - International Cruise Victims (ICV) is pleased to announce new steps toward improving safety on cruise ships. This new measure initiates more accurate accounting of all reportable crimes including, but not limited to crimes of sexual assault. In addition, the FBI will implement a proactive process enabling passengers who become victims of crime to establish direct contact with the FBI while they are still on board the ship that leaves from or arrives at a United States port.

Regarding crime reporting, new cruise ship crime reporting requirements took effect. These new Cruise Line Incident Reports are being issued by the Department of Transportation. We consider this a major step forward in providing some measure of transparency in the form of the disclosure of actual sexual crimes committed on cruise ships.

For the first time, actual reported alleged crimes under the Cruise Vessel Security and Safety Act (CVSSA) will be made public by cruise lines, according to International Cruise Victims. In addition, the FBI will implement a proactive process for victims to have direct contact with the FBI. This is a major step forward to make sure victims are given their rights as required under the CVSSA.

Under this new proactive approach, the responsible case agent and/or victim specialist will reach out to victims directly by phone or email as soon as possible after receiving a report of a crime from the cruise ship security point of contact.

The agent and victim specialist will determine who is best suited to make the outreach based on the circumstances. The purpose of the initial FBI contact is to advise the victim (or family if the victim is a minor, incapacitated, or deceased) that the FBI received the report and will meet the ship upon arrival back in the U.S., according to International Cruise Victims.

Also, during the initial contact, the victim or family will be provided with the name and contact information for the FBI victim specialist.

---

## Will Airport Security Accept Your Driver's License?



Residents of five states may be barred from boarding commercial flights using a driver's license beginning in 2018 because of the states' refusal to comply with national proof-of-identity requirements.

The Department of Homeland Security confirmed that it had rejected requests from Oklahoma, Kentucky, Maine, Pennsylvania and South Carolina for an extension to comply with the federal Real ID Act. The law, passed in 2005 in response to the 9/11 attacks, imposes tougher requirements for proof of legal residency in order for state

driver's licenses to be valid for federal purposes. Three other states - Minnesota, Missouri and Washington - were previously notified that they are not in compliance.

The 9/11 hijackers obtained valid identification cards from various states, according to the F.B.I., and a commission that reported on the attacks recommended that the federal government develop standards for issuing ID cards to help prevent terrorism and fraud.

Requirements that some states have failed to meet involve such items as documentation like Social Security numbers, retention of copies or digital images of applications and source documents, and inclusion of approved security markings on driver's licenses.

Opposition in many states, including Oklahoma, stems from a concern that the federal government is overstepping its authority and gathering too much data from citizens.

**Mail your dues check to:**

**RUPA**

**PO Box 400**

**Vineburg, CA 95487-0400**

**Or**

**Go to our website [www.rupa.org](http://www.rupa.org) and pay with you Credit Card**



---

# Downsizing and clearing clutter needn't be a downer

By Marni Jameson

"Where do I start?" was the first question from a woman in a group at a bookstore in Salt Lake City, where I was giving a talk about downsizing. "In the place that bothers you most," I say. I don't tell her that to start sorting through a lifetime of accumulations at first feels like stepping into quicksand.

"What about my tools?" asks a gentleman in his 70s. "I have \$60,000 worth of tools no one appreciates anymore. I'm not going to just give them away." "Do you use them?" I ask. "Some of them," he says. "Not most." I tell him, "That things were expensive when you bought them is not a reason to hold onto any you don't need, use or love. Plus, what you paid a while ago isn't a reflection of today's market value." (Think of all those families that bought encyclopedia sets.)

"My mom is a pack rat," says a 20-something woman. "Every time I sit down with her to go through her things, we end up in an argument." "I hate to sound like Dr. Phil here," I tell her, "but you can't help her if she doesn't want to change. Be glad you're not married to her."

And so go the conversations in cities across America, as I travel to talk about a subject many of us are dealing with or will: sorting through and thinning out a lifetime of stuff, be it our own or our parents'. I'll tell you what I've learned: We're a mess.

Wherever I go, my brief remarks are quickly followed by group therapy sessions. Adult children and their parents both groan and ask, "What are we going to do with all this stuff?!"

"My kids tell me I have too much stuff and that I need to deal with it," says a 70-something woman. Later, she tells me privately, "I don't even like to have people over, because the house looks so bad." "You're telling me that your need to hold onto the past is robbing you of life right now?" I ask. "Live and let go!" I say, sounding like a Paul McCartney & Wings song.

Anyone who has too much stuff (my hand is raised - is yours?) knows that paring down isn't as simple as loading up your car and driving by Goodwill on your way to the landfill. (That, by the way, is an excellent idea that could save us both a lot of trouble.) No, letting go of stuff is a giant mind game, with Team Stuff favored to beat Good Intentions by 10 to 1. But you can reverse those odds and win by adopting a new mindset.

Last week, I shared some ready-for-television sound bites, which I'm including in my talks. Here are more: **HOW TO CHOOSE:** When going through a cupboard or closet, pick what to keep rather than what to get rid of. Take out everything, then thoughtfully choose what you need and let go of the rest. Pretend you're shopping and select only what you would buy again.

**GET REAL ABOUT VALUE:** Sit down with a glass of something stiff. Most of the belongings you believe to be valuable (your tools, sir) aren't worth nearly as much as you think. For a reality check, go to Craigslist to find out what similar items sold for (not their asking price). And let me remind you again: The kids don't want it. Do not clog up their lives with your guilt trips.

**SPACE IS YOUR GUIDE:** The amount of space where you live is already determined. The amount of stuff you have isn't. Your stuff, not your space, should conform. When putting your home in order, designate a defined, appropriate place for like items - say, one shelf for Tupperware - then stay within the boundaries. I have a shelf in my closet for purses. It is full. I will not let my purses creep onto DC's shirt shelf. If I fall for a new purse and buy it, I must part with an old purse. If I believe I need more purses than this shelf holds, I have a problem.

**CHERISH THE FEW AND THE SMALL:** Sentimental value explains why we cling to 90 percent of the items we don't actually need, use or love. I get that, and I agree that a cherished reminder of someone dear is a precious keepsake. But when selecting keepsakes, think small, precious, portable. By definition, precious means rare. Keep too many mementos and they lose their specialness. When clearing out my parents' home, I was tempted to keep so much. But then I thought about how these belongings would congest my own already fully furnished house. So I chose a handful of small items to remember my parents by. Today, I have my dad's wooden cigar box sitting on my desk to hold pens. On my vanity I have mom's pearls, her Lalique crystal birds, a bottle of her favorite perfume and her coin purse.

**MAKE STAYING DOWN-SIZED YOUR LIFESTYLE:** Purge and then maintain the new order. Don't think of downsizing as a one-time event; make it your way of living. Lighten up, let go and live better now.

---

# Choosing a Place to Settle Down in the Age of Fitbit

By John F. Wasik/The New York Times



Few people in America walk to work. Most of us drive to the supermarket. But more older people these days are looking for a community where they can enjoy a full life without a car.

Ben Brown and his wife, Christine, say they weren't thinking about retirement when they moved to Franklin, N.C., a small, lovely town nestled in the Smoky Mountains near Asheville, a haven for many East Coast and Midwest retirees. "We loved the idea of living in a small town in a rural mountain area," Mr. Brown recalled. "And we converted a summer house to a year-round home to suit our tastes."

Yet Mr. Brown, a 70-year-old writer, and his 66-year-old wife said they had second thoughts as they made the transition toward retirement. "We realized 'aging in place' means a lot more than just a comfortable house," Mr. Brown said. "So we began thinking more about 'aging in community.' That means an urban neighborhood where you can walk or take transit to just about everything you need," Then they discovered West Asheville, a vibrant, urban neighborhood that is brimming with trendy new restaurants, inviting shops and a number of bus routes into the larger city next door. Nearly every place they wanted to go was within walking distance, a major benefit for those who don't want to drive everywhere as they get older. "We always thought we'd end up in an urban environment," Mr. Brown added. "We're in one of the few places where you can comfortably live without a car in a growing, mixed-use neighborhood."

In the age of the Fitbit and a growing cohort of active, engaged retirees eager to take their daily 10,000 steps, retirement communities have been slow to change. Eighty percent of retirees still live in car-dependent suburbs and rural areas, according to a Brookings Institution study.

Developments for independent retirees typically come in two flavors: isolated, gated subdivisions or large homes on golf courses, often in the same bland package of multiple cul-de-sacs. Both require driving everywhere, which is a problem for those who either don't want to drive or can't.

Enter a new paradigm: the walkable, urban space. It may range from existing neighborhoods in places like Brooklyn or San Francisco to newly built housing within city and suburban cores from coast to coast. Though not primarily for retirees, places like Reston, VA, and Seaside, FL, were early examples of the new urbanism built from the ground up. Among senior housing projects, examples include Waterstone at Wellesley along the Charles River in the Boston area and The Lofts at McKinley in downtown Phoenix. The theme is simple: Get out and walk to basic services. Walkability, though, is much more than a hip marketing pitch. It's linked to better health, social engagement and higher property values.

The researchers Philippa Clarke and Linda George found that walkable, mixed-use environments could possibly reduce disabilities many face as they age. Pedestrian-friendly communities promote walking to a grocery store, cafe or other services like a dry cleaner or library.

Although there is clearly a growing demand for walkable, urban retirement communities, they are difficult to build within cities, said Christopher Leinberger, a developer based in Washington and a professor at the George Washington University School of Business. Mr. Leinberger noted that most mainstream retirement developers had traditionally favored suburban or exurban sites that involve sprawling "greenfield" building on relatively cheap farmland. The new approach, by contrast, is for dense, urban or town-centered sites that are accessible for services and socially vibrant.

"The model used to be to isolate old people on cul-de-sacs backing up to a golf course," Mr. Leinberger said. "The new model just beginning to rise is for walkable urban places."

But there are many obstacles. Age-friendly communities within cities may require extensive infrastructure improvements, including wider sidewalks, bike lanes, more public transportation options and longer pedestrian signal walk times. Local officials may not want to rezone or invest in the improvements or even permit them.

Michael Glynn, a vice president with National Development in Boston, who has built walkable communities primarily for homeowners 75 and older, said he had faced many roadblocks in pursuing his projects. "Towns

---

are frightened by density' Mr. Glynn said, referring to clustering housing units in downtown areas. "But if you build in the right, walkable location, it could do a lot of good for an 85-year-old."

Walkable areas in mature cities, though, may be unaffordable for retirees who are interested in paring their overall housing costs. Some of the most walkable cities are among the most expensive: New York, San Francisco and Boston top the list compiled by Walkscore.com, which also rates individual neighborhoods.

New York's Little Italy and Flatiron Districts; Chinatowns in Boston, San Francisco, New York and Washington; Philadelphia's Rittenhouse Square; and Chicago's Near North and West Loop all scored well. Although the price tags for these neighborhoods can be lofty, there is a financial upside. They promise higher home equity down the road, if you can afford to buy there.

Mr. Leinberger, in a G.W.U. study, found that the walkability factor added more than 72 percent in increased housing value compared with car-dominated developments, where he says prices will fall over time as America ages.

The affordability issue may be a roadblock to many retirees looking to cut housing expenses, but it shouldn't be a high barrier to those already living in a city. They may be able to stay put if the neighborhood where they live can accommodate their changing needs.

How do you rate a neighborhood's walkability? You can start with the WalkScore rankings and sort cities based on affordability, location and amenities. Also keep in mind that the most walkable communities may need other services to fit your needs. Do they have quality health care institutions nearby? Is public transportation adequate? Will you need barrier-free sidewalks and retail establishments? How easy is it to leave and visit other parts of a city or its metropolitan region? Will you need to rent or share a car? What about local colleges for cultural amenities and lifelong learning programs?

Picking the right community also should involve your family. If you want to be close to children and grandchildren, you should consider a place accessible to them as well.

---

## Golf may help you live 5 years longer



Researchers say playing golf seems to keep a slew of major diseases at bay and may help folks live about five years longer, London's The Telegraph reported. A review of 5,000 studies found that golf helps prevent 40 major chronic diseases. That includes such maladies as diabetes and breast and colon cancer.

Additional benefits: The benefits don't stop there. The sport could also help those who suffer heart disease and stroke and cut the risk of anxiety, depression and dementia, researchers found.

"Evidence suggests golfers live longer than non-golfers, enjoying improvements in cholesterol levels, body composition, wellness, self-esteem and self-worth," said lead researcher Dr. Andrew Murray of the University of Edinburgh. "Balance and muscle endurance in older people are improved by playing golf and it is also likely to improve cardiovascular, respiratory and metabolic health."

"Given that the sport can be played by the very young to the very old, this demonstrates a wide variety of health benefits for people of all ages."

Golfers typically burned a minimum of 500 calories over 18 holes, walking eight miles, according to CNBC. Even golfers using a motorized cart were found to walk as much as four miles over a full round.

Golf is not just for the rich. Murray said that the encouraging results suggests golf should be viewed as a sport for people from all walks of life.

"Anyone can play golf - from the age of 4 to 104 ...," he said. "We have to get away from the idea golf's only a rich man's sport - 78% of the courses across the world are available for the public to play on, not just members."

**THEY CALL IT  
GOLF BECAUSE  
ALL THE OTHER  
FOUR LETTER  
WORDS WERE  
TAKEN.**

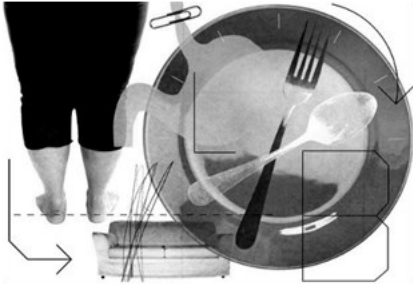
-RAY FLOYD



---

# Obesity Is Linked to at Least 13 Types of Cancer

By Nicholas Bakalar



A review of more than a thousand studies has found solid evidence that being overweight or obese increases the risk for at least 13 types of cancer. The study was conducted by a working group of the International Agency for Research on Cancer, part of the World Health Organization. Strong evidence was already available to link five cancers to being overweight or obese: adenocarcinoma of the esophagus; colorectal cancer; breast cancer in postmenopausal women; and uterine and kidney cancers.

This new review, published in *The New England Journal of Medicine*, links an additional eight cancers to excess fat: gastric cardia, a cancer of the part of the stomach closest to the esophagus; liver cancer; gallbladder cancer; pancreatic cancer; thyroid cancer; ovarian cancer; meningioma, a usually benign type of brain tumor; and multiple myeloma, a blood cancer. According to the chairman of the working group, Dr. Graham Colditz, a professor of medicine and surgery at Washington University in St. Louis, these 13 cancers together account for 42 percent of all new cancer diagnoses. “Only smoking comes close” as an environmental factor affecting cancer risk, Dr. Colditz said. “And that’s an important message for nonsmokers. Obesity now goes to the top of the list of things to focus on.” Obesity is associated with significant metabolic and hormone abnormalities, and with chronic inflammation, factors that may help explain its link to cancer.

Elizabeth A. Platz, a professor of epidemiology at the Johns Hopkins Bloomberg School of Public Health and a widely published cancer researcher who was not involved in the report, said that this was a “high-caliber working group of respected epidemiologists and laboratory researchers,” and that women in particular should take note of the results. “The strongest association they found,” she said, “is with uterine cancer. And postmenopausal breast cancer is also connected to obesity, especially estrogen receptor positive cancer. These are important messages that women need to hear.”

Most of the studies the researchers looked at were observational so can’t prove cause and effect, though researchers considered evidence sufficient if an association could not be explained by chance, bias or other confounding factors. And most compared any increases in risk to that of an adult of normal weight having a body mass index of 18.5 to 24.9.

For some cancers, the group found that the fatter the person, the greater the risk. In endometrial cancer, for example, compared with a woman of normal weight, one with a B.M.I. of 25 to 29.9 was at a 50 percent higher relative risk. But her risk more than doubled at B.M.I.s between 30 and 34.9 and more than quadrupled at B.M.I.s of 35 to 39.9. A woman with a B.M.I. of 40 or more was at seven times the risk for endometrial cancer as a woman of normal weight.

The group found only limited evidence that obesity could be linked to three additional types of cancer: male breast cancer; prostate cancer; and diffuse large B-cell lymphoma, the most common form of non-Hodgkin’s lymphoma. They found no adequate evidence to link obesity with squamous-cell esophageal cancer, gastric noncardia cancer, cancer of the biliary tract, lung cancer, cutaneous melanoma, testicular cancer, urinary tract cancer, or glioma of the brain or spinal cord.

Does losing weight reduce the risk? Although animal studies suggest that it does, Dr. Colditz said, “it’s hard to study in humans because so few people lose weight and keep it off. But the priority of avoiding weight gain is the first thing we need to address.”

## **Church Ladies with Typewriters!**

**Weight Watchers will meet at 7 PM at the First Presbyterian Church. Please use large double door at the side entrance.**

---

## This Is Probably the Least You'll Weigh All Year. Sorry.

By Niraj Chokshi/The New York Times, October 3rd



Congratulations. If you are anything like the Americans in a study by a Cornell University professor, your weight will reach an annual low this week or the next. But don't get too excited — you'll most likely get fatter soon. Later this month, the numbers on your scale will begin a long climb past holidays like Thanksgiving, Hanukkah and Christmas, peaking around New Year's Day, according to research published last month as a letter to the editor in *The New England Journal of Medicine*. What's worse, those extra holiday pounds tend to stick around for quite some time.

"Anything that happens in these next 10 weeks, on average, takes about five months to come off," said Prof. Brian Wansink of Cornell's business school. He conducted the study with Elina Helander of Tampere University of Technology in Finland and Angela Chieh of Withings, a company that sells connected health-monitoring devices. Using data from thousands of users of Withings's wireless scales, the three tracked weight gain and loss among adults in the United States, Japan and Germany over one year, starting in August 2012. Americans accounted for nearly 1,800 participants, with around 800 from Germany and almost 400 from Japan. While different patterns were found in each country, all three had one thing in common: Waistlines tended to grow in the 10 or so days leading up to holidays.

"Whether it be office parties, whether it be receptions, whether it be your friends' parties, or it could be you just buying a lot of stuff and eating while you're preparing things, there's this real ramp up to almost every holiday," Professor Wansink said. Weights peaked around the New Year in the United States and Germany. In Japan, they peaked in early May, around the Golden Week holiday. Weights hit rock bottom at the beginning of December in Japan, the end of September in Germany and the beginning of October in the United States. It wasn't until late April that Americans were able to erase their holiday gains. Weights rose by as much as 1 percent from their annual low to their annual high in Germany. In the United States and Japan, they fluctuated by as much as 0.7 percent over the course of the year, the study found.

The results represent a narrow slice of the public: The data were gleaned from adult owners of an approximately \$150 wireless scale, suggesting that participants had both the motivation and means to get their weight under control. But, that, Professor Wansink argues, offers only stronger confirmation of the pattern he and his colleagues found. "Even among this diligent, almost-ideal population, there's no escaping this almost inevitable holiday weight gain," he said.

Indeed, about 1 in 4 of the American participants was obese, far fewer than the national rate of more than 1 in 3, according to the Centers for Disease Control and Prevention. If anything, Professor Wansink suggested, the participants studied most likely put on less weight and lost it faster than the general population.

Limited though it may be, the research could help to guide Americans to better habits, Professor Wansink said. "Instead of trying to come up with a New Year's resolution to lose weight, it's a whole lot better to maybe have an Oct. 1 resolution to gain less in the first place," he said. Stepping on scales more frequently during the holiday season might help, too, he said. Participants who weighed themselves four or more times a week gained less weight and dropped it all more quickly, by the end of January.

---

## Personality Change May Be Early Sign of Dementia, Experts Say

By Pam Belluck/The New York Times



"Has the person become agitated, aggressive, irritable, or temperamental?" the questionnaire asks. "Does she/he have unrealistic beliefs about her/his power, wealth or skills?" Or maybe another kind of personality change has happened: "Does she/he no longer care about anything?" If the answer is yes to one of these questions — or others on a new checklist — and the personality or behavior change has lasted for months, it could indicate a very early stage of dementia, according to a group of neuropsychiatrists and Alzheimer's experts.

---

They are proposing the creation of a new diagnosis: mild behavioral impairment. The idea is to recognize and measure something that some experts say is often overlooked: Sharp changes in mood and behavior may precede the memory and thinking problems of dementia. The group made the proposal at the Alzheimer's Association International Conference in Toronto, and presented a 34-question checklist that may one day be used to identify people at greater risk for Alzheimer's. "I think we do need something like this," said Nina Silverberg, the director of the Alzheimer's Disease Centers program at the National Institute on Aging, who was not involved in creating the checklist or the proposed new diagnosis. "Most people think of Alzheimer's as primarily a memory disorder, but we do know from years of research that it also can start as a behavioral issue." Under the proposal, mild behavioral impairment (M.B.I.) would be a clinical designation preceding mild cognitive impairment (M.C.I.), a diagnosis created more than a decade ago to describe people experiencing some cognitive problems but who can still perform most daily functions.

Dr. Zahinoor Ismail, a neuropsychiatrist at the University of Calgary and member of the group proposing the new diagnosis, said studies and anecdotes suggested that emotional and behavioral changes were "a stealth symptom," part of the dementia disease process, not separate from it. Whatever is eroding memory and thinking skills in the dementia process may also affect the brain's systems of emotional regulation and self-control, he said. If two people have mild cognitive impairment, the one with mood or behavior changes develops full-blown dementia faster, he said. Alzheimer's patients with those symptoms "do much worse over time;" after death, autopsies have shown they had more brain damage.

Of course, not everyone experiencing mood swings with age is suffering warning signs of dementia. Dr. Ismail emphasized that, to be considered M.B.I., a symptom should have lasted for at least six months and be "not just a blip in behavior, but a fundamental change." Still, some experts worry that naming and screening for such an early-stage syndrome might end up categorizing large numbers of people, making some concerned they will develop Alzheimer's when there are not yet effective treatments for the disease.

"There's the potential benefit of early diagnosis, identifying people more likely to decline," said Dr. Kenneth Langa, a professor of internal medicine at the University of Michigan. But "the flip side is overdiagnosis, labeling someone and getting people in the clinical cascade, where you start doing the test and people start doing more brain imaging and being at the doctor's more and getting more concerned." "If it becomes a routine practice, that's a huge amount of dollars," he added.

Dr. Langa, who has written about M.C.I., cited the experience with that designation. Many people given an M.C.I. diagnosis do not develop full-blown dementia even a decade later, and as many as 20 percent have later been deemed cognitively normal, he said. That could be because on the day they were screened, their cognitive function was lower than usual, possibly a result of stress or medications taken for other conditions. "That's one of the things that makes me think twice" about creating M.B.I., said Dr. Langa, who recommended the checklist be tested by researchers before doctors began using it.

Others are more enthusiastic. "We have to improve our ability to identify people at risk," said Arthur Toga, a neuroscientist at University of Southern California. Eventually "there will be an effective treatment," he said, "and there's too much unknown about this disease anyway." Dr. Toga said his mother, a retired teacher, exhibited frustration and other emotional changes in her 70s, years before she developed Alzheimer's. He believes her moods stemmed from dismay she felt while trying to hide something family members had not yet noticed: "her ever decreasing cognitive capacity with words."

Indeed, Dr. Langa and others said, memory tests are not always able to detect early problems because some people, especially highly educated ones, may be skilled enough at taking tests that their scores do not reflect the full extent of their cognitive slippage. Dr. Mary Ganguli, a professor of psychiatry, neurology and epidemiology at the University of Pittsburgh, said people often came in reporting that they or a family member had stopped doing something they always enjoyed, like baking a certain Thanksgiving dessert or tinkering with the lawn mower in springtime. Even the patient may not know why, she said. They may be uninterested in the activity because





---

“they couldn’t figure out how to do it anymore.” Usually, when Dr. Ganguli asks if the patient is having trouble remembering things, “They will say, ‘Yes, but it’s not the biggest problem,’” she said. “But if I assess them, I find memory problems.”

Some experts supporting the new diagnosis said that unlike most cognitive problems, some mood and behavior symptoms could be treated with therapy and medication. “We can make them sleep better, we can take the edge off depression, we can help the family learn how to manage the problems,” Dr. Ganguli said.

Dr. Ismail said apathy was a common symptom, but he has seen starker changes. One patient in her 70s became so sexually uninhibited, she “went from prude to promiscuous,” he said. Another, a law-abiding 67-year-old, suddenly “started smoking crack.” Both later developed dementia.

Mood and behavior changes have long been recognized as early-warning signs of frontotemporal dementia, which accounts for about 10 percent of dementias. Palmer Posvar, a patient of Dr. Ganguli’s, was in her 50s when she started taking food off other people’s plates, asking to borrow money from friends and trying to pawn heirloom jewelry, said her husband, Wesley. At 54, she was found to have frontotemporal dementia. Now 64, Mrs. Posvar can no longer speak and she falls so frequently that she was recently moved from their house in Fox Chapel, PA, to a nursing home.

Still, “early diagnosis is a double-edged sword,” Mr. Posvar said when asked about creating a mild behavioral impairment category. The upside is that “there are medications which help manage mood and behavior,” and clinical trials that these patients might qualify for, he said. But “does that become part of your health record that’s accessible by insurance companies” or employers, he wondered. “And do you really want to know? Because there’s no cure yet.” Some experts said they believed the benefits of the new diagnosis outweighed the drawbacks. “We should not be ignoring them, waiting for the cognitive manifestations to appear,” Dr. Ganguli said, “because we may be missing the opportunity.”

---

## Can you be too old to donate blood?

By Roni Caryn Rabin/The New York Times



In general, you can never be too old to donate blood. Though you can be too young or too thin. The American Association of Blood Banks used to bar people over 65 from donating blood, but it scrapped the rule in 1978 after studies found that older people who stored their own blood prior to surgery did well, said Dr. Steven Kleinman, the association’s senior medical adviser. Now most blood banks are happy to accept blood from older volunteers. “We found over time that individuals who are older do just fine donating blood, as long as they don’t have certain medical conditions that make them

ineligible,” said Dr. Ross Herron, the chief medical officer of the West division of the American Red Cross, which collects 40 percent of the blood supply in the United States.

Individual blood banks and states, though, can impose additional regulations. New York, for example, requires hospitals and blood centers to review the eligibility of would-be donors over the age of 75 on a case-by-case basis. And all prospective blood donors are asked to fill out a detailed health history questionnaire to rule out medical problems that bar them from donating, such as dementia, a recent history of cancer or heart disease, viral hepatitis, H.I.V. infection and heart rhythm disorders like atrial fibrillation. Taking certain medications, including anticoagulants, will also make you ineligible to donate.

Blood banks also require donors to weigh at least 110 pounds, and more in some cases. Minimum weight and height requirements are also typically imposed on younger adults and minors, who often require parental permission. Bloodworks Northwest, for example, requires first-time donors who are 16 and 17 to weigh at least 114 pounds. United Blood Services has both height and weight requirements for donors ages 16 to 22. Young people, especially those who are underweight, are more prone to fainting, the most common complication of giving blood, than older donors.

Blood donors may also be rejected for other reasons, including intravenous drug use or a history of certain infections or travel to areas where certain infections are common. The Food and Drug Administration also bars men who have had sex with men within the past year from donating blood.

---

## Men Get Osteoporosis, Too

By Jane E. Brody/The New York Times



Listen, men, this is important, important to your current and future health and perhaps your life. Osteoporosis is not just a woman's disease. Men get it too, albeit some years later in life than most women. Men experience about half as many osteoporotic fractures as women. But when a man breaks his hip because of osteoporosis, he is more likely than a woman similarly afflicted to be permanently disabled and twice as likely to die within a year.

Unfortunately, men are far less likely than women to get the health of their bones checked when they are at significant risk of an osteoporotic fracture. This is true even if they have such prominent risk factors as a previously broken bone — any bone — from something as “nontraumatic” as tripping and falling from a standing height, a so-called fragility fracture. That's because doctors, too, are often unaware of the many factors that put men at risk of osteoporosis, including disorders like celiac disease and chronic obstructive pulmonary disease (C.O.P.D.) and treatments for other health problems, like depression, gastric-esophageal reflux disease (GERD) and prostate cancer.

With men now living longer and their life expectancy increasing faster than women's, many more “men will be living long enough to fracture,” Dr. Robert A. Adler, an endocrinologist at the Veterans Affairs Medical Center in Richmond, Va., and Virginia Commonwealth University School of Medicine, has written. “We need to pay a lot more attention to osteoporosis in men,” Dr. Adler said in an interview. “It's erroneous to think it's a lady's disease. And because many men and their doctors think that, men are less likely than women to be evaluated and treated after a low-trauma fracture.”

Men remain inadequately tested and treated after low-trauma fractures “even though their risk of a subsequent fracture is markedly increased,” said Dr. Sundeep Khosla, an endocrinologist at the Mayo Clinic College of Medicine, echoing Dr. Adler's concerns. In fact, Dr. Khosla said, there is now evidence that even following a “high-trauma fracture,” as might happen in a car accident, they should have the strength of their bones checked. “Just because men escape the sudden bone loss women experience at menopause, that doesn't mean men don't lose bone as they get older,” he said. “Aging men lose bone mineral density at a rate of approximately 1 percent per year, and one in five men over the age of 50 years will suffer an osteoporotic fracture during their lifetime,” Dr. Khosla wrote in *The Journal of Clinical Endocrinology and Metabolism*. “Almost 30 percent of all hip fractures occur in men.” His advice: “Every man over 70 should have a bone density test, and if they have other risk factors, depending on which ones, they should be tested soon after 50.”

Here's what men should know about their risks. Yes, nearly all of you start adult life with stronger bones than women have. But like women, your bones start to gradually weaken in your mid-20s. Women lose both the cells and struts, the framework of mineral deposits within spongy bone, that keep bones strong, whereas in men the primary loss is thinning of the struts, which probably explains why osteoporotic fractures tend to occur later in life in men. Common risk factors for osteoporotic fracture in men, as well as in women, are age (over 60 for women and over 70 for men); being thin or underweight; current smoking; consuming more than three alcoholic drinks a day; a parental history of osteoporosis; or having a previous fracture or a recent fall.

Health conditions that increase risk include rheumatoid arthritis, mobility disorders like Parkinson's disease, multiple sclerosis or stroke. Chronic use of many medications also increases risk, including glucocorticoids like prednisone; androgen deprivation therapy for prostate cancer; proton pump inhibitors for GERD; antidepressants that affect serotonin (S.S.R.I.s like Prozac and Zoloft); immunosuppressants like cyclosporine; some cancer drugs, like cyclophosphamide; and anti-seizure drugs like phenytoin.

Dr. Adler is especially concerned about men with prostate cancer who are on androgen deprivation therapy, often used when a man's PSA level begins to rise. However, “by five years of treatment, almost 20 percent of white males and 15 percent of African-Americans will suffer an osteoporotic fracture,” he said. “They should be given standard therapy for osteoporosis.”

---

A man's risk of an osteoporotic fracture can be evaluated using a score called the fracture risk assessment tool (FRAX) that was developed by the World Health Organization. It combines the results of a bone density test with other clinical risk factors, like many of those listed above. The score assesses the 10-year chance of a hip fracture or any osteoporotic fracture and can be used to decide who should take measures and medications to help prevent them. While there are no blood or urine tests for osteoporosis, Dr. Adler recommends routine blood tests for calcium and vitamin D, among other measures, and a test of kidney function.

Lifestyle factors that can help keep osteoporosis at bay include regular weight-bearing and resistance exercises and adequate consumption of calcium (1,200 milligrams a day for men over 70) and vitamin D (800 to 1,000 international units a day), as well as not smoking. Muscle strength both helps protect bones from injury and diminishes the risk of a fall that could break them. The same drugs used to treat osteoporosis in women have also been approved for use in men. The ones most often prescribed are called bisphosphonates, like Fosamax, Boniva, Reclast and Actonel, that block the resorption of bone by cells called osteoclasts. The drugs are administered in different ways, including by pill or injection, and the choice depends on effectiveness and side effects as well as patient preference.

Publicity about the risk of a femur fracture linked to long-term use of bisphosphonates has scared many consumers, who now refuse to take them. However, Dr. Adler said, "these fractures are very rare, and for most patients with osteoporosis, the benefit greatly outweighs the risk." Patients are usually advised to take the drug for five years, take a two-year break and then have another bone density test to determine if more treatment is needed.

A drug in a different class called denosumab, and sold as Prolia, is more expensive. A monoclonal antibody, it is given by injection twice a year. Still another drug, called Forteo, is a man-made form of parathyroid hormone, which Dr. Adler said is especially useful for people with osteoporosis related to glucocorticoid therapy.

---

## **Osteoporosis, with Few Treatment Options, May Soon Have One More**

By Gina Kolata/The New York Times



A large clinical trial of a new osteoporosis drug found that it stimulates bone growth and prevents fractures at least as well as the only other such drug on the market. The new drug, expected to win approval from federal regulators, would offer another much-needed treatment for some of the 10 million Americans, 80 percent of them women, who have a disease that weakens bones and often leads to years of pain, disability and early death.

Experts agree that new drugs are urgently needed for this debilitating disease. People with osteoporosis have bones that are fragile and break easily. Bone is naturally lost with age. But osteoporosis is an extreme, abnormal bone loss that can cause devastating fractures, particularly of the spine and hip. Yet most with osteoporosis do not take medications to prevent fractures, according to the National Osteoporosis Foundation.

The new drug looks promising, according to the clinical trial conducted by Radius, whose results were published in JAMA, the journal of the American Medical Association. The trial compared the new drug, abaloparatide, with a placebo and with the only other bone-building drug on the market, Eli Lilly's Forteo. If the Radius drug is approved, it would compete with Forteo, whose average retail price is now \$3,100 for a four-week supply, said Michael Rea, the chief executive of Rx Savings Solutions, a company that provides prescription pricing information. That is triple the drug's average 2010 retail price, he said, adding that for the past three years Lilly has raised Forteo's price twice per year by 9 to 15 percent each time. Lilly confirmed the twice-yearly price increases and supplied wholesale prices for its drug. In 2010, Forteo's wholesale price was \$947.20, and in 2016 it was \$2,551.77.

Although medical specialists fervently hope the Radius drug, if approved, will cost less than Forteo, that is far from certain. Dr. Lorraine A. Fitzpatrick, the chief medical officer at Radius, the small start-up that makes the new drug, declined to discuss price. If Radius's drug is approved, it will be the company's first product.



---

With Forteo's high price, insurers balk at covering it and even when they do, patients can face high deductibles, say doctors who treat the disease. Insurers often insist that high-risk patients first try a cheaper option, a class of drugs called bisphosphonates, which includes Fosamax. Those slow the loss of existing bone but do not build bone. They can cost just pennies a day but can have very rare side effects — a sudden shattering of the thighbone or an erosion of the jawbone. Many high-risk patients are terrified of the drug's side effects and decide to just take nothing rather than try those drugs first.

"I see this all the time," said Dr. Steven L. Teitelbaum, an osteoporosis specialist at Washington University School of Medicine, who was not involved in the clinical trial of the new drug. "Patients go untreated." The price of Forteo, he said, is "obscene."

J. Scott MacGregor, a Lilly spokesman, said in an email that "the rhetoric on drug pricing represents a disingenuous debate — pitting cost against value." He added that Lilly had various programs to assist patients with payments and that it negotiated prices with insurers. And, he said, Forteo is expensive to make.

Forteo's high price is at the heart of the problem of getting the drug to those who need it, said Dr. Dolores Shoback, a professor of medicine at the University of California, San Francisco. "The cost in the private sector is getting prohibitive," she said. "You have to hunt for a reason, find a very strong reason that is ironclad," to get an insurer to approve Forteo, she added. "We find it can be extremely difficult to get it covered."

---

## Gastrointestinal Infections Are Getting Deadlier



Gastrointestinal infections are killing more people in the United States and have become a particular threat to the elderly, according to new data.

Deaths from the infections more than doubled from 1999 to 2007, from 7,000 a year to more than 17,000 a year, the Centers for Disease Control and Prevention reported. Of those who died, 83 percent were over age 65.

Two-thirds of the deaths were caused by a bacterium, *Clostridium difficile*, which people often contract in hospitals and nursing homes, particularly when they have been taking antibiotics. The bacteria have grown increasingly virulent and resistant to treatment in recent years.

But researchers were surprised to discover that the second leading cause of death from this type of illness was the norovirus. It causes a highly contagious infection, sometimes called "winter vomiting illness," that can spread rapidly on cruise ships and in prisons, dormitories and hospitals.

"I think there is perhaps a misperception that norovirus causes a mild illness," said Aron Hall, an epidemiologist at the disease centers. "But this suggests a major problem that requires some attention."

Both diseases are spread by the fecal-oral route, meaning that people swallow germs found in feces, often spread by people who did not wash their hands after using the toilet.

Among hospitalized patients, cases of *C. difficile* rose from 139,000 in 2000 to 336,000 in 2009. Deaths due to the infection seem to have leveled off in the past few years, but researchers say they are still far too high and should be dropping, as other hospital-related infections are.

Two factors typically lead to the infection: taking antibiotics, which make the intestine vulnerable, followed by exposure to the bacteria or their spores in a hospital, clinic or nursing home that has not been properly disinfected. Spores can survive for weeks or maybe even months outside the body, and it takes bleach or other strong disinfectants to kill them.

"The finding on norovirus came as a surprise," said Hall, whose report is the first to find that the virus has become the second leading cause of death from gastroenteritis.

"The virus causes about 800 deaths a year in the United States," he said, "but about 50 percent more in years when new strains emerge."

About 20 million people a year in the United States get sick from norovirus, most often in the winter.

*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*

# LETTERS

**JIM ARTHUR**—Milpitas, CA

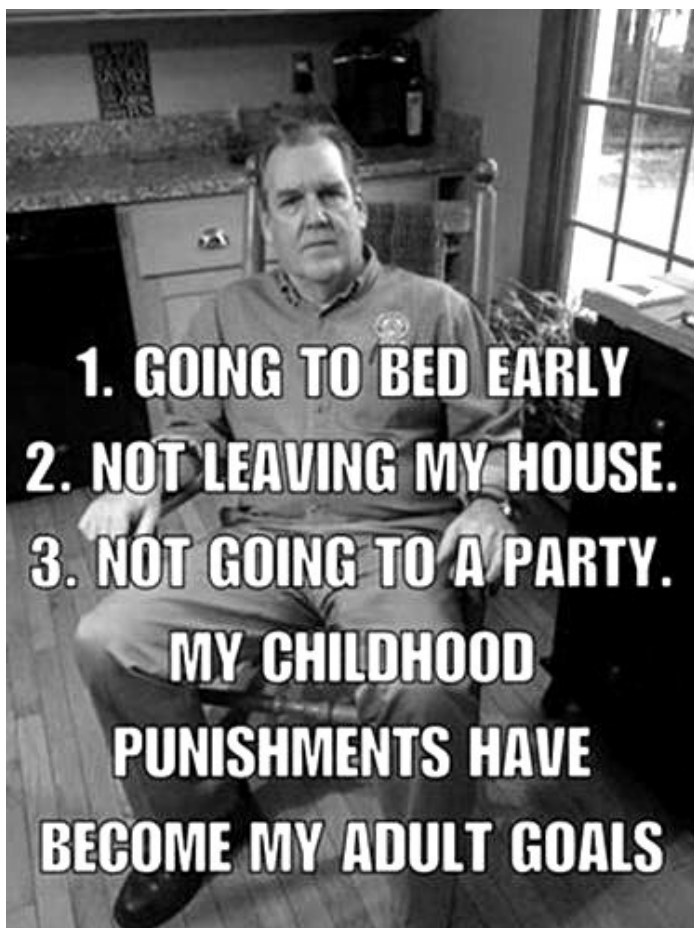
I remembered my birth month this year (can't remember my birth year, or why I'm even talking about this-oh yeah-my dues). As I did last year, I think, I am enclosing a little extra. RUPA is such a bargain, even for cheap currently retired airline pilots.

After 12 years of retirement, I am running very low on hotel toiletries, and am completely out of light bulbs. However, I am flying back east to Annapolis, MD, for my 50th U.S. Naval Academy Reunion, so hopefully I can replenish some of my stash.

Oh, BTW, I believe that the video of the "Japanese Airline" that John C sent to me was from you. *Dommo Arigato. Jim*

**MRS LOIS BENEDICT**—Glen Ellyn, IL

Hi: My husband Ross's birthday is October 27<sup>th</sup>. He passed on fifteen year ago. I miss him Sooo much. Thank heaven, we have eight daughters who keep me busy with luncheons, visits, movies. Just



saw "Scully" and of course, related to it, because of my husband being with the airline.

Take care and stay well, *Lois*

**NEIL BRETTHAUER**—Marco Island, FL

The old calendar has rolled through another year again, and I wonder where all that time went.

We spent a few months during the summer at our place in the Chicago area, and found the climate not a lot more comfortable than on Marco. Escaped on a twelve-day cruise/land tour of Alaska in August. We can highly recommend Regent Seven Seas as a great cruise line. Also, the land portion up to Denali National Park was under their auspices and was very well done.

I continue to enjoy reasonably robust health except for the age-related aches and pains, but nothing serious.

Marco Island was spared by hurricane Mathew. We had a few higher-than-normal wind gusts and no extra rain. Our Ruparians on Florida's east coast probably did not fare quite as well.

Again, my sincerest thanks to all of RUPA's officers and volunteers. I still look forward to every issue of the *RUPANEWS* and I read it cover to cover. *Neil*

**CHUCK COREY**—Evergreen, CO

This letter marks my 87th and twenty-seven years since I set the brakes on the rope start in LAX.

Been in remission from Mantle Cell Lymphoma for two years and no longer have to take chemotherapy, which is great news for me.

Emily's still fighting her battle with Temporal Arteritis which caused the loss of vision in her left eye last year.

Prednisone keeps her from losing sight in her right eye but does a number on her health otherwise.

Other than that, we have no complaints.

As always, thanks for all you people do to keep RUPA strong. *Chuck*, DEN, ORD, SFO, LAX

**ROSS "Judge" FRAZIER**—Lamoille, NV

To celebrate the big 80, I thought I'd do something different by getting my dues in ahead of time and sending it to the right place – the latter I already do.

Twenty years have gone by since I last flew for the real United and, upon reflection, I've got some

---

thoughts. I miss seeing my old friends both pilots and Flight Attendants, miss flying, miss some of the really good layovers but I don't miss the job as it evolved. Unlike some others, I haven't flown at all since I retired other than buying a ticket.

This year I did some traveling. My older brother, his wife, and I motored from his home in Kentucky to the little town in Iowa where we were born. From there we went on to Wyoming and Colorado to revisit Rocky Mountain Park, Estes Park, and the USAF Academy. From there we went south to Albuquerque to help celebrate the 85 birthday of a close relative. A lot of miles put on his new Lincoln but we had a great trip. In September I made another trip to Phoenix and Austin to visit my two kids and the grandchildren. Southwest treated me very well and I've come to like getting boarding passes and checking in using my cell phone and not having paper to deal with.

For those who remember, my wife Barb has been a major player in the rescue of dogs. Bless her heart, she does it all and at the peak we were foster caring for nineteen wonderful dogs housed in our barn and the house. The object was to foster care for them pending adoption but there are so many wonderful critters that just aren't candidates for adoption. In the end we had a retirement home for good old dogs and provided good place for them to live with lots of love and attention. As we've gotten older the work gets harder and we're now down to only three who all live with us in the house.

My thanks to all who keep RUPA running and do the work that benefits all of us. *Judge*

**H. DAVID HARRIS**—Crystal Lake, IL  
Hello All. How quickly a year passes. Highlights of the past year include a wonderful 10-day trip on Gate 1 Travel with our two youngest grandsons ages 9 and 12 in July and August. We flew out of O'Hare to Rapid City, SD where we started our fancy escorted bus tour of MT. Rushmore, Crazy Horse Memorial, Cody, WY Rodeo, three days in Yellowstone Park, Grand Teton NP and ending in Salt Lake City. A great time together and great weather.

Still reeling from the loss of our son John last year and trying to heal a bit while providing support and assistance to his wife and four wonderful children. We have six grandchildren total. The two oldest

grandsons graduated high school in May. Our only granddaughter is a senior at Homewood/Flossmoor, IL, and has been accepted to Iowa with a nice scholarship offer.

My love of auto racing continues. We use our motorhome to travel to some of the Indy Car races in support our son-in-law Mike Cannon the chief engineer for Dale Coyne racing. They had four cars in the Indy 500 this year! In March we motorhomed down to Florida and spent some time on Amelia, Island. To keep my brain engaged I am still a working board member of the Osthoff Resort in Elkhart Lake, WI, a beautiful spot about an hour North of Milwaukee.

Kathy continues to struggle with foot and ankle problems a result of years of tennis. After John's death I came down with bouts of A-Fib. Currently on an A-Fib/BP cocktail of 3 medicines, hoping to iron out the rough patches while trying to avoid ablation a while longer. Other than that we both feel good and remain active. Our beautiful large home is on the market with the plan to downsize like so many of our peer group. Always look forward to my monthly copy of the *RUPANEWS*.

Sadly, we all lost a great United, EAA aviation Icon Buck Hilbert on August 3, 2016. Plan to attend his memorial service October 1, at the Poplar Grove Vintage Wings Museum. A fun and enthusiastic guy to work with.

All the best, *Dave* ORD-DTW-ORD

**JOHN HEBBE**—Fairfax Station, VA  
The reason for tardiness in forwarding annual dues is simply that I no longer pay any attention to my Annual Personal Celebration.

Although my medical log is beginning to show entries that accompany old age (83 now), most of the entries remain under control thanks to modern science. Even enrolled in an experiment at NIH.

Next year I will learn to sleep in. This year . . . like the previous 15 . . . has me getting up at 0630 to go to work; high school. I'm probably the oldest sub in Fairfax County. And the jobs keep getting better and better. Just finishing a long-term Biology thing and expect to begin teaching Honors Physics Monday. This stuff is a really big deal to me.

Couple repeats in my life every year. I wake up on January 1st wondering if this year will be as exciting as last year . . . and this always seems to be the



case. Then, when Labor Day comes around, the question coming to mind is whether the kids this year will be as much fun to be around as they were last year. Once again, the answers have always been Yes.

Spent 51 years flying all together, December 1950 in a WWII L-4 until three weeks after the World Trade Center when the company parked the last 727. The United Air Lines career began as an FE on DC-6 and 7s. Topped out with the 757/767. Best of every possible flying world. Scariest flight? Ryan PT-21 when I was sure the wings would fold up each time we 'zoomed' up to get over the next set of phone lines.

Sorry, this was only supposed to be an excuse to forward an annual check. United. I miss you guys. Regards, *John*

**JIM HUFF**—Vancouver, WA

Hi Cleve: Not late with my dues, but late with my letter!

We had a real nice visit with Walt Ramseur, his son Steve, and daughter Shari at Shari's residence on the Willamette River in Portland, a few days ago. My wife Vera (SEASW '55-'57) and our daughter, Deborah, were with us. It had been "many" years since we had seen Walt's children, and we had a really



great visit. I first met Walt in 1956 when I rented a room in his bachelor pad in San Mateo. Walt and I had many fun times, water-skiing, snow skiing at Dodge Ridge, hunting deer in MT, and "Stews at the Ben Frank."

We just recently sold our truck and fifth wheel trailer that we used ever June, since even before retirement, for our "annual" trip to Hebgen Reservoir on the Madison River, just out of West Yellowstone. We will certainly miss our days on the lake catching those beautiful Rainbow trout.

We still "winter" at our condo on Molokai, and still enjoy our home of 27 years now on the golf course here at Fairway Village in Vancouver, WA. We both still swing at that little white (or sometimes "yellow") ball, not as good anymore, but still joyful! "Mahalo" to all the dedicated and hardworking staff that get the NEWS out to us each month. Seems like the articles are sure more numerous than the letters, but all makes good reading...even recognize the authors of the letters now and then!

*Jim Huff*, UAL '55-'89"

**MRS BARBARA HUFFMAN**—Enumclaw, WA  
Greetings to fellow RUPArians! I'm writing this for my Husband Ron. Ron continues to be in rather good health. He was forced to retire from UAL in 1986 after his 1985 devastating stroke at the age of 46.

We have been able to do some travel although we often use a wheelchair at the airports. That also helps get us through the TSA check more quickly. ;-)

Our oldest daughter and husband live in Dubai (going on 11 years) where he has just upgraded to Captain on the A380. Emirates airlines in phasing out the 330's, etc. Flying first class standby on his passes is a fantastic experience in itself. There are now 2 nonstop flights a day from Seattle to Dubai. We had a nice visit there in January and the weather was a perfect temperature.

We have two other daughters who live nearby. They have a total of six kids and we try to go to their many activities.

We have also made our annual trek to Kona. This summer was Ron's 60th high school reunion in Ohio. It was good to see many familiar faces as well as visiting family. We did fly on United, but not on standby.

---

Our plan is to take most of our kids and grandkids to Hawaii for Christmas and take a cruise around the islands.

This year we added two more great grandkids to make a total of five! Three "greats" live in NYC and two are in Japan (Navy base).

Ron continues with his daily trips to Starbucks for his social life. We enjoy reading about other retirees and their activities.

Thanks to the RUPA staff and volunteers who help us keep updated with good articles and newsy letters. *Barbara & Ron*

**GEORGE (Fred) HUNTER**—Somonauk, IL  
Sept slipped by me and now it is Oct and I am late for my dues payment. Age 81, memory seems to get shorter every year.

My dear wife, Wilma, passed away on Father Day, June 19th, 2016. One month short of her 81st birthday. She had been diagnosed with pancreatic cancer in 2014 and had the operation in Nov of that year. We were fortunate to have a year of relatively normal life, we did enjoy 3 months in FL, but after returning home she failed rather quickly and did not suffer a lot of pain, and passed peacefully.

I have been kept busy this summer, as I live on a lake where there is always a lot of maintenance of docks and shore line to deal with. Fishing has been good this year. Golf has also kept me busy and I am still trying to shoot my age but guess I will need to live a few more years yet.

Enjoy reading the many stories that are published by others. The RUPA Magazine is well done and I look forward to it every month.

Thank you, *Fred* RCAF/RAF/UAL

**GEORGE JOHNSON**—Seattle, WA  
Hi Cleve, Another year, another 50 cents! Pretty quiet year for the Johnson household. Did another Lear recurrent in Tucson in June. Spent a fair amount on the boat in Friday Harbor. Brought her home for the winter last month.

Got to an Ohio State game two weeks ago and enjoyed our grandson, Eddie, in the marching band. Son-in-law, treated me to a round of golf at Firestone CC. What an awesome tract! Really enjoying our soon to be three-year-old granddaughter!

Best to all, *George & Veronica*

**CHUCK KETTERING**—Reno, NA  
Howdy to fellow RUPARIANS. Here went another fast year. Not too many changes since last year, which is good. The biggest change for me is that my skiing days have come to an end. Since my ski-train days in Denver, beginning in 1939, I've been lucky to ski all these years. Last year I came to the conclusion that I really don't belong on the mountain anymore. I am consoled by what I do have. A great wife, Vivian; a pair of experimental airplanes (RV-4, Murphy Elite); a pleasant winter refuge in Palm Springs; a motorcycle for frequent back-country riding; and reasonably good health to enjoy these things.

How lucky we are to have *RUPANEWS* to keep us in touch with the great people we were lucky enough to work with. I can't say enough about my appreciation of their hard work. It seems lately that I know more names in the "flown west" section than the "letters".

*Chuck*, SFO-ORD-SFO, Feb.'57-Oct.'95

**TED KRYDER**—White Pine, TN  
Hello fellow retirees. Another year which has been a challenging one! Some health issues. All is going okay at this time. Life is like toilet tissue the closer you get to the end the faster it rolls.

I really do enjoy the magazine. Thanks to all who keep it going.

I do miss flying, but guess nothing last forever. It is hard to give up something that you have been passionate about for 64 years though. ORD was my base until 1987 then SFO. I am thankful for a great career with UNITED. I never worked a day in my 32 years just looked out the window!

Keep the sky safe and friendly. God bless all. *Ted*

**FRANK MORTON, Jr.**—Sun Lakes, AZ  
Hard to believe 23 years have gone by. I am writing this for Frank. He is now in a group home and mad as a wet hen. The nasty Alz has progressed and at this age it was very hard to accept.

We moved to Arizona, thinking it would be a good move and at the time it was. It's time to move home to Denver and put the desert and heat behind us. Needless to say, travel is now over for us so to those of you who can, don't put it off. Get off your duffs, jump on an airplane, boat, harley or whatever and giter done!!! Tomorrow isn't soon enuf". We cer-

tainly had the best of United Airlines and took advantage of all the perks.

A few of you may remember Franks dad, Morton, Sr. He and Frank were the 2nd father son team in the business. What a character he was. Only said four words from DEN to EWR - gear up and gear down. A man of few words.

Health wise we are both well. I still play golf in spite of the handicap going up. Frank sure misses it. Kids and grandkids are growing too fast.

All's well and our best to all of you who keep us entertained and informed each month.

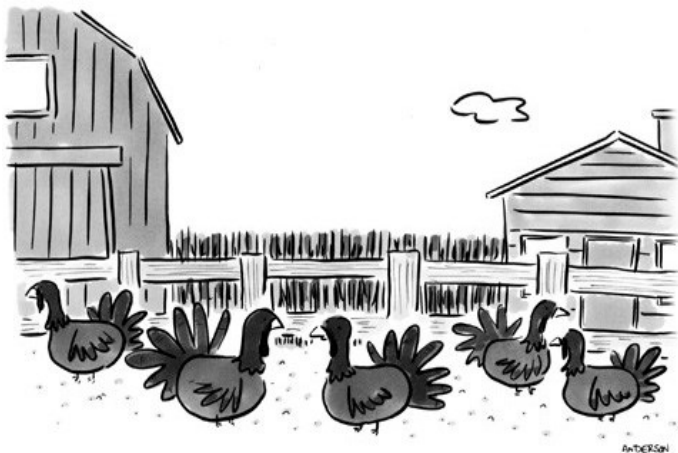
*Frank & Bette*, 1955 – 1993

CVR 340, DC-6, DC-7, DC-8, B747-400

**PIERRE NEY**—Winchester, VA

This October I am planning a trip to San Diego for my 60th high school reunion that will coincide with my 78th birthday, which means it has been just 18 years since I was placed: On The Beach.

While ruminating on my wonderful twenty-nine years with United, and six challenging months with World Airways in 1971, two bizarre trips came rushing back to my memory. I dug through 20 little red log books and found the UAL trip entry. February 16, 1994, I was a 757/767 Captain based at IAD. The ID left IAD at 08:00 and arrived LAX 10:30. We laid over in LA until 23:30 when we were scheduled to fly to GUA (Guatemala City). We got to the airport, filed the flight plan at dispatch, which was below the 80's gates, crossed the ramp to the gate on the 70's finger, climbed the stairs of the jetway to the airplane and met the "A" Flight Attendant. The FO and I Introduced ourselves, briefed



"What we need is a mad turkey disease!"

her on the flight plan and WX, started to get in the cockpit to begin checking it out. Before we left her, she asked what was the latest on the Coup d'etat in Guatemala City? Coup d'etat! What Coup d'etat? Oh! Don't you know? When she and her crew were checking in at the Stew Office, the Supervisor told her they had word of a Coup and were monitoring the situation. Needless to say this was, news to us. I asked the FO to check out the cockpit while I went over to Dispatch and tried to get some additional info. Back across the ramp, the guy there had not heard of any Coup. I called Chicago Dispatch and it was news to them. I went to the Stew Office which was nearby and asked the duty Supervisor what she knew. Finally, someone in Chicago called their father who lived in Guatemala City and found out the problem was a small number of government employees were upset with some recent labor laws and had locked themselves in their office building. Troops had been called out and were assembling in the street outside the offices. Apparently, this was a common occurrence and not really cause for concern. The Dispatcher in Chicago, the Stew Supervisor and I all were perplexed but came to a consensus that we could safely fly to GUA. I trekked across the ramp again, climbed the stairs, found the Passenger Agent in the jetway, discussed the situation with the FO, the A Flight Attendant and the Agent. They all agreed that it would be fine to go. We had a full load of passengers already on board, so we pushed back, made our way to the runway and flew South. We arrived to normal ops, deplaned our passengers and after about an hour on the ground flew to San Jose, Costa Rica for our lay-over, where I was able to buy a bottle of my favorite hot sauce. I trust that all the passengers lived happily ever after, and the Government Employees threw off their yoke of oppression.

During my first furlough I landed a position as a 727 Flight Engineer with World Airways. Through a quirky wet lease I ended up in West Africa flying to primarily West African cities. Americans were not allowed to enter one of the countries we flew to. In order to avoid going through Customs and Immigration, we parked the aircraft on the ramp then exited down the air stairs, walked across the ramp and went through a hole in the chain link fence to our crew car, to ride to the Russian built and operated Hotel Cosmos. The rooms had gecko lizards with little suction cups on their feet walking on the ceil-



---

ings, Dutch Beer and Scotch Whiskey at the rooftop bar and Comfortable beds. Smilin' Jack would have been right at home. Yes as a matter of fact, the gecko who lost his or her footing while crossing the ceiling above my bed, did offer me a good deal on an Auto/Motorcycle/Boat Policy, this after scaring me half to death landing on my leg. Reptiles in bed are not my cup of tea.

Happy Landings, *Pierre*, 1969-1998

**JOE UDOVCH**—Laguna Hills, CA

Another eventful year has just passed, bringing me up to my milestone 80th on the 13th of November, and yes, I was born on a Friday the 13th. And, maybe it's why I am still not fully recovered from my broken hip, which I suffered a couple of years ago in a bicycle accident. The replacement hip just doesn't quite work the way my real hip did, even though I try to get swimming exercise 5-7 days a week, and have been on my bicycle with my daughter and grand kids, but just not riding near as hard as I used to. I had hopes, and may still do so, to get back on my skis, to go to my favorite large ski resort, Mammoth, where they currently have a policy at age 80 to ski for "free", a true challenge for pilots.

I went on an Alaskan cruise with my eldest daughter, who is a cruise specialist travel agent with the *TRAVELSTORE* agency, and because she chose to use it as a familiarization cruise, she was presented with a number of perks which made the cruise extremely enjoyable for us. These Fam cruises allow her to learn all that is available for her customers, and though she also looks for good deals for them, not all the perks we enjoyed can be used by those customers. We went on Holland America, and one of its flagships, the Amsterdam, is smaller and capable of visiting areas where the larger cruise ships are not permitted, and I particularly enjoyed that aspect of it. Getting around the smaller ship was much easier, and the ports and places we were able to visit were a lot more interesting. Alaskan Wildlife, from bears, whales, otters (both land and sea), eagles and other birds were abundant to view in many areas, and we also visited the Raptor and Bear Sanctuaries.

I have been on one other cruise with my daughter, several years ago, departing from Venice, Italy to the Eastern Mediterranean visiting the Greek Isles and Ephesus in Turkey, but those areas are now a

part of the Near East war zone. I have considered joining a RUPA cruise, but not being currently married, makes it impractical for me where mostly couples share staterooms and attend parties together.

The usual kudos to Cleve Spring and Leon Scarbrough and the rest of the officers and directors who keep the RUPA organization going. For Leon: "the check's in the mail", or rather the credit card dues on line, with a little extra for your get-togethers or postage or whatever suits you.

Cheers, *Joe*, mostly LAX

**DON & VICKI WEBER**—Federal Way, WA

Dear Cleve; Can't believe how rapidly the years zoom by. I almost missed my 80th birthday check & letter.

Vicki and I have settled into our retirement years, mostly by traveling & volunteering our time. We recently enjoyed an Alaskan cruise with our daughter and family, including 2 grand-kids. A week in Cannon Beach, Oregon followed that. Vicki has been volunteering at Fusion. It's a store that is non-profit and sells high end furniture. They then used the money to support housing for homeless folks. They are currently supplying enough to run 19 homes. She also spends time at her church's book store.

After my retirement from 15 years at Boeing, I was lost for something else to do. That and my love of airplanes led to a call to the Seattle Museum of Flight. That was a good choice. I now work there as a volunteer as many days as I want. Currently, I am working about 6 days a month. It's a non-paying job but its lots of fun and I can stay busy doing something I like.

I had my 80th birthday, a few days ago and still feel like I could go back to flying but unfortunately, the crew desk doesn't call.

We have 3 cruises planned for 2017 and after that, who knows.

We are blessed by still having our "furry" family members around. 2 dogs and 7 cats. We lost our dear Annie last month. She was a 23 years old cat but we know she is in a much better place now.

Thanks again for publishing a great magazine. If anyone is passing through Seattle, please give us a call. *Don & Vicki*

**JOE WILDBERGER**—San Francisco, CA  
Hi Cleve and all: Another year has slipped (more like skidded) by. Only a couple of weeks late with the news and the renewal - not too bad for an old guy.

Not too much happening this year - a few trips to New York (even got first class a couple of times) and not much else in the travel category.

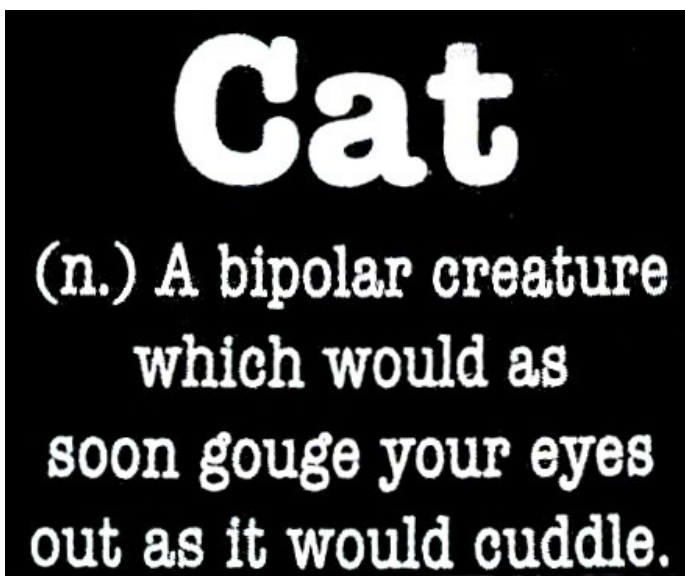
Doctors say my health is ok - but what do they know?

Thanks for all the work you do for the RUPA magazine - always look forward to getting it.

Best, *Joe*

**BOB WITHEROW**—Belmont CA  
UAL's traditional Aetna health insurance will pay for dental implants. In 1958 my lower right lateral incisor (#26) became inflamed. I waited too long. By the time I had a root canal, the infection had spread to the jawbone beneath #26 and the jawbone beneath the two adjacent teeth. A root canal temporarily relieved the pain. One year later the jaw bone became inflamed again and I had to have an apicoectomy (drill into the jaw bone beneath the tooth to control the infection). During the 53 years between 1958 and 2011, I had a total of 2 root canals and 4 apicoectomies.

In 2011 apicoectomies could no longer control the infection, so an implant was required. The entire procedure took 13 months. The time lag being caused by waiting for the buccal augmentation to increase the jaw bone density so the implant would have a better anchor.



BCBS paid \$2,700 of my \$6,500 total bill.

In calendar 2015 a retired UAL pilot friend had two separate implant procedures for which UAL's Aetna paid \$4,900 each.

To confirm that your version of the UAL Aetna medical insurance covers implants go to: <http://www.ybr.com/united> | "Home" | "Medicare Aetna Retiree Medical you" | Scroll down towards the bottom and read: "Dental - Implants - 80% covered after deductible. Call your plan for PRIOR AUTHORIZATION for specific medical conditions."

Explanation of terms: (See Wikipedia) Tooth numbering: They do not number teeth, they number sockets, and #1 is RIGHT OVER #32. Apicoectomy: Root end surgery, they drill into the jaw bone beneath a tooth attempting to control an infection. Buccal augmentation: They insert ground up cadaver and swine bone into the jawbone to increase its density.

If there is a moral to this story it would be: "If you have a tooth ache don't wait too long, get it checked out by a dentist." **Bob**, 1957 - 1994

**CHRIS WITTENFELD**—Bonney Lake, WA  
Hello RUPArians, The brown rusty leaves are drifting down accumulating on the ground; fall has once again arrived along with the wind and rain.

It is hard to believe a year has gone by, can hardly remember what I did. Oh yes, I can recall, last winter was good skiing; I went hiking and fishing in dozens of Alpine lakes this summer and yard work.

Nancy and I have decided to remain in our home for a while longer so a kitchen remodel; house painting, well, roof, and septic repairs were in order. I cleaned up and removed about 16,000 pounds of tree branches and brush from around the house to reduce the fire hazard.

My health is good, so says the Doctor, for a man my age; but my mind and body don't always agree on what I can do; especially after a day of work or hiking. Nancy has come down with Rheumatoid Arthritis, which is a big concern for both of us, but medication is reducing the inflammation and pain somewhat for now, but she is limited in what she can do.

I am looking forward to another ski season at Crystal Mountain; truly hope my body and mind will go along with that idea. As time goes by it is becom-

ing more apparent to me Old Age Ain't For Wimps!  
Do what you can, when you can; be flexible, creative, time is short, good health, happiness and financial peace to all. *Crazy Crystal Chris*

**LARRY D. WRIGHT**—Sonora, CA

This last year has been interesting. My wonderful wife and I sold our home figuring we would purchase a decent size 5th wheel trailer or a nice motorhome. Our home sold in one day. We had not found a motor home, etc. so repurchased a single wide mobil home. After starting to move in we found that the "present owner" did not have the title so we moved what we had moved in to our storage area and parked our present 26' trailer at our daughter's home where there was plenty of room. We then continued our search for an RV unit. After five months we were still looking but an older 2-bedroom modular home became available at an excellent price so we purchased it. We are very pleased with it but we have removed all the inside flooring and put in new flooring, painted the entire inside walls and ceiling and built a small 8X12 storage shed for all my tools. etc. We love this and figured at our age (I'm 84, my lovely wife 80) we'll just spend the rest of our lives right here.

Our family has grown to 34 with 8 great grandchildren and our get-togethers are wonderful. God is good.

My check is in the mail with a little extra. Sorry for being a little late. I sure enjoy all the news. Thanks Cleve and your staff. They are the greatest.

## IN MEMORIAM

**WILLIAM J. CARRIGG**

William Carrigg (91) of Clifton, VA, died August 31, 2016 at his home. He is the loving husband of 49 years of the late

William and served in the U.S. Navy as a fighter pilot. He joined United Airlines in 1950 and retired in 1985.

William was preceded in death by his wife, Rosemarie Carrigg, and survived by three children. In lieu of flowers, donations may be made to a charity of your choice.



**GEORGE E. HISE II**

George Eokars Hise II, 74, died October 5 on the 16th hole of a golf course in Napa, Calif.



George was born 12/9/1942 in Des Moines, Iowa. At 17, he joined the U.S. Naval Academy in Annapolis, Md., and graduated in 1964. In Navy flight training he flew the T-34, T-2, F9F, and the F-11 before receiving his wings of gold in October 1965. George flew the F-8 Crusader from 1965 until 1969 with the VF-53 for two combat terms in Vietnam aboard the USS Hancock (1967) and the USS Bon Homme Richard (1968). George's brother, James Hamilton Hise, a pilot in the same squadron, was killed in 1967 in the Gulf of Tonkin and is listed on the Vietnam War Memorial. George continued to fly after his brother's death and left Vietnam with 169 combat missions, the Distinguished Flying Cross, 14 air medals, Navy Commendation Medal with Combat "V", Vietnamese Gallantry Cross, and other awards and commendations. As lieutenant during his second combat tour, he was a tactics instructor and landing signal officer. He was later an instructor in VF-124 in Fighertown at the Naval Air Station Miramar, Calif. (Top Gun).

He retired from the Navy in 1969 and joined United Airlines. He was furloughed in 1971 and became an account executive with Merrill Lynch in Des Moines and Rotterdam, Holland, until he was recalled to United. He met his wife Patricia in Brussels, Belgium in 1974 and they moved to Napa in 1977 to raise their children.

George was active in the Air Lines Pilots Association as local chairman of the retirement and insurance committee and elected as captain representative and council chairman for nearly 1,500 United pilots in San Francisco.

In retirement, George was happiest on the golf course with "the Captains" where they let him continue as commanding officer, loyal friend, and instigator of political debates and jokes. He never met a human or canine he didn't like and could talk to anyone about any subject. His family and many friends will miss his humor, his intellect, his larger-than-life personality, and his steady presence.

He is survived by his wife of 41 years, Patricia Olive Hise, two children and four grandchildren.



---

The family requests any donations be made in George's name to Southeastern Guide Dogs in support of their Paws for Patriots program. Additional memories and photos may be shared at [www.georgehise.com](http://www.georgehise.com).

### **STANLEY S. SMILAN**

Stanley S. Smilan, aged 85, passed away peacefully on September 20, 2016 in West Palm Beach, FL.

Stan was born in Brooklyn, NY on November 16, 1930. He attended Brooklyn Tech High School, and graduated from Brooklyn College. Stan served in the U.S. Air Force from July 1952 - July 1956, achieving the rank of captain. He later served with the Air National Guard. Stan pursued his career as a commercial pilot first with Capital Airlines - where he met the love of his life, Ida, a flight attendant - and later with United Airlines where he eventually served as a 747 captain.

As a pilot, Stan had the opportunity to live his passions: flying, and exploring the world. Stan raised his family in Huntington, NY, where he was active in local politics and an engaged member of the community. Upon retirement, he and Ida relocated to Lake Worth, FL, where Stan remained politically active. While serving in the Air Force, Stan witnessed the U.S. nuclear weapons testing on the Marshall Islands, leading him to become a lifelong anti-nuclear activist. He was at the forefront of the movement to deactivate the Shoreham nuclear power plant on Long Island and an ardent watchdog of nuclear regulatory activity in south Florida. In later years, Stan advocated for recognition of the injuries sustained by atomic veterans.

Stan is survived by his wife of 58 years, Ida; four daughters and six grandchildren.

Many thanks to the kind doctors, nurses, and staff at the West Palm Beach VA Hospice and Palliative Care Unit for their compassionate care. Memorials preferred to Fisher House Foundation.

### **JAMES B. TAYLOR**

Long time Los Altos resident Jim Taylor passed peacefully away in Chico, CA on September 20, with his two daughters Susan and Edith by his side. He was 94 years old.

Dad was born in the midst of the Great Depression on January 22, 1922, the youngest of



five children, in the small coal mining town of Thurmond, West Virginia, along the Kanawha River. The family grew up poor but happy. Perhaps it was there that his perpetually positive outlook was instilled. He would say, "Life is but a mirror reflecting what you do. Face it with a smile and it will smile back at you." And he did.

He said he was always interested in "what was over the mountain" thus his flying career began in 1939 on the Kanawha River piloting private seaplanes. College was interrupted for Dad when movie star Dorothy Lamour stopped by on a recruiting and war bond rally and "almost every able-bodied male signed up!" In 1942 he was sent to Molesworth, England to join the newly formed 8th Army Air Force and assigned to the renowned 303rd Bomb Group known as the Hell's Angels.

In 1944 Dad was promoted to Captain and assigned as a squadron commander. After 25 plus missions and despite being awarded two Distinguished Flying Crosses, both a Bronze Star and Silver Star, along with a Presidential Unit Citation, Dad was most proud of the fact that in all his missions he never lost a crew member at a time when the chances for a flyer's survival were 1 in 3.

After the war his continuing desire to see "what was over the mountain" led to a west coast assignment with United Air Lines where he met his wife Evelyn, then a DC3 stewardess. He worked for United for 37 years as a Captain and then Flight Manager finishing his career flying B-747s to Hawaii and always felt lucky doing what he loved.

The Taylor family moved to Los Altos in 1949 and built just the 2nd house on the street. Dad became an excellent landscaper there and enjoyed landscaping his cabin on the Truckee River (which he helped build in the late 60's) as well as helping friends, school and church (Santa Rita and Los Altos Presbyterian) and his children in that capacity. Dad became a talented fly fisherman and loved nothing better than to spend time with his son Jimmy on fishing trips. He was also a huge fan of Stanford football and baseball especially when his 2nd daughter Martha worked for their renowned baseball coach. Dad was a war hero, a wonderful father and grandfather, and was loved by many friends and family. He will be greatly missed.

Jim was preceded in death by his wife, Evelyn, two daughters and a granddaughter.

If you wish to, you may send donations in his name to the 303rd Bomb Group (H) Association, Inc., or the Truckee River Watershed Council in care of Brusie Funeral Home, 626 Broadway Chico, CA 95928.

### **R. GLENN TITUS**

R. Glenn Titus, 93, of Scotts Valley, CA, passed away on September 23, 2016 in Dominican Hospital, Santa Cruz, CA.



Glenn was born in Sharon, PA in 1923. He resided in Mountain View, CA before moving to Scotts Valley, CA. in 2010.

Glenn enlisted in the Navy in 1942 and after the war ended, he stayed in the Naval Reserves for 20 years, being activated for the Korean Conflict and Marshall Islands. Glenn joined United Airlines in 1956 and retired in 1990 as Captain, flying from the West Coast out of San Francisco. He flew the DC-6, DC-7, B-720, B-727, B-737, and B-747. He most enjoyed the B-747 runs to Hawaii as first officer. Glenn was a member of the Retired United Pilots Association, and a member of the Elks Club.

He was preceded in death by his wife, Marjorie. They were married for 62 years. He was survived by two children, 7 grandchildren and 8 great grandchildren.

A memorial celebration of life was held on Sunday October 2, 2016 in Santa Cruz, CA.

### **JOHN PETER VICK**

John Peter Vick, age 67, of Longmont, Colorado died on Monday June 13th, 2016 in Pienza Italy after an accidental fall.



John was born in Hartford, Connecticut. He married Regena (Kissinger) Vick in 1973 in West Plains, Missouri.

John was a graduate of Freehold Regional High School in New Jersey and Metropolitan State University in Denver.

An avid pilot, John flew for United Airlines for over 35 years, and retired from the company as a Boeing 777 captain on his birthday, April 29th, 2014.

Using his remarkable sense of humor, quick wit, and epic Christmas letters, he made people laugh with his jokes and antics. He loved flying all over the world and having adventures whether he was at

the controls of an airplane, discovering small towns in the Italian countryside, or hunting for little treasures to bring back for friends and family.

John is survived by his wife of 42 years, Regena, his mother, sister and brother.

In lieu of flowers, memorials may be made to Foot-hills United Way or a charity of your choosing.

### **WILLIAM D. WILKERSON**

William D. Wilkerson, 79, of Carlsbad, CA, and formerly of Bonita Springs, FL, passed away peacefully on July 29, 2016, with his wife Judy at his side, after a long battle with Parkinson's and Lewy Body dementia.



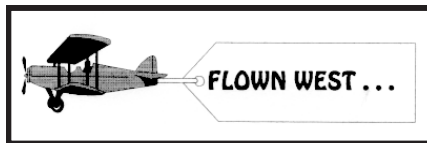
Bill was born and raised in Jacksonville, FL, attended University of Florida and Jacksonville University, receiving a BS in 1960. He served in the US Navy as a pilot during the Vietnam era and continued in the USN reserves, retiring as a Commander. In 1967 Bill started at 30-year career with United. He enjoyed flying the Caravelle, DC8, DC10, 727, 737, 747, 757, and 767. He flew national and international routes from bases in New York, Los Angeles, San Francisco, and Miami, retiring in 1996 as a Captain on the 767.

After retirement, Bill continued his love of flying enjoying intrastate and cross country trips in his Bonanza A36. With a zeal for competitive tennis, Bill entered UAL, USTA, and other tennis tournaments playing on the local, state, and national levels. He was an avid student of the financial and real estate markets, a political activist, theater and symphony enthusiast, and health advocate.

Bill and Judy served on several ministries at First Presbyterian Church of Bonita Springs, FL, and jointly volunteered many years on the Lee County Republican Executive Committee. They also spent several months each year in Southern California to enjoy their children and grandchildren; in 2014 they moved permanently to Carlsbad, CA.

He will be remembered for his love of family, devotion to Jesus Christ, passion for flying and competitive spirit on the tennis court.

Those wishing to make donations in Bill's memory, please send to The Bill Wilkerson Memorial Fund, First Presbyterian Church, P.O. Box 2168, Bonita Springs, FL 34133.



William J. Carrigg	Aug. 31, 2016
*Roger D. Hall	Oct. 04, 2016
*Gary R. Hammond	Aug. 28, 2016
Warren D. Hepler	Oct. 04, 2016
George E. Hise	Sep. 05, 2016
Charles H. Humphrey, Jr.	Sep. 09, 2016
*Abner K. Junkin, Jr.	July, 2016
G. Allen Slader	Sep. 26, 2016
Stanley S. Smilan	Sep. 20, 2016
*Edgar P. Stegmann	August, 2016
James B. Taylor	Sep. 20, 2016
R. Glenn Titus	Sep. 23, 2016
John P. Vick	Jun. 13, 2016
William D. Wilkerson	Jul. 29, 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



November, 2016 Edition

**From:**

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



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

**To:**

---

**RUPANEWS Deadline: 15th of Each Month**

---

**RUPA's MONTHLY SOCIAL CALENDAR**

**Arizona**

Phoenix Roadrunners (2<sup>nd</sup> 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 (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant*—949-496-2691  
Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - Location TBA — 310-541-1093 — 310-869-4444  
Monterey Peninsula (2<sup>nd</sup> 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. (2<sup>nd</sup> Tuesday)—*San Marcos CC*—760-480-7420  
San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590  
San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-723-1946  
San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*  
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

**Colorado**

Denver Good Ol' Boys (3<sup>rd</sup> Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—303-364-8678

**Florida**

N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-0797  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

**Illinois**

Greater Chicago Area Group (2<sup>nd</sup> 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 (3<sup>rd</sup> Tuesday)—*Memphis Barbecue*—702-558-9422 or 702-565-7175  
Reno's Biggest Little Group (4<sup>th</sup> 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 (3<sup>rd</sup> Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

**Oregon**

The Columbia River Geezers (2<sup>nd</sup> 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(3<sup>rd</sup> Thursday)—*Airport Marriott*—360-825-1016

**Washington D.C.**

Washington D.C. Area (3<sup>rd</sup> Thursday, Jan, Apr, Jul, Oct)—*Amphora Restaurant, Vienna, VA*—540-338-4574