
rupanews



Journal of the Retired United Pilots Association

**Merry Christmas
and a
Happy New Year**



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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

Warm Greetings for the Holiday Season Ahead

Where did 2016 go? By the same token much has transpired this year. Medical reform for pilots, our former employer is finally in the hands of arguably the most compassionate CEO since UAL founder and first President, William A "Pat" Patterson (1934-1966), and the possibility of legislative relief for our retirees when dealing with PBGC in Senate Bill 3275. Information on this very important legislation is printed following this letter. A shout out to member and active pilot, Capt. Don "Wolfman" Wolfe for helping put this information together. RUPA also has established an open and ongoing dialog with UAL upper management, opening the door for two-way communication into the future (report below).

RUPA continues with robust growth. Also, this year we developed a RUPA Facebook group with over 600 active members so far. This new addition allows for quick notifications as well as a place for members to post items of interest for fellow members to read and make comments (nonpolitical however). We are also in excellent financial shape going into 2017, insuring RUPA survival into the future.

October 27 meeting with Oscar: The presidents of the various recognized retiree groups met with UAL CEO Oscar Munoz in Willis Tower on 27 October. In attendance on the company side were:

Oscar Munoz, CEO

Anthony Scattone – VP Total Rewards

Penny Thomas – Managing Director, Employee Relations

Mandeep Grewal – Managing Director, Chief of Staff

Matthew Adams – Corporate Communication

Janet Tyse – Project Manager, Employee Experience

The following is a brief perspective and synopsis. We (7 retiree group presidents) were met by the head of HR and ushered into the UA board room where we met Oscar's Chief of Staff and UAL COO, followed by Oscar. He was very congenial and affable as expected. Oscar gave opening statements reiterating his desire to change UA culture toward being people focused and considers us all family. He understands the angst and injustice meted out by bankruptcy, previous regimes, loss of pensions etc., and how various groups were affected differently. This was followed by introductions by the various retiree groups.

The floor was then opened very briefly for questions. I jumped at the opportunity, following the course of the letter written to him in August (printed in the Sept. *RUPANEWS*). The focus was pass boarding priority inequity between active and retired. He said it was great to get a focused grievance as he is inundated with letters and emails from so many angles that it's hard for him to collate and digest them. The President of Golden Eagles (Con equivalent of RUPA) interrupted and objected to changing anything. He claimed to be the author of the current policy of putting all retirees behind actives, except for vacation passes. Fellow L-UA groups were onboard with the RUPA proposal.

The take away was that Oscar appeared to embrace the idea of "equity." Some have asked why BP-6 was not requested to be brought back. Unfortunately, at least for now, that ship appears to have sailed. DOH was mentioned as our first choice, but my gut tells me YOS is the "new normal." Pensions were mentioned, but the meeting was not long enough to pursue. Will pass changes come tomorrow? No. Will they change in the not too distant future? Only time will tell. The good news is the seed was planted and he did not say no.

Oscar would like future quarterly retiree meetings to discuss issues including better ways to communicate and possible volunteer groups to help our company as ambassadors for those who enjoy that sort of activity. This was not the homerun some might have hoped for, but it is a huge step in the right direction that would have never happened with Smiseck.

I was very impressed with Oscar and his outlook for the future of UAL (Oscar was just named one of the top 20 CEOs by Fortune Magazine). A tour of the CSC was also an impressive sight, occupying 15 floors of Willis Tower in downtown Chicago. Elsewhere in this issue of the *RUPANEWS* is an "official report" from UAL HR on this meeting.

The Board of directors and Executive Committee would like to welcome our most recent RUPA members:
Capt. Dale R. Anderson (ORD), Georgetown, KY / Capt. Kathleen M. "Kathi" Brown (SFO Active), San Ramon, CA
Capt. Dan J. Connolly (ORD), Orlando, FL / Capt. Thomas A. "Tom" Galayda (ORD), Leesburg, VA
Capt. David C. Grinton (GUM), Denver, CO / Capt. Scott D. McDonald (SFO), Phoenix, AZ
Capt. Jackson S. Seltzer (IAH), New Caney, TX / Capt. Robert K. "Kent" Sparger (DEN), Aurora, CO
Capt. George V. Upjohn (EWR), Easton, PA / Capt. Brian D. Williamson (LAX), Seattle, WA
Capt. Paul S. Wilson (IAH), Highland Village, TX / Capt. William N. "Bill" Cavanaugh (ORD), Coral Springs, FL
Welcome back to RUPA:

Capt. John M. Nash (DCA), Greenville, SC

Until February (January is our annual *Directory of Active Members* instead of our *RUPANEWS*).

Best to all Ruparians for 2017. Warm regards, *Cort*

Update on The Pilot Pension Relief Act 2016 "Senate Bill S.3275"

By Captain Don Wolfe

First a bit of history: The retired United pilots are the generation that went on strike to defeat the 15 year B Scale. This group of pilots also purchased United Airlines via an ESOP to put OUR Company back "on track". This brought about the end of Allegis Corporation, the sale of Weston Hotels and the sale of Hertz Rental cars. **We were an airline once again!**

On 9-11-2001 two of our employee owned aircraft were used in the terrorist attack on the United States. This resulted in the loss of thousands of lives. The following economic recession and denial of our ATSB Loan request helped cause the bankruptcy of United Airlines. You may recall that other non ESOP airlines had their ATSB loan requests approved. The final outcome was the loss of our company ownership, devastation of our 401 K's and the termination of our A Fund. The generation that invested the most heart and money towards the success of United Airlines lost the most following 9-11.

Senate Bill S.3275, The Pilot Pension Relief Act of 2016 is an attempt to right some of this wrong. It is a political effort to revise the method for calculating our PBGC payments. If successful, this legislation could result in many of you receiving higher monthly payments.

To date there are NO cosponsors for this Senate Bill.

History has shown that a meeting with your Senator or members of their staff can be very effective in promoting legislation. We are asking you to get involved like you have in the past by gathering a few peers and visiting your Senator. Here's what you can do:

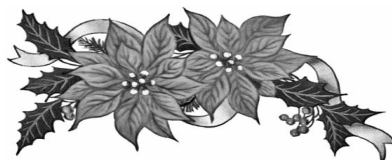
1. Schedule a meeting with your U.S. Senator or their staff while they are home on Holiday recess.
2. Present YOUR/OUR case for S.3275 in person
3. Request that your U.S. Senator co-sponsor Bill S.3275.

We've created an "Email Package" that includes: **A.** How to schedule a meeting with your Senator"

B. Briefing Sheet **C.** Talking Points **D.** Bill S.3275.

To receive your "Email Package" contact Bob Engelman at engeljet@comcast.net or Don Wolfe at fourbigpratts@aol.com

Senate Bill S.3275 was created for the retired United pilots. We need to promote this legislation now. Scheduling a meeting with your U.S. Senator or their staff, inviting a few retirees to go along with you, and presenting our case is the Right Thing to Do. Your fellow retirees will appreciate your efforts.



Vice President's Letter

Happy Holidays! As Cort wrote (OK. I cheated and read his letter before writing this.), the year has just flown by at warp speed.

I hope everyone completed their annual open enrollment for health insurance coverage. The Your Benefits Resource website has most everything you need, but, unfortunately, some of it is hard to find. I called the YBR number ((800) 651-1007) twice to get more information and found the people I spoke with there to be really sharp and more than willing to help.

I have to say how proud I am of Cort and how he represented us at the meeting with CEO Oscar Munoz and the other United execs. Oscar seems to indeed be a breath of fresh air.

As Cort mentioned, there is an article written by active United Captain Don Wolfe that updates you on S. 3275, The Pilot Pension Relief Act of 2016. It was sponsored by Illinois Senator Mark Kirk, who was not re-elected. The bill is still alive, but we need co-sponsors, and you'll see in Wolfman's article how to contact him or me so we can send you attachments with the bill and talking points to use when discussing it with your senators. This is how we did it when we lobbied Congress to get the pilot retirement age raised. That also seemed to be a long shot, but we got it done, unfortunately not in time for too many of our members.

There are some hard feelings among the retired pilot group about the active pilots regarding our pensions. Please be sure that there are a lot of current United pilots who want to help, as Wolfman is doing. A resolution was recently passed, first at SFO Council 34 and then at ORD Council 12, unanimously by the way, which directs the MEC to support this bill and to get the Legislative Affairs Committee and UP PAC to do the same. But we need co-sponsors.

What we need to do, to help ourselves, is to contact your senators, set up meetings at their local offices near you, and use the docs we'll send you via email to gain their support. Please provide us with feedback following your meetings. We've spelled it all out. Now we just need you to contact me or Wolfman to send you the docs. Then it's up to you! Once we've solidified support for the Senate bill, we'll work the same way to get legislation done in the House of Representatives.

That's about all from sunny South Florida. I hope you all have a healthy, happy new year. **Bob**

Has your address, phone number or email changed?

You have until December 15th 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

Or Snail Mail

RUPA

PO Box 400

Vineburg, CA 95487-0400



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Some of the more than 5,300 who inspected a Mainliner Convair at Bakersfield. (inset) Captain Stanley Anderson at Fresno with "Junior Stewardesses" Sharon (left) and Kathy Long.

In early 1955, widespread public interest in air transportation was demonstrated in five western cities at a series of "Airport Days" sponsored jointly by United Airlines, the U.S. Air Force, Convair and local chambers of Commerce. Thousands were introduced to the "wonders of present-day aviation" at Bakersfield, Fresno, Stockton, Merced and Reno.

A popular feature was the 20-minute scenic flights in United's Convair. Proceeds from the nominal charge for the flights were donated to the Jaycees for welfare work. At the first four cities (Reno figures were not available) the over-all attendance totaled 77,000 and more than 17,000 toured United's Convair with approximately 700 taking "courtesy flights". Of the 700, approximately 80 percent were "first-time flyers." *By Marvin Berrymn., DENTK Retired, from the April 1955 United Air Lines News.*

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

N.E. Florida RUPA Luncheon

The N. E. Florida RUPA group met on Oct 20 2016, 15 folks met at the Spruce Creek Country club on a beautiful Florida day. We enjoyed each other's company and a good lunch.



L to R: John Alden, Barbara Alden, Jill Davis, Lowell Johnston, Ed Davis, Ann Johnston, Al Peterson, Curt Simpson, Wilma Russell, Dick Russell, Lil Moddle, Steve Moddle, Dave Bishop, Janet Horton, Larry Horton.

Many comments of their comings and goings this summer were discussed. The biggest discussion was the upgrading to Captain at Delta Airlines of 6 pilots hired in 2016. No that is not a typo, 6 were hired since 1/1/2016, the most junior was hired in June 2016. Times has sure changed since we were new hires. Also Delta and American have hired a few junior pilots from Southwest, seems that there is no movement at Southwest so they moved over to the airlines that are showing retirements and have a better chance of upgrading sooner.

Our next luncheon is scheduled for December 15, 2016, if in the area please join us. *Steve Moddle*

Ohio Cleveland Crazies RUPA Luncheon

The Cleveland Crazies October meeting on Thursday October 20th was well attended considering the cold rainy day we had here on the North Coast. As usual the time together was fun and the luncheon was as good as ever.

Dawn and Bob Lang had attended Ken Wheeler's most recent Barber Shop Quartet Concert. They entertained all of us with pictures and a video from the concert. They also visited a Veterans Memorials Park in Clinton, Ohio and shared pictures from "Tank Day" at the park. Ken Wheeler and Dick Sanders kept us laughing us with great stories and jokes. With the colder weather approaching we will begin to lose some of our members to the sunny south.



Left to Right standing: Phil Jach, Pat Morris, Harvey Morris, John Hochmann, Rich McMakin, John Cusick, George Bleyle, Dick Sanders, Jim Burrill, Bob Lang, Bob Olsen, Tom Losasso, Dawn Lang and our waitress Laura Barton. Seated in front are: Ken Wheeler and Diane Johnson.

Cheers, *Phil Jach*

The RUPA Washington Area Eddie O'Donnell Luncheon

Our October 20, 2016 luncheon was held at the Amphora Restaurant in Vienna Virginia. Before the start of the "official" luncheon, we had a nice stand-around get-together with the opportunity of satisfying any desires for liquid refreshments. Both members and guests were invited.

Lunch consisted of a mixed green salad followed by a very generous Sauteed Chicken breast with Chardonnay accompanied by boiled rice. Dessert was a generous bowl of ice cream.

After lunch, we were pleased to have E.K. inform us about *United We Care Relief Fund*, UAL Travel service and the great news about United Air Lines renewing Dulles Airport operation for another 20 years. E.K. also told us several very funny stories and jokes. Thanks E.K. for your great ability to inspire people to laugh.

Our 38 attendees were: Jon Beckett, Linda Cerisano, Hal Cockerill, Gary Cook, Linda Cook, Gil Coshland, Pat Coshland, Kevin Dillon, Mike Frank, Bob Gilbert, Paul Gilson, Betty Goodman, Bob Goodman, Cindy Gorman, Larry Grube, Tony Keffer, Fred Keister, Roger Lemieux, Clyde Luther, Claudette Luther, Dolores Miller, Ed Miller, Linda Mingori, Camille Moore, Pierre Ney, Ward O'Brien, Marilyn Pasley, Herb Pettitt, Laura Pettit, Bud Reed, Catherine Reinhard, Don Reinhard, Susie Robertson, Bernie Schwartzman, Jack Sodergren, Fred Streb, Betty Williams, E.K. Williams.

Thanks to Gary Cook and Hal Cockerill for handling the check-in.

Our next scheduled luncheon will be January 19, 2017 and it will be members only. *Jon Beckett*

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

I hate to sound like the Chamber of Commerce, but Thursday, November 10 was a perfect day in south Florida and a cheerful gathering of the Gold Coast Retirees at Galluppi's Patio Bar and Restaurant in Pompano Beach. We had 15 members attending and enjoying the lunch together.



Front Row L to R: Rick Valdes, Bob Engelman, Ned Rankin, Ham Oldham & Stan Baumwald (NWA Retiree).

Back row: Les Eaton, Bill Garrett, Gene Anderson, Art Jackson, Jim Morehead, Bob Beavis, Steve Baumwald (Stan's son and pilot for Fed Ex) Ed Wheeler, Lyn Wordell, and Joe Jenkins. *Ned Rankin*

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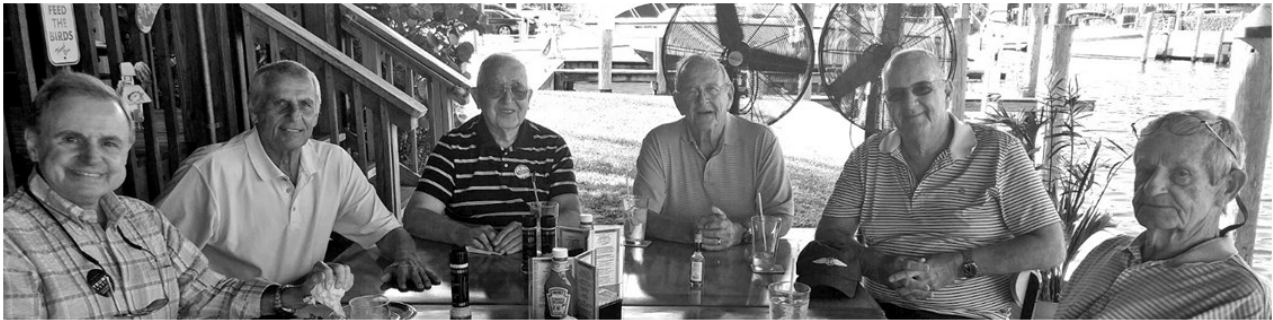
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S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

November is a terrific month here in SE FL...some of our Northern RUPA buddies start to return to the Stuart area, our Hurricane Season will OFFICIALLY be over in about 2 weeks, this year - the Political Season is FINALLY Over, 🍻 Thanksgiving will be here in about 10 days, Football (Pro & College) Season is generating a lot of excitement and anticipation and then there is CHRISTmas and New Years to look forward to as well. Yes, for the most part, LIFE is GOOD!

Once again, our Luncheon 'experience' at Shrimper's was GR8 in every way. The WX, service (by Megan), conversation and food were ALL Outstanding. The Conversations included but were not limited to: Medical Issues of some of our Attendees; a possible new Pass System for Retirees (we can hope, can't we?); Tetanus, Shingles and Flu shots; and Cell Phone Models and Service. Oh yeah, one or 2 Aviation related experiences were shared by several of our 'Risk Takers'.

Although we had a couple of last minute cancellations, we had 6 RUPA friends at our table.



L to R: Bob Langevin, Dick Baese, (back from MI), Ted Osinski, Dave Hoyt, John Pinter (back from the CLE area) and Jim Dowd.

In the Holiday Spirit, our December Luncheon (on Tues., Dec. 13th) will be Co-Ed (wives and lady friends are invited) and will probably be held at Sailor's Return on the shores of the St. Lucie River here in Stuart. Our starting time will be 11:30 as usual. So, if you happen to be traveling and are in the Stuart area on the day(s) of our Luncheons, please join us, we'd love to have you. If you need any information or have any question, my eMail address is: BobL34997@aol.com.

That's all for now, but I do want to wish everyone a Happy and SAFE Thanksgiving Holiday along with a Merry, Joyous & Blessed CHRISTmas. Cheers, Adult Beverages along with LOL, *Bob Langevin*

SAC Valley Gold Wingers RUPA Luncheon



We had a small group of attendees for the November luncheon. Kathy Lynch briefed the group what was required to provide for Christmas donations for the Sacramento Children's Home.

Also, it was announced again that there will be a Christmas party at the Gorczyca household and Serrano Country Club on Dec 6, 2016. Still flying high, *John Gorczyca*

Dana Point RUPA Luncheon November

Great day for our Lunch in the Harbor. Those in attendance were:

Front L to R: Joe Udovch, Jim Grosswiler, Bill Rollins, Rusty Aimer, John and Cherry Arp, Al Pregler, Bob McGowan, Butch Trembly, Ted Simmons.

Back L to R: Jack Frisch, Denny Giese, Bob Fuhrmann, Bill Stewart, Top. Bill Dunkle, with white hat.



Much talk of the passing of Bob Hover. Some of the guys had met him in The Quiet Bird group. Bill Stewart thought this poem was a fitting tribute to Bob.

I hope there's a place, way up in the sky,
Where pilots can go, when they have to die-
A place where a guy can go and buy a cold beer
For a friend and comrade, whose memory is dear;
A place where no doctor or lawyer can tread,
Nor management type would ere be caught dead;
Just a quaint little place, kinda dark and full of smoke,
Where they like to sing loud, and love a good joke;
The kind of place where a lady could go
And feel safe and protected, by the men she would know.
There must be a place where old pilots go,
When their pain is finished, and their airspeed gets low,
Where the whiskey is old, and the women are young,
And the songs about flying and dying are sung,
Where you'd see all the fellows who'd flown west before.
And they'd call out your name, as you came through the door;
Who would buy you a drink if your thirst should be bad,
And relate to the others, "He was quite a good lad!"
And then through the mist, you'd spot an old guy
You had not seen for years, though he taught you how to fly.
He'd nod his old head, and grin ear to ear,
And say, "Welcome, my son, I'm pleased that you're here.
"For this is the place where true flyers come,
"When the journey is over, and the war has been won
"They've come here to at last to be safe and alone
From the government clerk and the management clone,
"Politicians and lawyers, the Feds and the noise
Where the hours are happy, and these good ol' boys
"Can relax with a cool one, and a well-deserved rest;
"This is Heaven, my son -- you've passed your last test!"

Seattle Gooney Birds RUPA Luncheon

October 21, 2016. The weather was not friendly, with torrential rain, but we had seventeen pilots for lunch, maybe brunch. The loyal members of Seattle filled every seat in the house. Gets earlier all the time. We were started by 10:30 and done for 1230. Lots of catch ups and some good old jokes.



L to R: Bill Brett, Rob Robison, Jack Brown, Mark Gilkey, Neil Johnson, Chuck Westpfahl, Dan Mueller, Bill Lamberton, Al Haynes.



L to R: Jim Barber, Dave Carver, Bill Stoneman, Hank Kerr, Bud Granley, Bob Reid, Bill Records, Alan Black.

After lunch we had the sad duty to announce the passing of Former MEC Chairman, Roger Hall and Al Slader, a former member of Seattle RUPA. May they Rest In Peace.

Next, we saluted Jack Brown on his 65th wedding anniversary. Dave Carver entertained us with a list of one-liners and Al Black read a couple of good jokes. We saluted our senior member, Neil Johnson, still going strong at 94. Bud Granley took photos of the group and we adjourned to a fairly decent day as the storm had passed through. *Bill Brett*

San Diego North County RUPA Luncheon

Another friendly lunch with friends. There were only 5 of us, but that allows us to talk without interruptions. Present - Brad and Rhoda Green. Bob and Ruth Bowman, and me. Our missing regulars' location unknown. Next month the Greens are taking a trip somewhere, and possibly the Mayers. With Mark Mayer absent, there will be no picture for the next issue.

I've been a widower for more than 9 years, and if it wasn't for some great family members, I would feel very lonely. The grandsons and daughters along with the Great granddaughters and sons are close to me. Not close in distance, but they visit me fairly often. Being an only child myself, the company is great. Some visit via email as well as in person. As for the RUPA members of our group, we are also close friends. Since this lunch was on the Election Day, I expected there would be some political but not a word. What a relief. That was some long campaign but at last it's over, and all the of the 5 at our meeting apparently feel the same way.

As always, Cleve, and the faithful volunteers you work with THANK YOU. The *RUPANEWS* gets better all the time, and dat's de troot! Fraternally yours, *Old Bob*

The Big Island Stargazers RUPA Luncheon

This scribe was unable to attend the October luncheon but I received word that a good time was had by all of the attendees. Several of our members had taken advantage of the pre-holiday season to pass travel to Europe and the Mainland and missed our monthly gathering.



In picture Left to Right are: David Carlson, Winfield Chang, Bill & Lauren Cochran, Linde & Al Rimkus, Linda & Bobby Michael, Gerry & Joan Baldwin, Don Diedrick.

In lieu of our regularly scheduled meeting for the month of December, we will hold our annual Christmas party on December 8th at the home of Gerry & Joan Baldwin. Guests are always welcome, so if you will be visiting the Big Island and would like to attend, please contact me for details. We wish our fellow Ruparians a Mele Kalikimaka me ka Hau'oli Makahiki Hou (Merry Christmas and a Happy New Year)! *Linda Morley-Wells*

San Francisco Bay-Siders RUPA Luncheon

November 8th, (Election Day) twenty-eight of us gathered at the seasonally decorated Hofbrau for lunch. I'm sure the topic of election came up but there were no heated discussions and wisely, no differences of opinions were voiced.

We welcomed new attendee, Bob Witherow, and hope he will join us regularly. We were saddened to learn that two of our long time members, Bob Clinton and Sam Cramb have flown West. They will be missed.

Those present were: Rich & Georgia Bouska, Gerry DeLisle, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Bill Hartman, caregiver Ruby, Bob Kallestad, Karl & Jan Kastle, Bob Kibort, Bruce & Stephanie McLeod, George Mendonca, Hank Morales, Bob Norris, Walt Ramseur, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Bob Witherow, 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*

The Big Island Stargazers annual Christmas Party

We will hold our annual Christmas Party

On December 8th, 4:00 pm

At the home of Gerry & Joan Baldwin.

Contact me if you need further information.

Linda Morley-Wells 808-315-7912

lmwjet@earthlink.net



The Greater Chicago Area RUPA Group Luncheon

With the beginning of Snowbird Season being upon us and some of our flock thereof having started the migration to warmer climes, nobody gave much thought to our holding our November luncheon on voting day this year---that's just how the calendar worked out. Since the outcome of the races wasn't known until lots later in the evening, there wasn't a great deal of discussion about them, just good old-fashioned hangar flying, the Cubs' World Series victory chat, and plenty of great stories to go around the tables at Nick's Pizza & Pub in Crystal Lake.

Our server, Imelda, was "only" terrific in getting everyone's orders taken and delivered. I still don't know how she does it. With forty-nine folks in attendance, it was more than a little noisy in the room---and big kudos to her for keeping everything straight in spite of the semi-chaos. Many thanks to Nick's for their exclusive attention and hospitality to our group.



We had a good crowd enjoying lunch, stories, and jokes: LeRoy & Eva Bair, Patrick and Barbara Bowman, Jim & Corrinne Boyer, George Bracke, Larry Cabeen, Bruce Carey, Bill Cherwin, Norm Clemetsen, Tom & Barb Conley, Jim Downing, Walt Fink, Ralph & Angie Gemignani, Milt Gray, Vince Hammond, Bob Helfferich, Mike Hepperlen, Denny Holman, Dick Kane, Chip Little, Wes Lundsberg, Bob McCormick, Jim McCusker, Rick Miller, Dick Murdock, Ceil & Bill Myers, Claude Nickell, Jim & Jan Noble, Glen Peterson, Matt Poleski, Jim Preiss, Dave Runyan, Ole Sindberg, Gene Stepanovic, Jim Stuntz, Bill & Nancy Thompson, Sid Tiemann, Gus Tuit, Ken Voelker, Ed Wevik, and Tom & Bev Workinger.

So the snow will come and (mostly/hopefully) go, and then our next scheduled Greater Chicago Group luncheon and meeting will take place at Nick's when Spring's about ready to sproing---Tuesday, March 14th, 2017. RUPA members, active employees, spouses, significant others, and guests are cordially invited and encouraged to attend. The Duty Scribe, *Walt Fink*

Phoenix Roadrunners RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant, on November 8th for our lunch. Some jokes were put forth and we had some laughs.

Previous service in the military was discussed and that brought back some memories. We did have some conversation on the medical plans for 2017. Some members were interested in how to get pass info and the booking of reduced fares online and on other interline airlines.

All of our group are still not back from their summer homes. The ones who made it to our luncheon were; Joan Bourgeois, who we had not seen in quite a while, John Baczynski, John Gordon, Frank & Jeanette Soare, Tom & Renee Libuda, Charlie Schwob, Dave Specht, Mike Clements 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 December 13th. *Ken Killmon*

The Columbia River Geezer's RUPA Luncheon

Same place same station only a month later. Wednesday 09, November 2016. California Pizza Kitchen Clackamas OR, nine retired UAL Captains gathered together for Lunch, five of whom were also former Military fighter pilots at one time in their lives.



Starting left, then clockwise, Bill Englund, Lew Meyer, Rich Warden, Sam Richardson, Bill Park, Doug Howden, Ron Blash, Tony Passannante and Mike Thomas.

Exercising our right to Freedom of Speech with the right to Assemble there was plenty of discussion, albeit short, revolving around the outcome of the previous day's National election and the new President elect. Some of us voted one way and some voted another. However, those of us who were so inclined, were able to voice our thoughts regarding the outcome without disdain or any malice. The table then moved on to discussing other subject matter, such as retiree pass benefits and flying. At one end of the table I overheard discussion about United's current retiree travel benefit of a 20% PS discount and how the ticket prices fluctuated continually making it difficult to secure the best price. I remember in the sixties and seventies we could get 50% positive space discounts on TWA and other international carriers as well, any of you remember that? In the middle part of the table a discussion took place about some of the quirky pilots we use to fly with while based in LAX and SFO. Light plane flying discussion then took over. Primarily discussion centered around flying Piper/Carbon Cubs, Maules and Aviat Husky's in the back country of IDAHO and UTAH. Included in the discussion was what type of Tundra tire sizes (22", 26", 29" or 31" tall) and should they be filled with 6 or 11 psi which may or may not be adequate for certain areas of back country mountain flying. One member of our group, Sam Richardson, instructs high altitude mountain flying during the spring and early summer. Sam also introduced a discussion about the difficulty of inserting one's self into then getting out of, these small tandem aircraft as it's not an easy task. Apparently our bodies, obviously older seems to recognize its inflexibility that has snuck up on us in recent years and rebels. Sam made a video of how he, with his 6'3" frame, gets in and out of the back seat of these small tandem aircraft. I've seen the video and he makes it look easy. Towards the other end of the table, conversation was a blur as I had either forgotten to insert my left ear's hearing aid or perhaps it fell into my soup??

We all had an enjoyable two-and-a-half-hour get-together and broke ranks around 1330 promising to all get together on the second Wednesday in December. Blue side up, *Ron Blash*

PICKLES | Brian Crane



Denver Good ol' Pilots' RUPA Luncheon

We met for social hour and lunch Tuesday, October 19, at the usual place, The Tin Cup Bar and Grill, 50 S Peoria Street in Aurora. We enjoyed an excellent catered lunch and social/happy hour. Stanley Boehm was our coordinator. He and Ted Wilkinson provided the humor.

Attending were: Jim Adair, Bob Blessin, Ann Blessin, Stanley Boehm, Jon Carter, Chris Dearborn, Bob Crowell, Jack Davis, Al Dorsey, Denis Getman, Bill Hanson, Tom Hess, David Horwitz, Doug Johnson, Tom Johnston, Sue Johnston, Rick Madsen, Kaye Madsen, George Maize, Joe Rozic, Rob Schmidt, Dick Shipman, Ross Wilhite, Ted Wilkinson, Rose Wilkinson, Ron Juhl and Rick Steele.
Your Co-Scribe, *Tom Johnston*

The Monterey Peninsula RUPA Lunch Bunch

Thirteen folks enjoyed a fun get together at Edgar's. We had a few last minute cancellations due to illness.



Back row: Jack Cowles, Bob Benzies, Jon Rowbottom, Diane Emerson, Cindy Benzies, Mike Donnelly, Carlos Quintana, Ken Bohrman.

Front row: Milt Jines, Sunee Jines, Phyllis Cleveland, Judy Quintana, Cheryl Bohrman.

Phyllis started out by thanking all our Veterans for their service. We talked about the recent meeting of the Retired Employees Organization Leaders with Oscar in Chicago and hope it will lead to a better understanding by management of the importance of retiree issues. Mike lead a discussion regarding the attempt to introduce a bill to remove the 5-year penalty the PBGC applied to pensions for retiring "early" at age 60. Following that, lively war stories broke out from the days flying the line. Bob Benzies recounted how he had caused the Employee Suggestion Program to shut down due to a suggestion he submitted to change the procedure of boarding a fixed amount of taxi fuel for all airports. His idea was to board different amounts for each airport based on taxi times. Back then, if an employee's suggestion was accepted by management the employee received a cash award based on the savings the suggestion generated. In Bob's case management rejected his suggestion but then implemented it months later. Bob ultimately hired a lawyer and sued United. United settled before they went to trial after the judge told United they were going to lose based on the documented evidence Bob had researched. United paid the settlement and cancelled the Employee Suggestion Program. Makes one wonder how management thinks sometimes.

Our next luncheon will be our Christmas gathering at the Monterey Peninsula Country Club Beach House on December 14th beginning at 11:30. There is limited seating so our Monterey members get first shot followed by members from other areas. This is a prepaid, catered event, no refunds after December 10th. Please RSVP to Carlos and Judy Quintana by December 10th (831) 649- 5935 or quintana747@aol.com or 500 El Dorado St. Monterey CA 93940. The meal is \$32 and wine/beer is \$10 and soft drinks are \$5. Please indicate your entrée choice of Beef or Snapper.

Finally, we wish all our RUPA Family a wonderful Christmas Holiday Season. *Jon Rowbottom*

Thousand Oaks RUPA Luncheon

It was a pretty warm day in the valley so we didn't stay outside very long on the terrazzo but entered the restaurant to cool off.

We enjoyed discussing many different topics including the dimming prospects of improving the PBGC pension. There were a lot of flying stories concerning the attributes of different airplanes, not to mention the pilots flying them. Some of us flew the same airplanes but into different parts of the world. Military experiences were relived, apropos considering tomorrow is Veterans Day.

Claude circulated humorous articles which I wish I could include here; ask him about the \$800 loan. We were pleased to have Harry's wife, Chrisann, join us as well as Butch's daughter, Dianna. Everyone seemed to have a good time socializing; also the food was very good.



Left to Right are: Dave Park, Harry Albaugh, Butch Trembly and his daughter Dianna, myself, Gary Babcock, Ivan Cox, Jim Hall, Claude Giddings, Jerry Adams and Chrisann Albaugh. Regards, *Denny Fendelander*

San Francisco North Bay RUPA Luncheon

This month's gathering had a record low attendance, but enjoyed a consistently fine meal.

The "topic de jour" was the recent summit meeting of retiree group representatives with UA CEO Oscar Munoz. The consensus of the group was cautious optimism about improvements to the pass program. Time will tell.



left to right: Dick Hanna, Dan Bargar, Bob Grammer, Wayne Heyerley, Leon Scarborough, Galen Wagner, Bill McGuire, John & Shirley Covelo, Jules Lepkowsky, Larry Whyman, Mike Tar, Don Madsen. Your Scribe, *Larry Whyman*

San Francisco East Bay Ruparian's Luncheon

Another beautiful sunny day in the East Bay, (helps to sustain the drought). We had a few more souls show up than we had room for at our table, so our hosts, always helpful and agreeable moved us to our usual larger table at the far end of the room.

Grant Adam's wife, Karen, informed us he was operated on, so he wasn't able to attend. No specifics given. Have a quick recovery Grant, keep us posted. Two wanderers from So Cal dropped in: Arvid and Sue Von Nordenflycht and added to our multiple simultaneous conversations. Steve Kesinger entertained us with his river cruise experiences. Well-traveled, BS Smith, sent his absentee excuse and regrets from the other side of the world.



In attendance left: Lee and Shirley Francis, sue and Arvid Von Nordenflycht. Steve Kesinger, Jerry Udelhoven, Rich and Georgia Bouska, Tammy and Neil Dahlstrom and John Baum.

Next luncheon: Wednesday, December 14th at Primavera Ristoraunte, San Ramon, Ca. at 1:00 PM. Have a great Holiday Season! Reserve scribe, *Neil*

Reno's Biggest Little RUPA Group Luncheon

October 26th found the Biggest Little Group gathered at the Flowing Tide Pub in Reno, Nevada for our regular fourth Wednesday luncheon.

Funny thing happened this time, no political discussion. I guess we all voted early. What we did talk about isn't printable.



In the picture from left to right around the table: Jim Whiteley, Gary Dyer, Gene Lamski, Len Bochicchio, Lyle U'Ren, Bill Shepherd, Jim Nugent, Chuck Kettering and Sam Jacobsen.

This year our Christmas Party will be held at the Toyobie Club in Washoe Valley on December 15.
Lyle

The FAT Flyers RUPA Breakfast

The FAT Flyers met for breakfast on Friday, Veterans Day. (Nov 11th). Yes, we are still around even though I've missed sending a report for the last few months.



In attendance clockwise from left, Richard Jordan, me (Paul Nibur), Scott Gjerman, Errol Mullins, Wayne Thompson, Randy Bushore.

Maybe it was summer, maybe something else, but attendance has been “spotty.” But we had the 6 of us the other day and as you may have guessed, a hot topic of conversation was the election of Donald Trump, the protests around the country, and our thoughts. It was a lively group discussion.

We still meet on the 2nd Friday of the month at the Yosemite Falls Café at Shaw and Sunnyside Avenues in Clovis, CA at 0730. We'd love to have you come visit. And if you do come, hang around for QB's that same night. *Paul Nibur*

SJC unveils #SJCRobots, the airport's new customer service agents



Mineta San Jose International (SJC) is transforming how Silicon Valley travels with the unveiling today of #SJCRobots, the airport's new customer service agents. Named Norma, Amelia, and Piper, they are the first robots to be deployed at a U.S. airport, and are engaging and entertaining travelers while assisting them with locating dining, shopping, and other services.

“We are proud to be the first-to-market among U.S. airports, and to join other world-class airports in Asia, Canada, and Europe, to offer robots as we re-imagine the customer experience,” said Becker. “SJC is accomplishing its mission – to connect, serve, and inspire – with an innovative approach to

customer service for our local travelers and global visitors through our successful partnership with our concessionaires, Future Robot, and 22 Miles.”

Stationed on geo-fence mats and located at Gates 11, 21 and 25, the robots are immediately engaging to travelers with their avatar-friendly faces as they audibly introduce themselves by their names: Norma, Amelia, and Piper. They assist, engage, and entertain further by:

- Offering in-terminal dining, shopping, and other Airport services information on a 32-inch touch screen tablet operating on Microsoft Windows software
- Providing a You Are Here interactive map and directory
- Displaying information in six languages – English, Chinese, French, German, Japanese, and Spanish – allowing travelers to choose their preference, and
- Dancing, playing music, and taking photos that can be sent to travelers' email accounts or displayed on the robots' faces.

**The best thing
about the good
old days was
that I wasn't good
and I wasn't old**

Message from Oscar

Posted October 18, 2016



Dear United team members,

Earlier today, we hosted a conference call with investors where we shared our financial and operational performance for the third quarter of 2016. The numbers bear out the experience we've all shared over the past few months: There is a new spirit here at United, and we are making real, measurable progress toward our goal of becoming the best airline in the world, period.

On the financial side, we continued to post consistently positive results. In relation to what you do each day, we delivered steadily improving operational performance for our customers, including the best third-quarter on-time performance on record, as well as the best customer satisfaction levels during a third quarter in combined company history.

Put simply, things are starting to work, and my personal opinion on the reason for that is simple. We are finally beginning to work together as a team with shared purpose.

We saw that reflected in the way that management and our partners in labor came together so that for the first time we have reached agreements with all of our work groups, and we look forward to moving ahead on a tentative agreement with our technicians.

I see that same sense of purpose when I look at the work of our front-line supervisors who are doing incredible things throughout the system every day. We are now investing in leadership development training for all our front-line supervisors across the system so that we continue building on the trust and teamwork that has gotten us this far.

We also now have an executive leadership team bringing diverse business and industry expertise with the addition of Scott Kirby as our new president, as well as our new Chief Financial Officer Andrew Levy and our new Chief Commercial Officer Julia Haywood. These leaders along with the rest of the executive team - Brett Hart, Greg Hart, Linda Jojo, Mike Bonds and Gerry Laderman - will soon be sharing our strategy going forward, as we continue to build on the foundation for success that you've laid.

What is very exciting to me, though, is that we have changed the conversation about United from "What's wrong?" to "What's next?" We are looking ahead as a company and while this quarter's performance is something we can all take pride in, the best part is that we are just getting started. We will continue improving with every flight as we continue to reach for our full potential as the best airline in the business. Thank you for your incredible work, and let's run through the tape as we finish 2016.

Here's to what's next,

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

PICKLES | Brian Crane



Oscar wraps up Fall Standards meetings



Oscar's presentation at the final 2016 Flight Standards meeting capped off another successful round of informational sessions with over 1,000 flight instructors, evaluators and line check airmen who visited Denver to discuss standardization issues and share technical and operational updates. He touched on a number of topics, including his unwavering commitment to deliver on his promises to employees, the advice he heard from a pilot that's meaningful to everyone, his informal measure of how we're doing around the company, and even an update on his health (along with the simple tip he received from a friend that helped save his life).

Oscar on commitment to employees: "Proof, not promise."

Some of you have heard me, or have read that I use a lot of terminology. I think terminology is important because people hear it and then can repeat it. It's simple: I can give a long, complicated speech about things but if I punctuate it with a catchy headline, it carries. One of the things I say is 'proof, not promise,' and I hold myself personally to that standard constantly. I don't just come up and say, 'Well, we're going to do this and we're going to do that.' If we say those things, then we deliver. So as a level setting for everyone's viewpoints, expectations of the company today, expectations of the company in the future, I offer the proof -- not the promise -- that I outlined in my first employee letter: we're going to focus on customers, we're going to focus on employees, we're going to continue our emphasis on safety and we're going to innovate and do new things in a different way. I think especially on the labor side, which was a big concern and question about how I would interact with folks given predecessors and other viewpoints, does anyone have a question about my absolute and complete and total trust and support for the labor organizations? Does anyone have any remaining concerns? Because if you do, bring it out now and we can talk, but I have done everything I can do -- at my own peril, because every time I extend a contract as we did with you or sign a new one, the people that count money on Wall Street are very concerned about 'Oh my [gosh], how are you going to do this, how are you going to do that?' Well, they're going to see exactly how we're going to do that and you're all going to see that as we roll out our strategy and we communicate that to you. But I want to make sure that we're level set on that piece if nothing else.

Forget the division, forget the past, we're moving forward together.

I was speaking to a Captain Upgrade class and we had some Flight Ops interns in the back of the room. At the end during questions and answers, I asked them what their questions were. One of the questions I thought was most poignant was, "What advice would you give me -- a young person coming into the company -- as I begin my journey and career at United?" I thought, 'That's a great question.' [As a leader], you get asked that a lot and you have your own answer about what that's meant to you and what's benefited you, but I decided to step back and say, 'Well, listen, we have some new captains here and they've all been here for some time and invested a lot in their career and focusing on what they want to achieve -- maybe we can ask them for their input.' The pilots had incredible, wonderful things to say and [theirs is] a much more valid point of input as opposed to me, the new person who has a bias and wants to make things great and all those sorts of things. Here's someone who's been through the ringer back and forth, articulating their view, their journey and how that young person could also follow that career.

One of those pilots had one of the most touching and heartfelt and genuine commentary that I've ever heard as advice to someone else -- especially all of you who have been with our company for a long period of time. He said 'You know, as you get older and do the same thing for a long period of time, you build -- we all build -- a closet. And in that closet, dust develops.' It was a great story. And he turned to them and he said, 'Don't build that closet. Don't let others' dust get into yours.' It was just this classic moment of 'Forget the division, forget the past, we're moving forward together, that's the best advice I can think of as a 15 or 20 year vet of the company.' I thought that was great. I share it with you because it came from one of your peers, it came from a heartfelt place, it wasn't scripted ... it was just something that came up. And I've been using it in every speech that I can only because it's so meaningful and it so represents the things that you have felt, the up-and-down emotions you've had at this company -- but you know, we're here to change all of

that, and it starts with you training the new generation.

The smile factor.

My rank, my metric is smile factors. It's stupid, it's simple, but when I walk into airports and I see people walking the other way and they recognize me and they smile and come up to you and want to take pictures -- it is not about adulation, it is not about recognition, it's about an understanding that the human spirit, the fire, has been kindled to some degree and that people want to care. Why is that important? It's beyond just, 'Oh, that sounds good.' It's because we're a people business. If we can't treat ourselves well enough, how the hell can I expect you to treat our customers well? So I haven't developed an exact metric for that one, but I'll walk around and as wonderful as that interaction is today, there will be times undoubtedly when it's not going to be that positive, so if there's any greater motivator for me to keep going and our teams to keep going the right way, it's that I'm going to be walking these hallways at these airports for a long time, and therefore, I'd rather have good interactions with us rather than bad interactions -- there's no greater motivator than that one.

Oscar hosts Retiree Summit meeting

Last month, leaders of seven retiree organizations attended a summit at the Chicago Corporate Support Center. Oscar hosted the meeting to find better ways to engage with retirees, listen to their opinions and ideas, and thank them for the role they played in making United the great airline that it is today.

"My job is to let you know that I care," Oscar said, "and that I'm focused on building trust with not only our current employees, but our retirees as well."



Those in attendance Left to Right. Standing:

Tom Goodyear, The United Airlines Historical Foundation,
Martha Casne, the Retired Association of Flight Attendants,
Cort de Peyster, The Retired United Pilots Association,
Oscar Munoz, CEO,

Tom Doherty, Golden Eagles, The Retired Pilots of CO.

Mary Hess, The Association of Retired Employees of Continental Airlines,
Virgil Gooselaw, The Retired United Airlines Employee Association.

Seated: Dona Jennison-Sizemore Clipped Wings, Bill Chambers, Golden Eagles, The Retired Pilots of CO.

Throughout the meeting, the representatives spoke of how much they appreciated their time at United, and several said their fellow retirees wanted to give back to the company in some way, whether as ambassadors or by offering guidance. Oscar embraced the offer, saying, "I value your wise counsel and your history with the company. Our retirees' legacy should be to pass on that wisdom."

Participants brought their suggestions about pass travel; for instance, Captain Cort de Peyster of the Retired United Pilots Association recommended implementing a system where pass travel priority is determined solely by years of service among active employees and retirees. Oscar agreed to consider all options, while reiterating that vacation passes -- something that no other airline offers -- are valuable to retirees, providing them an equal opportunity to enjoy pass travel.

Pensions were also discussed in an honest and frank way, with Oscar promising to maintain a dialogue and touching on some of the legal and financial barriers that prevent the company from revisiting past decisions. Overall, the sentiment coming out of the summit was positive. Virgil Gooselaw of the Retired United Airlines Employees Association said, "This meeting is a high point."

Oscar agreed, saying, "This is just a start, but this shows you where we're going."

The next meeting is planned for the first quarter of 2017.

United Airlines modernizes airport security experience



United Airlines has further modernized the airport security experience by becoming the first US-based carrier to feature state-of-the-art, automated screening lanes at multiple airports with the opening of its fully redesigned TSA Precheck security checkpoint in Terminal 1 at the airline's hometown hub of Chicago O'Hare.

Additionally, United becomes the first and only airline in the country to exclusively dedicate automated lanes to a TSA Precheck security checkpoint, continuing to increase efficiency and improve the screening experience for its customers. The new lanes enable up to five customers to fill their individual bins simultaneously and move through the screening process quicker, even if TSA agents need to perform additional screening on a customer further up the queue. The lanes also utilize a parallel conveyor system that automatically returns empty bins to the front of the queue.

"As the first and only U.S.-based airline to launch automated screening lanes in multiple airports, United continues its commitment to using the latest technology to meet the changing needs of our customers and improve the airport experience," said Greg Hart, United's executive vice president and chief operations officer.

The opening of the newly redesigned security checkpoint and three automated screening lanes at O'Hare marks the latest step in United's ongoing strategy to use the latest technology to ensure customers have a reliable experience during their travels. In October, the airline launched automated screening lanes at its hub in Los Angeles and expects to open automated lanes at Newark Liberty International Airport, the airline's premier Trans-Atlantic gateway, before Thanksgiving. When United, in collaboration with the TSA, completes the installation, the newly centralized security checkpoint at Terminal C in Newark Liberty will feature 17 automated lanes.

In addition to installing automated screening lanes, United is building and redesigning checkpoints at several hubs throughout the airline's network that will dramatically improve the customer experience. Key initiatives include:

- Installing audio and visual enhancements utilizing cutting-edge technology in the security queuing area to provide customers with more information.
- Consolidating four checkpoints into one new, centralized checkpoint at Newark Liberty.
- Redesigning security checkpoints at Chicago O'Hare.
- Constructing a new, state-of-the-art customer check-in area and a consolidated security screening checkpoint in Terminal 7 at Los Angeles International Airport.

United receive highest rating for any airline for climate action



We are proud to announce that United has been honored with four awards in just the past week recognizing our work to make environmental sustainability part of the DNA of our operations.

First, we were listed in the Carbon Disclosure Project's (CDP) Leadership Index for minimizing our carbon footprint and ensuring we're following the best practices to address climate change. CDP is an independent, international nonprofit organization that enables companies, cities, states and regions to measure and manage their environmental impacts. Our A-minus rating placed United in the top-tier "Leadership" category and was the highest rating of any U.S. airline. The average score for companies inside and outside of the airline industry is a "C," so we are proud to be recognized as a leader in our environmental commitments and actions.

"Our leadership score from the CDP validates our Eco-Skies commitment to create a more sustainable

airline," said Environmental Strategy and Sustainability Director Natalie Mindrum. "Together we achieved this rating through efficient operations, introduction of newer, more fuel-efficient aircraft, and our industry-leading sustainable aviation biofuel program."

We also received three awards connected to the launch of our ongoing biofuel program. We received the Illinois Governor's Sustainability Award for our 2015 investment in aviation biofuel with Fulcrum BioEnergy, and our introduction of more sustainable customer products from illy and Cowshed, as well as our upcycling initiatives and support for environmental STEM (science, technology, engineering and math) education.

In addition, our biofuel program was also honored to receive the 2016 Airports Going Green Award after being nominated by the Chicago Department of Aviation. This award recognizes the accomplishments of our biofuel program, as well as our outstanding leadership in pursuit of sustainability within the aviation industry. We continue to bring sustainable aviation biofuel into the LAX fuel farm, where it has been blended with traditional fuel since March 2016.

The Commercial Aviation Alternative Fuels Initiative (CAAFI) also honored us with the CAAFI Commercial Production Trailblazer Award for our pioneering development and use of commercial-scale alternative jet fuel at LAX in partnership with AltAir Fuels.

Finally, we were recently named by the Natural Resources Defense Council (NRDC) as one of the leading airlines in NRDC's third annual Aviation Biofuel Scorecard for 2016, which rates airlines worldwide on the sourcing and use of biofuel, and we were recognized with the Chapter Mission Award by the United States Green Building Council (USGBC) Illinois Chapter for our decades-long commitment to sustainability.

While we are extremely proud of these accomplishments in sustainability, we still consider this just the beginning and will continue to push ourselves and the industry toward a more sustainable future. To learn more about United's Eco-Skies commitment to the environment, visit united.com/ecoskies.

Going to Cuba on United? What you need to know



We are excited to launch our service to HAV (Havana) from EWR beginning Nov. 29 and from IAH beginning Dec. 3; if you're planning a trip, here are a few things you need to know.

You need an approved reason: Under U.S. law, flying to Cuba from or through the U.S. for tourism is not allowed. There are 12 acceptable travel reasons; when you book your travel or check in for your flight, you will be asked to certify the reason for your travel. These reasons include professional, educational, humanitarian or religious activities, as well as family visits.

United Vacations offers an approved tour: United Vacations is designated a trusted tour operator for approved people-to-people educational tours to Cuba. A complete people-to-people Cuba vacation package will include round-trip flights, a fully-planned itinerary of activities and accommodations.

United employees are eligible for a discount on air/hotel packages. The employee discount will apply to hotel-only packages once the embargo on employee pass travel is lifted, or if the employee buys a revenue ticket. "United Vacations has been a great partner getting a Cuba tour package launched before the other airlines, and offering employees a discount helps make this destination a possibility for them," said Leisure Sales National Account Manager Noel Smith.

In addition, all visitors are required to have health insurance that is accepted in Cuba, so United has included Cuban health insurance (\$25 per customer) in the total cost of revenue tickets and will charge pass riders the mandatory fee as well.

Space-available pass travel is temporarily embargoed: To give our employees some time to work through the operational, equipment and personnel complexities of setting up our HAV service, we've embargoed pass travel for the first 30 days. Employees may purchase revenue tickets (like the vacation package above) but may not pass travel until after Dec. 29, 2016.

United breaks ground on new Tech Ops Center at IAH



In partnership with the City of Houston and the Houston Airport System, we broke ground October 25 on our new United Technical Operations Center (UTOC) at IAH. The project, which is the next phase of our ongoing expansion of facilities at IAH, will add approximately 200,000 square feet of additional hangar capacity for maintaining widebody aircraft, in addition to a new warehouse distribution center, a Technical Services building housing engineering, inspection, quality assurance, reliability, maintenance programs, technical publications, and aircraft records and administrative offices.

"This is huge! It means we can come to work knowing we are going to have a great place to work," said IAH Airframe Overhaul and Repair Supervisor Scott Taylor. "This means coming to work in a great environment every day. The commitment to us is fantastic; it looks like an incredible facility," agreed IAH Sheet Metal Technician Oscar Macias.

Once completed, the \$162 million facility will accommodate widebody aircraft, including Boeing 767s, 777s, 787s and Airbus A350s, and provide an improved work environment with better ergonomics, safety and efficiency for our maintenance technicians and support personnel.

"With flights from Houston to destinations around the globe, this new facility and the employees who work here will provide critical support to our worldwide operations," said Chief Operations Officer and EVP Greg Hart. "This significant investment in our Houston facilities will enable us to support more aircraft than ever before here in Houston and allow us to return them to serving our customers more quickly, while providing a workplace that our people can take pride in."

The new UTOC, which is expected to be completed in late 2018, will consolidate our Houston maintenance facilities, placing engineers in the hangars adjacent to technicians and aircraft for optimal efficiency. In addition, the expanded facilities will generate approximately 200 new jobs.

United's first 777-300ER rolled out of the factory on October 19



In hopes of accelerating retirement of their aging Boeing 747-400 aircraft, United has actively been modernizing their widebody fleet. On March 8, 2016, the airline announced a firm order for 10 Boeing 777-300ERs, as well as 27 787 Dreamliners and 35 Airbus A350XWBs.

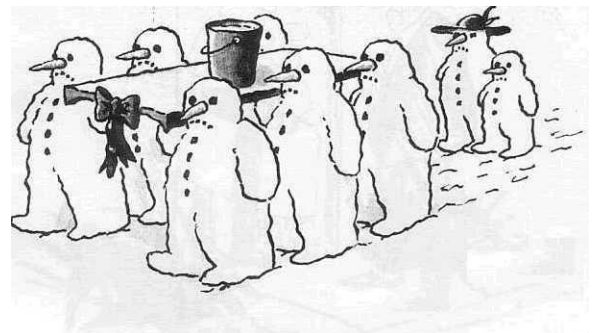
According to the carrier, the 777-300ER will provide "attractive upgauge and range opportunities to the company at competitive economics." The new airplane is expected to replace routes initially operated by the 747, particularly within the Asian market. The aircraft will also debut United's new Polaris business class product, which features enhanced dining,

special lounges, and a fully lie-flat seat. Polaris is expected to launch on December 1, 2016. The airplane's first flight is still to be determined, however the aircraft is expected to be delivered by December.

The first 777-300ER, N58031, rolled out of Boeing's Everett facility in October after being delayed due to inclement weather. The aircraft features two GE-90-115B1b engines, which are among the largest engines in the world by diameter.

United will join American Airlines as the only US carriers operating the extended 777.

In 1995, United became the first carrier to introduce the 777 into service with a flight from London to Washington-Dulles. Today, this aircraft (N777UA) is still in service.



United Airlines Regionals in OPS Breakthrough

Lewis Lazare/Chicago Business Journal



United Airlines just did something it hadn't done in 11 years and it's Good news for United Airlines customers hoping for improvement in the carrier's regional flight operations, which have long been a drag on United's consolidated on-time performance.

United reported all scheduled 2,445 flights on the airline's regional partner carriers on Nov. 1 were completed. Believe it or not, that's the first day United posted a day with 100 percent completion rate on regional flights since way back in 2005. And on-time performance for United's regional flights on Nov. 1 also exceeded internal goals by a wide margin. Data for Nov. 1 shows 92.4 percent of regional flights at United arriving on time, meaning that they arrived at the gate within 14 minutes of their scheduled arrival time. That on-time performance beat the internal goal of 83.3 percent for Nov. 1. "This is a fantastic accomplishment" said United Express senior vice president Brad Rich. "I appreciate the focus and energy it takes to produce these results."

Pushing to get better performance from United's regional flight operations is important, because they account for around half of all United's daily flights.

United Airlines Converts Boeing Plane Order



United plans to convert its recent order for 65 Boeing 737-700s into four 737-800s and 61 737 MAX aircraft, airline management said during an Investor Day presentation November 15.

The 737-800 aircraft are to be delivered in 2017; delivery dates for the 737 MAXs are still to be determined. United said the changes will reduce expenditures by approximately \$1.6 billion through 2018.

The Chicago-based carrier originally ordered 40 737-700s in January, with deliveries expected in mid-2017. An additional order for 25 737-700s was placed in March, with deliveries planned for the end of 2017.

Additionally, United announced the company will purchase 24 Embraer E175s directly from the Brazilian manufacturer, instead of leasing the aircraft through a capacity purchase agreement as originally planned. United said the E175s will be leased to third party carriers operating as United Express.

"The realignment of our order book shifts our focus to ensuring our capital investments support earnings growth," United EVP and CFO Andrew Levy said. "We will continue to look at profitable opportunities in the new and used aircraft market to generate the highest ROIC."

United's initiatives announced during the Investor Day presentation were designed to "[improve] network connectivity and revenue management, [broaden] product segmentation and [introduce] additional customer enhancements," the company said. United predicts the strategy will generate \$4.8 billion in improved earnings by 2020.

United will introduce a new "basic economy" fare and seating structure in early 2017 for travel in 2Q 2017, the company said. Basic economy will enable passengers to pay the lowest fare for their destination, provided they agree to have their seat assigned on the day of departure, be in the last group to board the aircraft, and bring onboard only one personal carry-on that can fit under the seat. "The new offering provides the added benefit for customers and employees of simplifying the boarding process, as fewer customers will bring overhead bags on board," United said.

United also said it plans to "optimize its network potential by continuing to leverage its ... international position while strengthening its domestic network, including improving the bank structures at key hubs in Chicago, Houston and Newark/New York." The airline said that while international flying remains highly profitable and the company will continue to support it, the company recognizes that incremental improvement will come from domestic flying.

Pilot Shortage Prompts Regional Airlines to Boost Starting Wages

By Susan Carey/The Wall St. Journal



Wave of retirements at major carriers, lengthier training are factors squeezing the industry. Regional airlines that feed the nation's biggest carriers are boosting starting wages to fight a pilot shortage, hoping to encourage aspiring aviators to endure what has become lengthier training.

Regional carriers are vital to the U.S. travel network, operating 44% of passenger flights in 2015 and providing the only flights to 65% of U.S. airports with scheduled service. They typically supply their own crews and planes, while big airlines set schedules, sell tickets and buy the fuel. New wage scales introduced in recent months increase pay for some of their first-year aviators from around \$20,000 to upward of \$50,000 including bonuses, per-diem payments and training stipends.

"The marketplace for pilots is pretty tight right now," said Capt. Tim Canoll, president of the largest pilot union, Air Line Pilots Association. "What we're seeing is the operation of supply and demand economics." Pilots have long accepted what they call "food-stamp wages" for a foothold in a passion-driven industry and a shot at six-figure salaries at major carriers later in their careers. Often loaded with debt, new pilots make do while they wait to ascend the pay scale, hoping to quickly upgrade to captain, a rank that confers higher wages, even at regional carriers.

Congress put a kink in the supply chain in 2013 with a law mandating that most aspiring pilots fly 1,500 hours before being hired by a regional carrier, up from as few as 250 hours. That added years and tens of thousands of dollars to the investment pilots must make in training and working as flight instructors before moving up to fly commercial airliners.

The pilot rosters of major airlines are also being squeezed by a wave of retirements as aviators turn 65, spurring larger carriers to more aggressively recruit among regional partners. The bottleneck will leave the U.S. with a deficit of nearly 14,500 pilots in the next decade, according to the University of North Dakota, home to a premier aviation program. "I wouldn't say we can go out and hire as many pilots as we want," said Ryan Gumm, chief executive of Endeavor Air, a wholly owned regional unit of Delta Air Lines Inc. Last year Endeavor raised its starting wage to \$30 an hour from \$25. It now offers a \$20,000 annual retention reward, boosting it to \$23,000 annually thereafter.

Some regional carriers were so short on pilots they weren't able to fulfill schedules set by their major airline clients, leading to litigation. One, Republic Airways Holdings Inc., is reorganizing in bankruptcy. Carriers have pulled out of some marginal routes, cutting off access to smaller cities. ExpressJet Airlines, a unit of SkyWest Inc., in February raised its starting pilots' pay to as much as \$40 an hour from a ceiling of \$27. The company also raised the number of guaranteed monthly hours a pilot will be paid by 10 to 75. ExpressJet said it has attracted more candidates since compensation rose.

In September, three regional carriers wholly owned by American Airlines Group Inc. temporarily raised first-year pilots' hourly pay. Subsidiary carriers often find it easier to do so because parent companies help cover costs, and don't expect their regional units to build profit margins into their contracts.

The more numerous independents don't have that luxury or formal arrangements for their pilots to be promoted into major carriers. Jonathan Ornstein, chief executive of Mesa Airlines Inc., keeps overhead low and hustles for added work in order to quicken the promotions of first officers to captain, which raises pay more quickly and is a recruitment lure to new pilots.

Jeff Mabry joined American's subsidiary PSA Airlines in 2015 after six years amassing the necessary 1,500 hours of experience. He earned about \$22,000 annually. Now that PSA has raised hourly pay to \$38.50 and offered a \$20,000 retention bonus, Mr. Mabry said it's "a great feeling to finally be paid a comfortable living."

Based in Charlotte, N.C., the 26-year-old jet pilot doesn't think airlines will be in a position to backtrack on higher pay anytime soon. "By 2018, it will probably be even more competitive to attract qualified pilots," he said.

American Airlines' Pilots, Falling Behind Peers

By Ted Reed/TheStreet.Com



American Airlines' pilots union says it wants to reopen contract talks in 2017 because members are falling behind peers at five other airlines. The airline is reluctant to do so.

In 2015, the Allied Pilots Association signed a five-year contract that would become amendable in 2020. Opening talks had been scheduled for 2019. But new contracts or tentative contract deals at other passenger and cargo carriers mean American pilots have fallen to the sixth-highest-paid pilot group. "No. 6 is someplace I don't care to be," APA President Dan Carey said on a video presentation email to pilots on Thursday. "It's unacceptable to stay at No. 6 for the duration of the bankruptcy contract where we are today," Carey said. "We want to make some changes in 2017. We're not going to sit here and be No. 6 until 2020."

The airline's view is that in 2015 the two parties signed a contract that provided substantial pay raises, and that the contract should remain in effect. "Our philosophy is to provide industry-leading pay when contracts are signed," said American spokesman Ron Defeo. "When we reached a (joint collective bargaining agreement) in January 2015, our pilots saw an average pay increase of 53%" above 2013 rates. Many pilots from US Airways, which merged with American in 2005, received raises that were above the 53% average because they worked under a bankruptcy court contract since 2005.

"When other airline pilot groups negotiate increases in the years that follow our pilot contract ratification, it's only good news for our team moving forward," Defeo said. "When contracts become amendable and bargaining begins, those types of pay increases will follow." Last month, Delta Air Lines (DAL) and its pilots reached a preliminary deal that would provide 30% raises and improved benefits. United pilots have a "me too" contract clause that would bring them to Delta's level. Neither the Delta deal nor a deal between Southwest and its pilots, reached in August and calling for a 29% pay raise, has been ratified.

APA spokesman Dennis Tajer said American pilots have also fallen behind pilots at UPS and FedEx.

Under the tentative Delta contract, Tajer said, a Delta Boeing 777 captain would make \$101,000 more annually than an American 777 captain, accounting for hourly salary, profit sharing and pension contributions. A Delta Boeing 737 captain would make \$82,000 more than an American 737 captain, and a Delta Boeing 737 first officer would make \$56,000 more than an American 737 first officer.

Delta pilots will get 18% pay raises effectively retroactively to Jan. 1, as well as three additional raises through Jan. 1, 2019. The cumulative impact of the four-step increases will be 30.2% pay raise, according to a Sept. 30 notice to Delta pilots.

Not only will Delta and United pilots soon have higher wages, but also the two carriers offer more-generous profit-sharing plans.

Lufthansa said good bye to the Boeing 737



The aircraft was called and known as the Lufthansa City Jet. Yesterday, 29 October, the Boeing 737 fleet of Lufthansa carried out its last commercial flights. At 7:53 pm in the evening, the last B737-300 with registration D-ABEF (christened "Weiden in der Oberpfalz") landed at Frankfurt Airport with 131 passengers on board.

For Captain Ulrich Pade and his crew, this last flight was a special and moving occasion. The passengers applauded after landing and they had the opportunity to take photos in the cockpit afterwards. Carsten Spohr, Chairman of the Executive Board and CEO of Deutsche Lufthansa AG, didn't miss the chance to be there in person to thank the crews.

Shortly before this, three further B737 aircraft had also landed, arriving from Stuttgart, Geneva und Leipzig/Halle. As a sign of honor they were led by "follow-me" cars to the parking position in front of terminal 2. A crowd of aircraft fans and plane spotters could take a final look at the planes from the Visitor's Terrace.

Boeing forecasts world air cargo traffic to grow long term



Boeing projects air cargo traffic will grow at an annual rate of 4.2 percent over the next 20 years, with 930 new and 1,440 converted freighters needed to meet market demand by 2035. The company released its biennial World Air Cargo Forecast at TIACA (The International Air Cargo Association) Air Cargo Forum and Exhibition in Paris. “The air cargo market has faced several years of below trend growth,” said Randy Tinseth, vice president, Marketing, Boeing Commercial Airplanes. “As trade continues to recover, we’re confident the air cargo market will see growth over

the long-term.”

Boeing projects the e-commerce market will be one of the primary factors driving that growth, reaching \$3.6 trillion by 2020. Additionally, China’s express market keeps expanding, with a five-year growth rate of 55 percent in volume and 39 percent in revenue. The forecast shows markets linked to Asia will lead all other international markets in average air cargo growth. Dedicated freighters still carry more than half of air cargo traffic and remain the leading cargo capacity provider.

Boeing forecasts that the world air cargo fleet will expand by 70 percent by 2035, adding a total of 2,370 freighters to the market. The forecast sees demand for 550 large production freighters, 380 production medium widebody freighters, 400 widebody conversion freighters and 1,040 medium conversion freighters. Boeing products make up more than 90 percent of the world’s dedicated freighter capacity. Boeing offers integrated solution for freighter operators, whether they carry express cargo or industrial goods.

“Air cargo is critical to global trade, and Boeing offers the most comprehensive product lineup in the industry,” said Tinseth. “Our airplanes provide capacity and reliability advantages that will help our customers adapt and succeed in the evolving air cargo marketplace.”

From standard-body freighters to large freighters, the Boeing Freighter Family has an unmatched selection of capacity and capability with superior economics. Boeing offers a complete family of production freighters – the 767-300, 777 and 747-8 Freighters – as well as the 737BCF and 767-300BCF conversion freighters.

Boeing and UPS announced an order for 14 747-8 Freighters. The agreement also includes an option to purchase an additional 14 of the cargo airplanes. “These aircraft are a strategic investment for increased capacity for UPS customers around the globe,” said Brendan Canavan, president, UPS Airlines. “The 747-8 will allow UPS to upsize our network in both new and existing markets.” The 747-8 Freighter is the world’s most efficient freighter, providing cargo operators the lowest operating costs and best economics of any large freighter on the market. With its iconic nose door, the airplane has 16 percent more revenue cargo volume than the 747-400F. The airplane also reduces the noise footprint around an airport by 30 percent compared to its predecessor.

“UPS could not have selected a better aircraft to meet its growing business needs,” said Brad McMullen, vice president, Sales, North America and Leasing, Boeing Commercial Airplanes. “We’ve continued to make the 747-8 Freighter even better, and we look forward to seeing UPS introduce it to its fleet.”

With 109 747-8 passenger and freighter airplanes delivered to customers around the globe, the fleet is performing with the highest dispatch reliability and utilization of any four-engine airplane in service.

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Robot pilots may someday fly passenger and cargo planes

By Joan Lowy, Associated Press



Think of it as the airborne cousin to the self-driving car: a robot in the cockpit to help human pilots fly passengers and cargo — and eventually even replace them. The government and industry are collaborating on a program that seeks to replace the second human pilot in two-person flight crews with a robot co-pilot that never tires, gets bored, feels stressed out or gets distracted.

The program is funded by the Defense Advanced Research Projects Agency, the Pentagon's arm for development of emerging technologies, and run by Aurora Flight Sciences, a private contractor. With both the military and airlines struggling with shortages of trained pilots, officials say they see an advantage to reducing the number of pilots required to fly large aircraft while at the same time increasing safety and efficiency by having a robot pick up the mundane tasks of flying. The idea is to have the robot free the human pilot, especially in emergencies and demanding situations, to think strategically. "It's really about a spectrum of increasing autonomy and how humans and robots work together so that each can be doing the thing that it's best at," said John Langford, Aurora's chairman and CEO. Langford even envisions a day when a single pilot on the ground will control multiple airliners in the skies, and people will go about their daily travels in self-flying planes.

At a demonstration of the technology at a small airport in Manassas, Virginia, on Monday, a robot with spindly metal tubes and rods for arms and legs and a claw hand grasping the throttle was in the right seat of a single-engine Cessna Caravan. In the left seat, a human pilot tapped commands to his mute colleague on an electronic tablet. The robot did the flying. Sophisticated computers flying planes aren't new. In today's airliners, the autopilot is on nearly the entire time the plane is in the air. Airline pilots do most of their flying for brief minutes during takeoffs and landings, and even those critical phases of flight could be handled by the autopilot.

This program, known as Aircrew Labor In-Cockpit Automation System, or ALIAS, goes steps further. For example, an array of cameras allows the robot to see all the cockpit instruments and read the gauges. It can recognize whether switches are in the on or off position, and can flip them to the desired position. And it learns not only from its experience flying the plane, but also from the entire history of flight in that type of plane.

The ALIAS robot "can do everything a human can do" except look out the window, Langford said. Give the program time and maybe the robot can do that, too, he said. In other ways, the robot is better than the human pilot, reacting faster and instantaneously calling up every emergency checklist for a possible situation, officials said. In some ways, it will be like flying with a "co-pilot genius," Langford said. "The robot carries in them the DNA of every flight hour in that (aircraft) system, every accident," he said. "It's like having a human pilot with 600,000 hours of experience."

The robot is designed to be a "drop-in" technology, ready for use in any plane or helicopter, even 1950s vintage aircraft built before electronics. But the robot faces a lot of hurdles before it's ready to start replacing human pilots, not the least of which is that it would require a massive rewrite of Federal Aviation Administration safety regulations. Even small changes to FAA regulations often take years.

Elements of the ALIAS technology could be adopted within the next five years, officials said, much the way automakers are gradually adding automated safety features that are the building blocks of self-driving technology. Dan Patt, DARPA's ALIAS program manager, said replacing human pilots with robots is still a couple of decades away, but Langford said he believes the transition will happen sooner than that.

Pilot unions are skeptical that robots can replace humans. Keith Hagy, the Air Line Pilots Association's director of engineering and safety, pointed to instances of multiple system failures during flights where only the heroic efforts of improvising pilots saved lives. In 2010, for example, an engine on a jumbo Qantas airliner with 469 people on board blew up, firing shrapnel that damaged other critical aircraft systems and the plane's landing gear. The plane's overloaded flight management system responded with a cascading series of emergency messages for which there was no time to respond. By chance, there were five experienced pilots on board — including three captains — who, working together, were able to land the plane. But it was a close call. "Those are the kind of abnormal situations when you really need a pilot on board with that judgment and experience and to make decisions," Hagy said. "A robot just isn't going to have that kind of capability."

FAA awards \$33.7 million in environmental grants to 9 airports



U.S. Transportation Secretary Anthony Foxx announced the recent award of \$33.7 million in Federal Aviation Administration (FAA) grants to nine airports around the country to reduce emissions and improve air quality through the FAA's Voluntary Airport Low Emission (VALE) and Zero Emissions Airport Vehicle (ZEV) programs. "These grants represent the U.S. Department of Transportation's continued commitment to reduce greenhouse emissions and work with airports and communities to provide healthier air quality for all Americans,"

said U.S. Transportation Secretary Anthony Foxx.

The VALE program supports the objectives of a Climate Action Plan. That plan builds on efforts to address climate change and support clean energy innovation. The Climate Action Plan also builds upon historic investments in advanced vehicle and fuel technologies, public transit, and rail under the Recovery Act. In addition, the investments include ambitious new fuel economy standards for cars and trucks, which the Government has worked to develop since 2009 in collaboration with industry.

VALE is designed to reduce all sources of airport ground emissions in areas that do not meet air quality standards. The FAA established the program in 2005 to help airport sponsors meet their air quality responsibilities under the Clean Air Act. Through these programs, airport sponsors can use Airport Improvement Program (AIP) funds and Passenger Facility Charges (PFCs) to help acquire refueling and recharging stations, electrified gates, low-emission vehicles, and other airport-related air quality improvements.

The ZEV program, created through the FAA Modernization and Reform Act of 2012, allows airport sponsors to use AIP funds to purchase vehicles that produce zero exhaust emissions. AIP funds can cover up to 50 percent of these total project costs. Airport sponsors also can use federal funds to pay for any needed infrastructure construction or modification of infrastructure needed to facilitate the delivery of the fuel and services for these vehicles.

Glasses Are Now Banned from Passport Photos



As of November 1, the State Department notes that glasses won't be allowed in passport photos. Got an unexpired passport with a photo of you with glasses? Don't worry—you don't need to renew now, but will have to take your glasses off the next time you apply for a new passport or visa. There are some exceptions: If you have to wear glasses for a medical condition, you'll need to submit a signed statement with your U.S. passport or U.S. visa application from a medical professional or health practitioner.

October was Passport Awareness Month. In case you're wondering what exactly Passport Awareness Month entails, well, get ready to dive in: covering everything from passport safety while abroad to the nuts and bolts of applying for a passport, there are few passport topics left untouched in the month devoted to that beloved, 28-page blue booklet. This year, the U.S. Department of State has chosen to focus specifically on that one thing that seems to escape all of us the moment we plunk down in a booth at our local Walgreens—the perfect passport photo.

It's not all that surprising that this should be their focus, as during the passport application process, bad passport photos are the primary reason that applications get held up. (The U.S. State Department reports that in 2015, they received more than 200,000 "unacceptable" photos.) The main problems: Photos that are too bright, too dark, or show shadows on your face; a photo taken more than six months of application submission; incorrect image size; photos taken too close or too far away; and blurry, grainy, pixelated, images printed on low-quality paper. Another deterrent standing in the way of a perfect passport photo? Glasses, which often have a glare, regardless of whether or not the camera has a flash.



Travelers United welcomes US DOT announcement of protections



**TRAVELERS
UNITED**

Travelers United applauds the Department of Transportation's release of new rules that will add transparency to airline prices and consumer protection reporting by the airlines. This long awaited release of consumer issues is welcome. However, all issues have not been resolved.

The big wins for consumers focus on:

- Requiring airlines to refund baggage fees when baggage is substantially delayed
- Requiring airlines to report customer service issues based on their mainline carrier and their regional carriers that carry their brand.
- Requiring airlines to report damage to mobility devices so that the disabled can compare how carriers serve their needs.
- Reporting lost luggage based on number of pieces checked rather than based on per 1,000 passengers. This is a far more accurate assessment of how airlines handle checked baggage.

In addition, DOT's call for an examination of the airline practice of withholding airfares from select online travel agencies and metasearch engines is welcome. When airlines are allowed to pick and choose which online travel agencies will be allowed to provide their public fare and availability information, a consumer's ability to effectively comparison shop is limited and the free market cannot operate.

The unfinished business comes with a call for a separate rulemaking that will require airlines to provide consumers with all-in pricing information. This will be a step backwards from two earlier rulemakings, including this one, that solicited comments for publication of baggage, seat-reservation, cancellation and change fees. Travelers United is hoping DOT is not planning on starting from scratch as it will be an enormous retreat from overall airline pricing transparency.

With Charlie Leocha, President of Travelers United, once again a member of the DOT's Advisory Committee for Aviation Consumer Protection, the consumer group is continuing its fight for basic transparency of air travel pricing. "The DOT delays only serve to stop consumers from effectively comparison shopping and thwart the free market from working," notes Leocha.

"These newly announced DOT rules will assist consumers with transparency of airfares, fees and customer service," he adds, They are a big win for consumers, but are only a small portion of the entire Passenger Protection 3 rulemaking that consumers have been awaiting. We look forward to the remaining sections of this important and large rulemaking being enacted in the coming months."

Small airline seats: Flyersrights takes FAA to federal court



Is sitting in a small airline seat a health risk to airline passengers? Anyone traveling on a commercial U.S. airline knows. Passengers are getting bigger, airline seats smaller, and legroom is getting tighter and tighter, unless you pay for premium seats. This situation is now in the United States District Court in Washington DC. The U.S. Flyersright organization is taken up the issue suing FAA.

If being prisoner in a small airline seat becomes a health threat to airline customers, shouldn't this be a concern to the U.S. Federal Aviation Agency (FAA)?

The FAA in recent court papers indicated none of this is a concern for the agency. They further say, it's none of their business to think about tiny seats on planes.

Do passengers caught in small seats still have a chance to evacuate a burning aircraft within the 90 seconds? Could they evacuate in low light conditions? These are questions the U.S. District Court has been asked by in a law suit against FAA.

US Flyersrights organization President Paul Hudson called the FAA position, "preposterous and insulting to the flying public and the court as well as legally wrong."

New attention on Sexual Assault in Airplanes

By Karen Schwartz/the New York Times



“Sexual harassment and assault is happening on aircraft, and we believe it’s happening more often because of the conditions on board,” said Sara Nelson, the international president of the Association of Flight Attendants-CWA union. She cited cramped, confined spaces; alcohol and drugs; fewer flight attendants; and dark cabins on night flights as factors that likely embolden offenders.

Just how frequent sexual assault is during air travel is difficult to determine, but F.B.I. investigations into in-flight sexual assaults have increased 45 percent so far this year. The bureau said that it had opened 58 investigations into sexual assault on aircraft from January through September 2016, compared with 40 for all of 2015. That increase doesn’t include incidents reported to local and airport police. It also doesn’t account for the 75 percent of sexual assaults that generally go unreported, according to the Bureau of Justice Statistics, a division of the Department of Justice.

There is no centralized system for collecting sexual assault reports from airlines, and no special training for flight attendants in handling sexual assault. “This is a unique crime,” said Ms. Nelson, who in addition to her union position is a United Airlines flight attendant with 20 years of experience. “It’s really not the same as asking, ‘How much did that person hurt you when they hit you on the head?’ ”

Unless police are called to meet the flight, it is up to the crew to decide whether to report disruptive behavior to the Federal Aviation Administration. When disturbances are reported, there is no separate category for sexual assault. “It’s one thing to talk about the alertness to security concerns, but this is a crime that has not even been specifically identified” by the airlines, Ms. Nelson said.

An American Airlines spokesman, Ross Feinstein, said that it is not up to the crew to assess whether a crime, or what type of crime, occurred. “We’re reporting misconduct that occurred on the aircraft. It’s up to law enforcement to determine if any criminal misconduct occurred,” he said. Regardless of the situation, all conflicts on aircraft are handled the same way by separating those involved, deciding if a diversion of the plane is necessary, and calling ahead for law enforcement to meet it.

But the lack of data on airplane sexual assault makes it difficult to study. “It’s hard to assess what’s going on if we don’t know the extent of what’s happening,” said Elizabeth L. Jeglic, an associate professor specializing in sex offender policy and treatment at John Jay College of Criminal Justice in New York City. She said she did not know of any studies on airplane sexual assaults.

Unruly passenger behavior has been increasing worldwide, jumping 17 percent from 2014 to 2015, according to numbers reported to the International Air Transport Association by its 265 member airlines. Alcohol or drugs were identified as a factor in 23 percent of the 10,854 disruptive incidents last year, the trade association said. “The third thing that people count on when alcohol is involved is that it will excuse their own actions,” she said.

Crew members already receive training on serving alcohol responsibly. The Air Transport Association is now calling on airport bars and duty-free shops to voluntarily follow suit so that passengers aren’t drunk when they board the plane.

Today’s smaller seats — some only 16.5 inches wide — put airplane passengers even closer together. “You have the close proximity, and with the proximity there is forced intimacy,” Dr. Jeglic said.



4 Things you might not have known about your Cell Phone

For all the folks with cell phones. (This should be printed and kept in your car, purse, and wallet. Good information to have with you.)

There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival. Check out the things that you can do with it:

FIRST (Emergency)

The Emergency Number worldwide for Mobile is 112. If you find yourself out of the coverage area of your mobile network and there is an Emergency, dial 112 and the mobile will search any existing network to establish the emergency number for you, and interestingly, this number 112 can be dialed even if the keypad is locked. Try it out.

SECOND (Hidden Battery Power)

Imagine your cell battery is very low. To activate, press the keys *3370#. Your cell phone will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you charge your cell phone next time.

THIRD (How to disable a STOLEN mobile phone)

To check your Mobile phone's serial number, key in the following Digits on your phone. *#06#

A 15-digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe.

If your phone is stolen, you can phone your service provider and give them this code. They will then be able to block your handset so even if the thief changes the SIM card, your phone will be totally useless. You probably won't get your phone back, but at least you know that whoever stole it can't use/sell it either. If everybody does this, there would be no point in people stealing mobile phones.

FORTH (Free Directory Service for Cells)

Cell phone companies are charging us \$1.00 to \$1.75 or more for 411 information calls when they don't have to. Most of us do not carry a telephone directory in our vehicle, which makes this situation even more of a problem. When you need to use the 411 information option, simply dial:

(800) FREE 411 or (800) 373-3411

without incurring any charge at all. Program this into your cell phone now. This is sponsored by McDonalds.

Long-Term Care Costlier



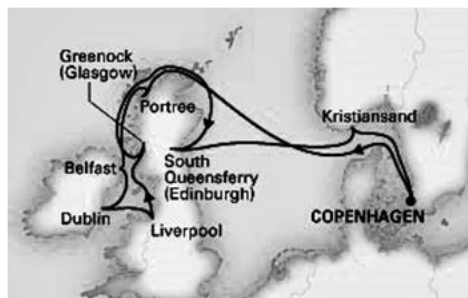
Long-term care grew more expensive again this year, with the cost of the priciest option, a private nursing home room, edging closer to \$100,000 annually, according to a survey from Genworth Financial. Americans also are paying more for other care options like home health aides and assisted living communities, while adult day care costs fell slightly compared with 2015, Genworth reported in a study.

Private nursing home rooms now come with a median annual bill of \$92,378, an increase of 1.2% from last year and nearly 19% since 2011. That's roughly twice the rate of overall inflation and breaks down to a monthly bill of \$7,698. Genworth Financial sells long-term care coverage and didn't address that cost in its study, which was based on information from 15,000 long-term care providers.

Coverage costs also are rising, and many people don't understand these expenses until they face them, said Joe Caldwell of the National Council on Aging, which is not connected with the study. "It's really becoming more and more difficult for the average family to even purchase long-term care insurance," said Caldwell, the nonprofit's director of long-term services and support policy.

Medicare doesn't cover long-term stays, so a large swath of people who need that coverage wind up spending down their assets until they qualify for the government's health insurance program for the poor, Medicaid. There are no cheap options for those without long-term coverage.

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 30th 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 19th 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 3rd 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 9th 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 19th 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 5th 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 12th-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 is as follows.
There is a good possibility that prices will go up after the first of the year.

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.

Submitted by, *Rich Bouska*

PS As of the first of November, 14 members of past cruises have signed up to go on this cruise. Jerry believes that there may be a price increase for this cruise after the first of the year.

PICKLES | Brian Crane



Fitness, not physical activity, mitigates negative effects of prolonged sitting

Written by Hannah Nichols



Researchers reveal that meeting public health guidelines for physical activity alone may not be enough to fend off the adverse effects associated with a sedentary lifestyle for seniors. Instead, new research suggests that fitness, not physical activity alone, plays a protective role in guarding the body against risk factors for heart disease and other conditions. Even when seniors sit for 12-13 hours per day, if they are fit, their cardiovascular risk factors are reduced. Living a sedentary lifestyle - such as sitting for prolonged periods - has been shown to be a risk factor for cardiovascular disease and other conditions. Physical inactivity raises the risk of developing high blood pressure and coronary heart disease and has been found to increase the risk of certain cancers. (Wow, fitness is finally being recognized as protective against cancer, which I happen to believe.)

Studies have linked excessive sitting to being overweight and obese, type 2 diabetes, and early death. Lack of physical activity can also lead to feelings of anxiety and depression. Sitting for long periods has been suggested to slow the metabolism, which affects the body's ability to regulate blood sugar, blood pressure, and break down body fat. Regular physical activity is essential for healthy aging, and adults aged 65 years and over gain substantial health benefits from regular exercise. Physical activity guidelines recommend older adults do at least 150 minutes of moderate-intensity aerobic activity per week, such as brisk walking, and muscle-strengthening activities on 2 or more days per week to work all major muscle groups.

Among individuals who meet physical activity recommendations, the risk of cardiovascular disease with high sedentary time remains. However, high levels of cardiorespiratory fitness are associated with reduced levels of cardiovascular risk factors, including high blood pressure, obesity, type 2 diabetes, and dyslipidemia.

Most active participants still spent 12-13 hours per day sedentary. Researchers from the Norwegian University of Science and Technology (NTNU) aimed to determine whether meeting physical activity guidelines or having high age-specific cardiorespiratory fitness would reduce the adverse effect of prolonged sitting on cardiovascular risk factors for seniors. Cardiorespiratory fitness is the ability of the heart and lungs to provide the working muscles with oxygenated blood for a prolonged period and determine the level of fitness, which goes downhill with age. Cardiorespiratory fitness is an important health indicator that can predict cardiovascular disease mortality and can be improved by increasing both the intensity and amount of exercise.

While the average American adult sits for between 9-11 hours a day, the NTNU research found that the participants who were in the least sedentary third of the study still spent between 12-13 hours per day in sedentary behavior. The most sedentary of all participants were sedentary for up to 15 hours a day.

The NTNU study was part of a randomized controlled clinical trial with the primary objective of investigating the effect of exercise training on morbidity and mortality in the older adult population. The team conducted a cross-sectional study of 495 women and 379 men from Norway aged between 70-77 years. Sedentary time and physical activity were assessed by accelerometers, while cardiorespiratory fitness was determined by peak oxygen uptake (VO₂ peak) - the measurement of the volume of oxygen that the body can utilize during physical exertion.

Researchers compared different levels of activity with fitness levels and cardiovascular risk factor clusters. A cardiovascular risk factor cluster was defined as the presence of three to five risk factors for heart disease. These risk factors included: elevated waist circumference, elevated blood triglycerides or reduced "good" cholesterol levels, high blood pressure or treatment for hypertension, and elevated fasting blood sugar levels - combined symptoms commonly referred to as metabolic syndrome.

High cardiorespiratory fitness reduced risk of heart disease. Findings - published in Mayo Clinic Proceedings - showed that when compared with women and men who were the least sedentary, women and men from the most sedentary group were 83 percent and 63 percent more likely to have cardiovascular risk factors from

extended time sitting, respectively. However, when the team took participants' level of fitness into consideration - measured by having high age-specific cardiorespiratory fitness - they found that the fittest 40 percent had a decreased likelihood of cardiovascular risk factors from prolonged sitting. This finding held true even though the fittest participants spent between 12-13 hours per day sedentary and did not meet current moderate to vigorous physical activity guidelines. No decreased risk was observed in older adults who were physically active without being fit. Therefore, say the researchers, meeting physical activity guidelines alone does not eliminate the cardiovascular risks of sedentary behavior if individuals do not have a certain level of cardiorespiratory fitness.

Regular physical exercise, even below the recommended guidelines, is beneficial to health and longevity. "However, it seems that fitness makes a difference for this age group and while we wait for more evidence, some physical activity in elders that improves fitness will go a long way," First author Silvana Sandbakk concludes.

Got a Thyroid Tumor? Most Should Be Left Alone

By Gina Kolata/The New York Times



The data in a new report on thyroid cancer was stunning. From 2003 to 2007, as many as 70 percent to 80 percent of women in the United States, France, Italy and Australia who were told they had thyroid cancer and who often had their thyroids removed actually had tumors that should have been left alone. In South Korea, the trend is more pronounced — 90 percent of women with thyroid cancer probably did not require surgery. The same trend applied to men, but to a lesser degree. In the United States and Australia, overdiagnosis accounted for about 45 percent of thyroid cancer in men over that four-year period. The rate in France, Italy and South Korea was about 70 percent, the report concluded.

The report in *The New England Journal of Medicine* by the International Agency for Research on Cancer in Lyon, France, and the Aviano National Cancer Institute in Aviano, Italy, though, was not a complete surprise to cancer researchers. Call it the downside of screening, or the law of unintended consequences. Or, as a reader suggested by email, “vomit,” for victim of modern imaging technology. The increased use of scanning — ultrasound, CT, magnetic resonance imaging — is finding lumps in the neck that are too small to feel by hand. In South Korea, a national cancer screening program led doctors to actively look for such minuscule lumps by screening healthy people with ultrasound. The result has been overdiagnosis. It happens with all cancer screening, but has been most apparent with thyroid cancer. And treatment is not benign. Once doctors find a tiny nodule, removing the thyroid is often the remedy. But the procedure carries lifelong consequences: Patients must take thyroid hormones for the rest of their lives, and for some, those hormones are not completely effective. Patients can feel depressed and sluggish because their levels are too low.

Yet pathologists have long known that thyroid cancers, especially tiny ones, may never progress. Autopsies have shown that a third of people had them but never noticed them. The American Thyroid Association recently advised that when tiny tumors are discovered, the best course is watchful waiting — to leave the thyroid alone. Some thyroid cancers, of course, really are dangerous, but they tend to be larger than the tiny ones found with scans. And symptoms like a lump in the neck or hoarseness should not be ignored.

The trend that has cancer experts wringing their hands began with ultrasound screens. They started coming into widespread use in the late 1980s. Gynecology and obstetrics clinics started screening healthy young women as part of routine examinations and finding little lumps. In addition, thyroid lumps were found accidentally when people had scans for other reasons. As ultrasound, M.R.I. and CT scans were used more and more, the thyroid cancer rate soared. In the United States, it has more than doubled since 1994. As many as 228,000 American women received thyroid cancer diagnoses from 1988 to 2007 as a result of overdiagnosis, according to the new report.

How would we know if there's an overdiagnosis problem? Simple, medical experts say. In a real cancer epidemic, deaths would increase in lock step with increasing incidence. But a rise in cancer cases while the death rate does not budge points to overdiagnosis. And that, sadly enough, is what has happened.

Breathe. Exhale. Repeat: The Benefits of Controlled Breathing

By Lesley Alderman



Take a deep breath, expanding your belly. Pause. Exhale slowly to the count of five. Repeat four times. Congratulations. You've just calmed your nervous system.

Controlled breathing, like what you just practiced, has been shown to reduce stress, increase alertness and boost your immune system. For centuries yogis have used breath control, or pranayama, to promote concentration and improve vitality. Buddha advocated breath-meditation as a way to reach enlightenment. Science is just beginning to provide evidence that the benefits of this ancient practice are real. Studies have found, for example, that breathing practices can help reduce symptoms associated with anxiety, insomnia, post-traumatic stress disorder, depression and attention deficit disorder. "Breathing is massively practical," says Belisa Vranich, a psychologist and author of the book "Breathe," to be published in December. "It's meditation for people who can't meditate." How controlled breathing may promote healing remains a source of scientific study. One theory is that controlled breathing can change the response of the body's autonomic nervous system, which controls unconscious processes such as heart rate and digestion as well as the body's stress response, says Dr. Richard Brown, an associate clinical professor of psychiatry at Columbia University and co-author of "The Healing Power of the Breath." Consciously changing the way you breathe appears to send a signal to the brain to adjust the parasympathetic branch of the nervous system, which can slow heart rate and digestion and promote feelings of calm as well as the sympathetic system, which controls the release of stress hormones like cortisol.

Many maladies, such as anxiety and depression, are aggravated or triggered by stress. "I have seen patients transformed by adopting regular breathing practices," says Dr. Brown, who has a private practice in Manhattan and teaches breathing workshops around the world. When you take slow, steady breaths, your brain gets the message that all is well and activates the parasympathetic response, said Dr. Brown. When you take shallow rapid breaths or hold your breath, the sympathetic response is activated. "If you breathe correctly, your mind will calm down," said Dr. Patricia Gerberg, assistant clinical professor of psychiatry at New York Medical College and Dr. Brown's co-author

Dr. Chris Streeter, an associate professor of psychiatry and neurology at Boston University, recently completed a small study in which she measured the effect of daily yoga and breathing on people with diagnoses of major depressive disorder. After 12 weeks of daily yoga and coherent breathing, the subjects' depressive symptoms significantly decreased and their levels of gamma-aminobutyric acid, a brain chemical that has calming and anti-anxiety effects, had increased. The research was presented in May at the International Congress on Integrative Medicine and Health in Las Vegas. While the study was small and lacked a control group, Dr. Streeter and her colleagues are planning a randomized controlled trial to further test the intervention. "The findings were exciting," she said. "They show that a behavioral intervention can have effects of similar magnitude as an antidepressant."

Controlled breathing may also affect the immune system. Researchers at the Medical University of South Carolina divided a group of 20 healthy adults into two groups. One group was instructed to do two sets of 10 -minute breathing exercises, while the other group was told to read a text of their choice for 20 minutes. The subjects' saliva was tested at various intervals during the exercise. The researchers found that the breathing exercise group's saliva had significantly lower levels of three cytokines that are associated with inflammation and stress. The findings were published in the journal BMC Complementary and Alternative Medicine in August.

Here are three basic breathing exercises to try on your own.

Coherent Breathing



If you have the time to learn only one technique, this is the one to try. In coherent breathing, the goal is to breathe at a rate of five breaths per minute, which generally translates into inhaling and exhaling to the count of six. If you have never practiced

breathing exercises before, you may have to work up to this practice slowly, starting with inhaling and exhaling to the count of three and working your way up to six.

1. Sitting upright or lying down, place your hands on your belly.
2. Slowly breathe in, expanding your belly, to the count of five.
3. Pause.
4. Slowly breathe out to the count of six.
5. Work your way up to practicing this pattern for 10 to 20 minutes a day.

Stress Relief



When your mind is racing or you feel keyed up, try Rock and Roll breathing, which has the added benefit of strengthening your core.

1. Sit up straight on the floor or the edge of a chair.
2. Place your hands on your belly.
3. As you inhale, lean forward and expand your belly.
4. As you exhale, squeeze the breath out and curl forward while leaning backward; exhale until you're completely empty of breath.
5. Repeat 20 times.

Energizing HA Breath



When the midafternoon slump hits, stand up and do some quick breathwork to wake up your mind and body.

1. Stand up tall, elbows bent, palms facing up.
2. As you inhale, draw your elbows back behind you, palms continuing to face up.
3. Then exhale quickly, thrusting your palms forward and turning them downward, while saying "Ha" out loud.
4. Repeat quickly 10 to 15 times.

I'm a Doctor. If I Drop Food on the Kitchen Floor, I Still Eat It.

Aaron E. Carroll/The New York Times



You may have read or heard about the study debunking the five-second rule. It said that no matter how fast you pick up food that falls on the floor, you will pick up bacteria with it. Our continued focus on this threat has long baffled me. Why are we so worried about the floor? So many other things are more dangerous than that.

I first became interested in the five-second rule years ago, when I was a co-author of a book on medical myths. We cited a number of studies showing that food that touched household surfaces — even for brief periods of time — could pick up bacteria or other harmful substances. This most recent study was similar in that it tested a variety of foods, a variety of substances, for various periods. And, like those other studies, this one found that food touching the floor, even for a very short amount of time, could pick up bacteria. There's no magic period of time that prevents transmission. But even though I know bacteria can accumulate in less than five seconds, I will still eat food that has fallen on my kitchen floor. Why? Because my kitchen floor isn't really that dirty. Our metric shouldn't be whether there are more than zero bacteria on the floor. It should be how many bacteria are on the floor compared with other household surfaces. And in that respect, there are so many places in your house that pose more of a concern than the floor.

Perhaps no one in the United States has spent more time investigating the occurrence of bacteria on public

surfaces than Charles Gerba. He's a professor of microbiology and environmental sciences at the University of Arizona, and he has published many papers on the subject. In 1998, he and his colleagues investigated how well cleaning products could reduce coliform bacteria counts on household surfaces. As part of that research, they measured various locations in the house before any cleaning. They found that the kitchen floor was likely to harbor, on average, about three colonies per square inch of coliform bacteria (2.75 to be exact). So there are some. But here's the thing — that's cleaner than both the refrigerator handle (5.37 colonies per square inch) and the kitchen counter (5.75 colonies per square inch).

We spend so much time worrying about what food might have picked up from the floor, but we don't worry about touching the refrigerator. We also don't seem as worried about food that touches the counter. But the counter is just as dirty, if not dirtier.

The same thing happens in the bathroom. I know a lot of people who are worried about the toilet seat, but it's cleaner than all the things in the kitchen I just mentioned (0.68 colonies per square inch). What's dirtier in the bathroom? Almost everything. The flush handle (34.65 colonies per square inch), the sink faucet (15.84 colonies per square inch) and the counter (1.32 colonies per square inch).

Things get dirty when lots of hands touch them and when we don't think about it. We worry about the floor and the toilet seat, so we clean them more. We don't think about the refrigerator handle or the faucet handle as much.

If we carry this logic out further, there are things we handle a lot and never really clean. One study, for instance, found that about 95 percent of mobile phones carried by health care workers were contaminated with nosocomial bacteria. Of those contaminated with staph aureus, more than half were contaminated with methicillin resistant bacteria (MRSA).

Think about how many people have handled the money in your wallet. A study of one-dollar bills found that 94 percent were colonized by bacteria, 7 percent of which were pathogenic to healthy people and 87 percent of which were pathogenic to people who were hospitalized or who had compromised immune systems. Where do you keep your money? In a wallet or purse? When did you last clean it? It's probably filthy. I see people pay for food every day and then eat what they're handed with no concern that the food might have been contaminated. And the money and the hands that just held it could be much dirtier than the floor.

There are so many studies out there showing that things we touch every day are so, so dirty. Gas pump handles. A.T.M. buttons. Remote controls. Light switches. Computer keyboards. The dirtiest thing in your kitchen, by far, is likely to be the sponge you keep near the sink. Most people almost never wash or disinfect those sponges. Mr. Gerba found they had, on average, more than 20 million colonies per square inch. All of this should remind you that it's always a good idea to wash your hands before you eat. Hand-washing is still one of the best ways to prevent illness.

People react to news like this in one of two ways. One is to become paranoid about everything. Such people start to clean compulsively, worry about all the things they're touching, and use hand sanitizer obsessively. The alternative is to realize that for most of us, our immune systems are pretty hardy. We've all been touching this dirty stuff for a long time, without knowing it, and doing just fine.

I clearly fall into the latter group. If I drop food on the floor, I still eat it. I do that because the harm I might get from the floor is not worth my concern compared with many, many other things. You may feel differently. Either way, make an informed judgment based on relative risks, not on any arbitrary span of time that one thing has been touching another.



Oscar about his health



In answering the question about my health, I'm blessedly, wonderfully fit as can be. The doctors have given me great -- two standard deviations away from a normal recovery kind of thing, partly because I was healthy before and I didn't have any issues but mostly because there's an energy from the United family that has really propelled my re-entry into our company. I'm feeling great.

In that context, and in gaining your attention in that personal way, I will share a little bit about what happened to me, in the hope that the advice I was given, blessedly and marvelously so, which ended up saving my life, may affect one of you in the same way or someone you know and love. So, quick story: I was generally fit, I had run in one of those small triathlons two weeks before my heart attack, so for all of you saying 'Oh he's going to talk about heart problems, not my issue' ... Yeah, I thought so, too. And as you find out very quickly -- and by the way I was also a vegan -- heart disease is by far the biggest killer in America. And it's also a bit of a silent issue because the symptoms are many and varied. They're not necessarily consistent and they vary greatly between men and women. And you don't have to look like you're a walking heart attack, as we use the term, because unfortunately your DNA and genetic structure sometimes has that emphasis, which in my case that's what it was. I had, unbeknownst to me, some plaque build-up that broke off and went down the wrong pipe and created my massive event.

What saved me, and this is what I share with you, is I have a good friend that I run these triathlons with. He's a cardiologist, and he's been my friend for a long time. Over the course of our time together, he'd always say, you know he'd always give us advice -- he's a cardiologist and he'd tell you the story about [heart disease] being the biggest killer, a silent killer. Men, in particular, just blow things off and say, 'I'm fine, I'll just sit down.' You won't get up if indeed it is a heart attack. But one thing he said to us, and this is after going on a long bike ride, I think I remember vividly when he said this. He said that if you ever feel anything weird -- and that's defined by you, we all know our bodies and we all know normal aches and pains, but weird is different -- go ahead and call 911. Just call them. The worst you can be is embarrassed, right? You might have indigestion or whatever. And so I said, yeah yeah yeah, whatever, if I feel weird I'll make sure [to call for help]. But he added this emphasis, which I thought was the most telling and it came to me when I had my event and he said, 'and when you call 911, immediately tell them where you are.' First thing out of your mouth should be to tell them where you are. Duh. But don't we have GPS and stuff, people can find anyone nowadays. He added this nice little quip, which is what stuck with me: Tell them exactly where you are, because you may not make it past the phone call. And I remember thinking as I heard it, as they were eating their nachos and I was eating whatever vegan version of that was, 'Well, alright, that's a little dramatic.' But fast forward to last year on the fifteenth of October. I had just worked out and went up to my apartment and locked the door and was making my vegan protein shake and my phone rang behind me. I hadn't called my wife yet, so I turned around to go talk to her and get the phone and my legs kind of gave out -- not a lot, just a little, but they just felt really weak ... and I said, hmmm, that's weird. I stopped and my phone was still buzzing so I went to go get my phone, and then my legs completely gave out. I sort of fell to the ground and then I thought, 'ok, now that's really weird.' I didn't work out that hard! I felt a little clammy, but I felt nothing in my chest or shoulders or whatever you've heard as a possible sort of effect. But my cardiologist friend's words came rushing back to me. If you feel something weird, get on the phone with 911 and immediately tell them where you are. And so my landline was there and my cell phone were right there. I chose my landline. I used to work at the telephone company and I know people can find exactly where you are. I live in a 55 story building and GPS [isn't going to help] the people responding if they can't figure out exactly where you are. I called 911, I immediately told them where I was and then my only thought was that I had locked the front door and thought 'How are they going to get in?' All my logistical transportation training came to roost and I thought, 'I've got to get to the front door somehow.' I remember [the woman on 911] saying 'Stay on the line' and I don't remember her after that second because I [didn't make] it past that phone call. Somehow I made it to the front door, but I broke my nose in the process because I obviously fell. But I got the door open and what became a sort of string of miracles that saved my cookies that are too numerous to mention in front of you and I don't want to bore you, but I just want you to understand and remember that it can affect all of us. And if you do feel something weird, call 911 and immediately tell them where you are. And other than that, be safe, fly safe, fly friendly, and we'll see you guys soon out there in the air. Thank you very much, I appreciate it.

'Fast' steps are key to treatment for stroke

By Dr. Nob! Barazangi



A recurrent fallacy I heard as a medical student in the 1990s was, "Don't specialize in neurology; there's nothing you can do for those patients." But it was the Decade of the Brain, and there were several emerging stroke therapies, so I embarked on a career in neurology to debunk this myth, to show that neurologists can, in fact, get results, and to demonstrate that something actually can be done for patients who have had a stroke.

Stroke is the fourth-leading cause of death in the U.S. and the leading cause of disability, but patients can recover if their stroke is detected and treated quickly. Here are some important points about prevention, what can be done in the event of a stroke, and common signs and symptoms.

When deciding whether a stroke may have occurred, think FAST:

- **F for "face"** -- drooping/numbness, uneven smile, sudden vision changes or loss.
- **A for "arm and leg"** -- weakness or difficulty with coordination, numbness, difficulty walking.
- **S for "speech"** -- slurred or inappropriate words, mute.
- **T for "time"** -- about 1 million to 2 million neurons (brain cells) die with each passing minute during a stroke. Time is brain!

If you think you're having a stroke, call 911. Even if your symptoms have slightly improved or have resolved, get medical attention immediately. One unfortunate patient I saw in the hospital had minor facial drooping in the evening and decided to "sleep it off." When she woke up the next morning, she could not move her entire right side.

In the emergency department, there are different medications, surgeries and other treatments for different types of stroke. If you have a blood clot that's led to a stroke and arrive within a few hours of the onset of symptoms, you may be given a strong blood-thinning medication called tissue plasminogen activator, or tPA. If you are at an advanced stroke center, you may be eligible for other procedures that "extract" the clot from your brain, or for a research trial to test new therapies. But even if you arrive at a smaller, community emergency department, you can still receive the initial treatments and/or medications and then be transferred to a larger stroke center if needed. There are also programs such as our Telemedicine (Telestroke) Network, which allows stroke specialists to connect remotely with patients and physicians at other facilities to help them get the therapies and expertise they need.

Once initial therapies have been completed, more can be done. Patients with residual symptoms can undergo intensive physical, speech and occupational therapy to help improve recovery. I am always in awe when I see my 50-something-year-old patient, whose severe stroke kept him in the hospital for more than three months, walk into my office and say, "Hi, Doc!"

Great things can be achieved with skilled rehabilitation. Medications may be prescribed to prevent further stroke and the side effects of stroke - brain swelling or seizures. And most importantly, education will help the patient, friends and family understand what happened and what comes next in their care.

Here are ways to prevent a stroke: Talk to your doctor about common risk factors. These include high blood pressure, high cholesterol, diabetes, tobacco use and heart disease. Make sure that your risk factors are well controlled and that you have a healthy diet and lifestyle, and exercise regularly.

Finally, the very best thing you can do is to educate your-self and your loved ones about stroke and spread the word that stroke can be serious, but it can also be treated.

Dr. Nob! Barazangi is board certified in neurology, vascular neurology and neurocritical care. She is a Sutter Pacific Medical Foundation stroke neurologist and practices at California Pacific Medical Center, where she directs the Stroke/Neurocritical Care Research and Education Program.

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

RICH BOUSKA—Livermore, CA

Another year has passed (number 81,) and I'm still upright, will miracles never cease. Georgia and I both seem to be in good health. I'm not sure it is anything we do; it's just our genetic make-up.

I spent about 25 days on the slopes skiing last winter and am looking forward to doing the same this winter if we get snow again.

We did go on the RUPA Cruise out of Boston to Montreal with 43 other RUPA members and their friends. We had a great time and we are looking forward to the next one. You can find information about it elsewhere in this issue. It's an interesting itinerary, departing from Copenhagen for a 12-day cruise to Scotland, Ireland, England and Norway; hope some of you can see your way to join us.

In October I ran a reunion for the 310th Bomb Wing in San Diego. The 310th was based in Salina Kansas in the 50's and 60's flying B-47's.

I have been in training with the Livermore Police Department as a volunteer. The volunteers are used to enhance existing police services and improve the efficiency and effectiveness of the department. It's a great way to give back to the community.

I hope everyone had a good Thanksgiving and you all have a Merry Christmas and a Happy New Year.

Rich, SFO the whole time 1966 to 1995



JACK BAUGHMAN—Clearwater Beach, FL
In November, 1956, I reported to DENTK on my 25th Birthday for FE School. Two months later I drove to SFO in time for the rainy season - and that began the best years of my life!

Almost one year later, I sweet-talked a beautiful little Stewardess out of West Virginia, named Beverly Halterman, into changing her last name to mine. Fifty-nine years later, she is still the love of my life.

A lot of my classmates have sadly, "flown west", but I do see there are three great guys who are still here, Harvey Saylor, J.J. O'Connell and Joe Collins. Best to you!

A sincere "thanks" to all of the Captains, FO's and FE's who helped me make it those thirty-five years!
Jack & Beverly SFO-DCA-ORD-DCA-SFO

CORT DE PEYSTER—Reno, NV
Cleve, Leon and fellow Ruparians,

Saying thanks to the above gentlemen is not sufficient, but thank you for all you do for RUPA!

It's been a good year. Son, Brooks, is a Public Defender with City of Seattle, daughter, Alie, continues as a teacher in Innsbruck, Austria.

Nancy and I checked a bucklist item by taking a cruise to Alaska from Vancouver last spring during which we enjoyed spectacular weather, scenery and cuisine aboard MS Nieuw Amsterdam.

Still flying for XOJET 15 days per month, and planning to continue as long as the fun meter is in the green and FAA hoops are jumped through appropriately. Been flying some old warbirds for two non-profit organizations on days off to help younger generations have an appreciation of what their grandfathers endured for our freedom. These include B-17, B-24, B-25 and Navy N3N biplane. It's great to be behind those big radial engines and makes one appreciate modern jet and electronic technology. The best part though, is meeting old vets that flew these machines in combat and reminiscing with them aboard their old mounts. I have such admiration for these heroes.

It will be 10 years on Dec. 2nd since last officially wearing the UA uniform. As we all say, where does time go?

Best to all for the Holiday Season and for 2017!
Cort 1968-2006 DCA-ORD-SFO

DICK GOUDEY—Port Orange, FL

This summer while at our lake place I finally got to drive up to Cortland, N.Y. and see the Brockway Truck Museum and Annual Brockway Truck Gathering. I have always been interested in heavy trucks and Brockway's were custom made in a town in up-state New York just north of where I was born in Binghamton. Seems like many towns and municipalities operated these trucks to clear snow and as construction vehicles. Mack eventually bought them out and shortly thereafter closed the company. I wish that a photo taken at the museum could be included in this letter of a totally restored 360 Brockway Tandem Axle Tractor that took 17 years to complete. The chrome involved in this restoration must have cost a fortune! If you like old trucks a visit at the once a year event displays dozens of various model giant Brockways up and down one of the main streets.

My youngest son, Ryan, and his wife, Erin, moved from New York to Newport, Rhode Island recently and we visited them remembering our boating visits to the harbor over many years when Ryan would crew on our boat. It's a really nice town. He can work at home although he travels a lot from Providence.

Our daughter, Paige, has left Martha Stewart and is now a Senior Producer for Ketchum a PR firm owned by OmniCom still in NYC.

Oldest son, Britt, is involved in the attempt to unionize the Alaska freight airline he flies DC-9's for.

I never realized how good we had it at UAL....

Dues paid by CC is really easy.

Thanks to all who keep RUPA running smoothly.

Best, *Dick* EWR, JFK, LAX, LGA, DCA, SFO

BOB HELFFERICH—Bristol, WI

It's been just over 17 years since I parked the brakes on an airliner for the last time (emphasis on AIR-LINER). The years have been good to me. Still no major health issues (and NONE that the feds know about). As of January 2016 I'm no longer employed flying airplanes. Carl Eberle and I had been flying a Challenger for about 9 years. We buried our good friend (for whom we were flying) in January. All good things have to come to an end.

Still flying for Angel Flight Central and Pilots n' Paws in my Cardinal. I've finally got it equipped the way I want it and it's my primary means of

transportation beyond 50 miles. For those of you still flying and just chasing the occasional \$100 hamburger, I highly recommend trying Public Benefit Flying. You get to GO someplace, have a purpose and really help some folks who really need the transportation or animals who just want to have a home. Carl Eberle and I have been able to go to Sun n' Fun in the Cardinal the last several years along with some side trips to do some cycling and visiting places we never got to see on the Mainline. Occasional trips to visit friends and family round out my flying. I haven't been on the airline in a couple of years.

My wife, Gail, is still working her business, though slowing down from the pace of the last 50 years. She keeps threatening to close it up, then she'll get the occasional case that's really interesting and backs off from that idea. I still drive her to a lot of her business appointments. She hasn't had any clients where we were able to fly, lately, so that part of our activities has pretty much stopped.

I still manage to stay busy, trying to maintain the 13+ acre woodlot that the animals and birds allow me to share with them. No lack of firewood or wood to turn into bowls. Most of my physical activity away from the house is at the gym, where I'm pretty much a "pool rat" and not much interested in the gym equipment anymore.

Thanks again to all those who keep this publication going. I look forward to the news and writings of all who take the time to keep us informed about their lives. The dues was Emailed earlier.

If you're not attending one of the luncheons that are held across the country, give it a try. It's a chance to see old colleagues and talk about experiences that those outside the industry just don't understand.

Well, that's "All the News That's Fit to Print." I've always got cold beer, wine, coffee and plenty of room. The name's in the book and anyone's welcome. "We'll Leave the Light on for Ya'.

Bob, ORD-CLE-ORD 65-99

BOB LAWRENCE—Los Altos, CA

Hi Cleve, It was great as always to see you this week along with so many of the pilots I respect the most as we honored another brother, Sam Cramb, at his celebration of life service. Sam was funny and smart and devoted to his profession. Such a good guy.

I'm happy to report good health, a burgeoning family, and plenty of important and stimulating things going on in Paula's and my life. 38 years of marriage have been kind to us and to our now grown children who have blessed us with two boys and a girl under the age of 6. They all live within 10 minutes of us, so we get plenty of Poppa and Nana time including sleepovers and preschool activities. Son, Kevin, is a Kitchen Manager/Chef at Apple HQ in nearby Cupertino and daughter, Mandy, is currently a stay-at-home Mom. I have developed enormous respect for the arduous and sleep deprived job of stay-at-home parent, for those who do it right.

After retiring from UAL in 01 I worked for 8 years as a computer software manager at NASA Ames. We designed a network of servers connecting NASA with every major airline to collect and analyze flight data in the interest of spotting trends which might be considered unsafe. All this data was completely deidentified so that no individual crew member was ever at risk for criticism or action. Another highlight of that job was the opportunity to help design a Shuttle simulator and to recruit and train volunteer pilots to run data collection experiments. I was free to recruit anyone I knew and respected from the retired pilot group, and the

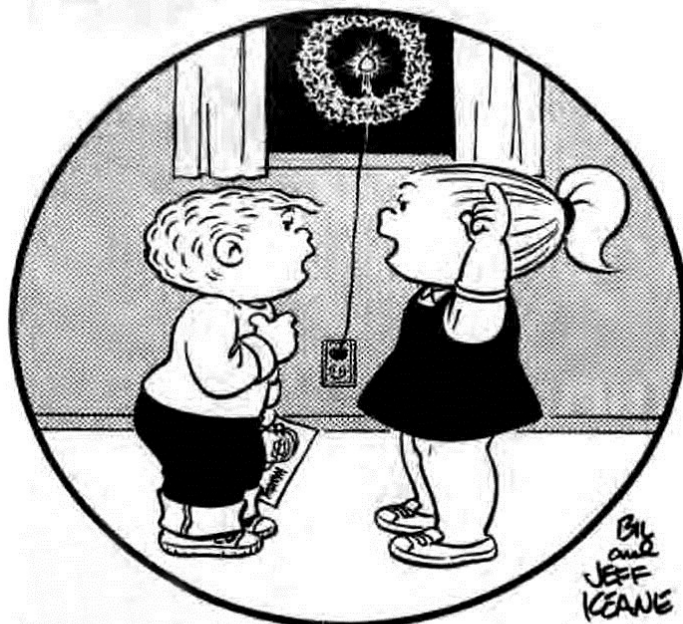
resulting "Friends of Bob" group did outstanding work. They took to the Shuttle like ducks to water, and the whole program was very successful in providing inputs to the Moon/Mars instrumentation.

I have just resigned from my volunteer position as Medicare Fraud representative for Santa Clara County, which I did for 8 years. In addition to screening allegations of Medicare fraud preparatory to handing them over to various federal agencies, I basically went around giving presentations to community groups to help educate them on the whole issue of fraud, its causes and its consequences. I was part of the Senior Medicare Patrol, a wonderful nationwide aggregation of talented and motivated volunteers and staff who all deserve our support.

But what really keeps me busy is my membership in The County Line Trio, a Kingston Trio tribute group. We play all over Northern California, mainly in small theaters or largish community centers. We've just completed our third CD - The County Line Trio at Bear Valley, available soon from Amazon. I never cease to be amazed at the continuing popularity of folk music across all generations.

Yes, I too miss takeoffs and landings and especially my band of brothers and sisters with whom I shared most of my adult life. You are all quality folks who have mattered very much to me. **Bob**

THE FAMILY CIRCUS | Bil and Jeff Keane



"How can Santa see us all the way from the North Pole?"

"He uses Google Earth."

SCOTT MIKKELSEN—Woodstock, GA

Greetings from down South! Although we have a lot of UAL Retirees in our area, we just can't seem to get together to form a small lunch group. Maybe it is because you can drive over 80 miles to see a friend from north to south or west to east in the Atlanta Metro area and that can take upwards of two hours at times.

I was always a commuter for my 26 years at UAL. Many times we were looked at askance by other crewmembers and managers. As commuters we had to pretty much forego the management and good deals afforded to those who lived in the domicile. Now, 11 years into retirement, the commuting has paid off for me personally. It enabled me to remain in the Air National Guard for 31 years and achieve my career goals in that organization. Reading all of the letters (which I enjoy very much!) made me think back to an event early in my UAL career when I was a new second officer on the B-727. One night on a transcon with not much to do

in cruise, I toyed with a forecast for my retirement. I knew roughly with what seniority I would retire at UAL and based on the old $1.39 \times$ years of service \times last 3 years final average earnings what my UAL retirement would be. I conservatively estimated what rank I would retire with in the Guard and based on the points I could expect, what that retirement would be. Well, turns out I was fairly close. Only difference was that in the end – they were flip-flopped. The little I thought I would earn from the Guard was what my United PBGC retirement became and the larger amount I had estimated for my United retirement is what my military retirement became thanks to a senior officer promotion for my last three years in the Guard! So, all those years commuting paid off!

Now for “what are we doing in retirement” which is what this letter is supposed to be about. Throughout my life I have always played golf. I started when I was 9 years old. For about 25 years from ages 30 – 55 I was a 3-4 handicapper. At 71 I am now a 16 handicapper from the senior tees. I am slowly losing interest in golf. When you have played well earlier in your life and driven the ball 250-260 yards on a regular basis, hit most par 5’s under 500 yards in two on a regular basis and scoring in the mid-seventies – golf was fun. However, now with age and stiffness setting in, driving the ball 180-200 yards and scoring in the low 90’s makes golf not as much fun as it once was, even though it is still nice to get out and “walk the fairways” on a nice day. So what I have recently developed a passion for - is saltwater offshore fishing. Only problem, is that it is fairly expensive and I can only afford a couple of trips a year. So, I supplement the offshore fishing with inshore fishing (generally in Louisiana where the limits are higher than Florida) which is much cheaper. Two years ago I went with a friend in October to Cairns, Australia to go Black Marling fishing. We met up with a third angler and the three of us boarded a 56’ Maritimo designed boat the “Kalira” for a 5 day live-aboard fishing trip and fished the Great Barrier Reef up towards Lizard Island. During the trip we caught and released 5 Black Marlin. Due to our rotation, I only caught one fish. However, it was the largest and weighed 1,050 pounds and the Captain inducted me into the “Grander” club (Catching a fish over 1,000 pounds). All billfish weights are proportional to their length and girth. Everything these days is catch and re-

lease and fish are not killed and taken back to a set of scales for weighing. The mate(s) cut a piece of monofilament and stretch it between the fork in the tail and the end of mouth of the fish, cut the line and measure the length of the fish and do the same for the girth. Then you refer to the appropriate table looking up the length and girth, apply a formula and calculate the weight with the results. I must admit, as the old VISA add promotes, the trip was expensive, but backing down on that fish with sea water splashing over the stern and all over you the angler, the drag singing out and seeing that fish tailwalking – priceless! Needless to say, I did not try to fool with a pass for the travel involved. Our itinerary was ATL-LAX-SYD and on up to Cairns which was a 3 ½ hour flight north of SYD. Round trip was about \$2,500 on a combination of Delta and Virgin Australia.

On another note, my friend on the above trip took my wife and me this past year for a week-long trip to an absolutely beautiful resort in Southern Costa Rica on the Pacific coast called “Los Suenos.” While there we fished offshore for 3 days and had great fishing. One day we hooked 25 Pacific Sailfish (larger than Atlantic Sailfish) and brought 21 to the boat. It was a lot of fun to watch the wives battle their first ever sailfish. During the other two days I caught another Black Marlin about 650 pounds, a 450 pound Blue Marlin, several Yellowfin Tuna (which we brought home for sushi) and more sailfish. The Costa Rica trip, split with another couple, was about ½ the price of the Australia Trip. Los Suenos is an absolutely beautiful resort and I can highly recommend it. We have already booked a week with fishing for this coming February. Instead of cruising, Emily and I prefer to find a nice location and go stay there for a week and that is what Los Suenos is.

That’s it for this year from the Big “A” – more to follow next year.

FISH ON & CHECK SIX!!

Scotty (CLE, ORD, DCA, JFK, ORD)

MRS. VIOLA NOLAN—Draper, UT
Hello to all the good people of RUPA. Where did the summer and fall of ’16 go? The months just seem to pass as quickly as turning pages in a book. I miss Jim desperately, there is a huge emptiness in life without him. He left this world in the blink of an eye on his terms and with humor.

You are welcome to visit anytime – lots of room. Not in April as we have family vacation plans to the Big Island, with confirmed seats. I appreciate the *RUPANEWS*. *VU*

DENNIS O'MALLEY—La Mesa, CA
Gotta admit, actually, it was a "got me", and I am usually pretty careful. I had computer problems, caused by some kind of malware in August that looked like it traveled across our three computer wireless network, somehow. It took a lot of work to get it cleaned up and it was expensive, relatively speaking. I browsed for solutions, initially, but finally called Kaspersky Labs, whose security program we subscribed to. They put us in contact with the contractor that cleaned-up the computers. By the way, I found out that the Computer Security programs, we buy, don't protect against malware.

I had been getting emails from a site I didn't remember subscribing to, but some of them make you a subscriber, for adverting purposes, usually.

On Monday, I made the mistake of trying to "unsubscribe" to that bothersome email, and that triggered the malware, I'm sure, now. We've all unsubscribed before. Immediately after I clicked on the "unsubscribe", I knew I screwed-up, and crossed my fingers, petted my budda, etc., but it was too late.

Don't "unsubscribe" from any place you don't recognize. Seems simple and obvious, now, but it can be done, esp. when tired or pissed-off, at whatever.

The Kaspersky contractor was good to his word, and got on it, instantly. Fixed it within an hour, and started out using "Malwarebytes Anti-Malware",



which they installed the last time. It found the malware after scanning most of the files and deleted, or quarantined, them for later removal. They offer a free version online, but what looked like the full program, I noticed earlier, was available on some sites for about \$15. I think it is damn cheap insurance, and you can run it anytime you get the feeling that you may have clicked something you shouldn't have. *Denis*

DOT PROSE—Osprey, FL
Cleve – have paid the dues to Leon plus some extra to keep the magazine going on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD), who flew west in 2010.

I'm still attending the SW Florida RUPA luncheons in Fort Myers and keeping them going with Gary Crittenden.

In March this past year I was able to travel to Vietnam with my Military Historical Tour group for the 48th Anniversary of the TET offensive. There were only eight of us. The other seven were all Vietnam USMC vets (infantry) who had been in Hue City during TET in 1968 and were returning, some for the third time. The specific objective was to relive the urban battle in Hue, city block by city block, as the Marines fought their way through the city. They seemed to have recalled the slightest details easily. We started at Danang, included Chu Lai, China Beach, Red Beach, Phu Bai and worked our way north to Hoi An, My Lai (took three hours to get there but well worth it to see the Vietnamese museum there – extremely somber place), Leatherneck Square, and finally Hanoi. We did stay at top notch hotels (not tents!) and ate well. I made an add on trip with one other member of our group with a tour guide to Dien Bien Phu to see more of the territory where the French were defeated in 1954. The toughest part of the trip was trekking to General Giap's bunker deep in the woods but well worth it. The airfield there is modern with commercial airlines busily flying in and out. The entire trip was an eye opener. Vietnamese very friendly toward us. When I joined the Navy in 1966 there were very few women and the combat exclusion statutes kept us out of combat so our participation was limited (not that way now). I found this very unfair at the time. I think the closest I got during that time frame was while on leave in 1970 as a young LTJG from NAS Barbers Point in Hawaii, hitch-hiking with the

Air Force space—a towards Thailand in a KC 135 tanker. I somehow ended up in Taiwan eating lunch in a huge mess hall (recall the place was CCK Air Base) and was asked by a B-52 crew if I wanted to fly with them and, of course, I was ready to go but then they thought twice about it and apologized that they thought it was not a good idea. They were probably going on a bombing mission. All the combat exclusion statutes regarding women have since been repealed in the 1990s. Overall, a very insightful trip and a place safe to travel to and not outrageously expensive. Hiking boots helped! The Marines had incredible stamina and loved climbing hills! I had a first class workout! We flew Korean Air and Vietnam Airlines without any glitches.

Another trip closer to home was to northern Minnesota for my college reunion in Winona and extending it to see Lake Superior and Duluth which was quite interesting, especially the maritime museums and lighthouses. Across from Duluth is Superior, WI and I took time to see the Richard I. Bong Veterans Historical Center. This museum is dedicated to MAJ Dick Bong, WW2 Army Air Corps ace (downing 40 Japanese aircraft) while in the Pacific Theater flying P-38 Lightnings and recipient of the Medal of Honor. One of the few surviving P-38s is displayed, restored to the way he flew it. This small museum is unique in that it captures the home front, as well, plus has displays on Korea, Vietnam and the Cold War. One could get a synopsis of the wars during the 20th century in an hour. The photo is of the P-38 Lightning “Marge” (named after his wife) in the museum which I took.



For planning purposes the next RUPA Day at Sun-n-Fun Fly-In at Lakeland, FL will be Thursday, April 6, 2017. The Fly-In itself runs from 4-9 April 2017. The magazine is still my favorite source of information which keeps me up to date about United, the

industry and health! Quite an achievement to pull off every month and most appreciated!

Dot, U. S. Navy

CLIFF RHODES—Ormond Beach, FL

Well Gents, I made it through another trip around the sun and one more candle on the cake. I had so many candles on the cake this year that the forest service sent a C-130 over my house and doused it with fire retardant. I will be 70 December 1st, so, this is a great opportunity to say thanks to all my fellow Ruparians who made my time at United so enjoyable. I miss the flying and the layovers where the entire crew would go out for some chow and some laughs.

First let me give my best to my good friends and fellow Naval Aviators and Retired United Pilots, Bob (I only got lost once in Spain and Portugal) McCormick, Larry (what me worry) Nikolaus, John (I am still better looking than anyone) Petrek, and my old skipper and ace F-4 driver, Pete (I miss being saluted) Hunt, call sign, Hunter. All great guys, I heard. :-). Extra thanks to Pete and Bob for being generous allowing me to fly their airplanes. Good times.

For TWIJ (The Wonderful Ida Jane) and our life is good. I do say to her, “remember in 1998 when we went to Hawaii and”then I forget what I was remembering. This is actually fun as we see if we can remember anything except our 6 grandkids names.

I have survived three cancers and every day seems like a gift. I am just living in the palm of His hand. Still doing the books for the Salty Church, our church by the ocean and, doing my volunteer work. Playing golf (8 handicap) and enjoying something new call Pickleball, (google it).

I do miss my dad who won the DFC from ADM Halsey in WWII. Here is a guy who used to go to Publix and buy a six pack by walking right by all the specialty beers and buy Pabst Blue Ribbon. Wish I could share one with him today.

I am sending my wishes for all of you that your days would be good and that there will be wind at your back. May this be your best year. **Cliff**

JACK SCHAUF—Pompano Beach, FL

HI, Cleve and fellow retirees: Thanks to the staff for their great efforts in publishing such a fine maga-

zine.

It's been another year that went by too quickly highlighted by my 91st birthday on Dec. 3rd with a dinner at our son and daughter-in-law's who live 15 minutes away. The word "OLD" is not tolerated at our home. "OLDER" is OK at times.

As we know falls are bad news for us seniors. While in a careless moment I caught my foot on an electrical cord and fell onto a hard desk chair mat causing major internal injuries but no breaks. Upon discharge from a brief hospital stay I was given pain medication Hydrocodon-acetaminophen 5-325, which is a narcotic. After taking it for a week I became very allergic to it and was seeing crazy patterns on the ceiling, so a trip back to the hospital. Later had therapy at home and enjoyed a speedy recovery. I'd better heed Mae's advice to slow down and act my age.

Renewed my driver's license and still don't need glasses to drive, thanks to successful cataract surgery a few years ago. Mae and I are in quite good health with the normal ups and downs for this age. We feel blessed and are grateful for our 67 years together.

Family is fine. I do miss flying and being associated with the greatest group of pilots and flight attendants. I enjoy talking airline stuff with son Ken, Delta (formerly NWA) and flying the 757/767 based in MSP. When he has a layover in FLL he often comes up for a visit. He occasionally cheats and hand flies an approach to keep his touch which is a good idea.

Dues are on their way. Again thanks for the great work you folks do.

Best to all and be careful about falling.

Jack & Mae MDW-ORD '56-'85



SORRY, SON...THERE'S NO APP FOR THAT

IN MEMORIAM

ROBERT E. CLINTON

Robert (Bob) E. Clinton, age 93 of Redwood City, CA died on Oct. 26, 2016 at Emerald Hills Care Home, Emerald Hills, CA. He was born Nov. 23, 1922 in Bayonne, New Jersey.



Bob graduated from Evander Childs High School in Bronx, New York. After high school he attended Bliss Electrical School at Takoma Park, Maryland. In March 1943 he joined the United States Navy and was assigned to the Electronics Training Program (ETP) in Bellevue, District of Columbia as an Instructor where he taught until June 1946. After serving in the Navy, Bob was employed by United Airlines as a radio and electronics mechanic/inspector at La Guardia, New York. In 1952 he was selected for training as a Flight Engineer flying on the DC-6 and DC-7s out of New York. In the late 50's, along with several other career Flight Engineers, he took UAL sponsored pilot training to qualify for the flight engineer's position on turbine aircraft, and flew the B-720s and the DC-8. Bob trained as a pilot and flew the DC-s,7, 8, 10, B-720,727, 747 and Capt. on the B-727 and retired as engineer on the B-747 in 1991 after 46 years of service with United.

During the time he was flying out of New York Bob was active in Scouting as Scoutmaster and District Advancement Chairman in Huntington Township (Nathan Hale District Eagle Committee) totaling 12 years of service. During this time he was selected and earned the privilege of serving as a member of the Order of The Arrow Brotherhood and earned the Scouter's Key and Wood Badge Certificate.

Bob was a longtime member of the United Flying Club at the San Carlos Airport and served as its president. A member of U.S. Power Squadron (The world's largest non-profit boating organization, stressing community service, continuing education, and social activities among members). He served as the Sequoia Squadron treasurer, proctor and instructor in several boating courses. Bob maintained the computer hardware at the Veterans Memorial Senior Center. He also enjoyed skiing, traveling, boating, flying and RVing with his wife Rozanne.

Robert is survived by his wife Rozanne Clinton, four children and four grandchildren.

In lieu of flowers please consider a donation to: Pets in Need 871 Fifth Ave, Redwood City, CA 94063. Homeless Cat Network P.O. Box 6, San Carlos, CA 94070-0006. Veterans Memorial Senior Center 1455 Madison Ave, Redwood City, CA 94061.

DALE SAMUEL CRAMB

Dale Samuel Cramb, born in Powell River, BC Canada 6/25/1935 passed away peacefully on October 31, 2016.

Sam was a former RCAF pilot and retired as a United Airlines 747 Captain.



He was a past President of the Royal Canadian Air Force Assn., Royal Canadian Legion, and Retired United Airlines Employees Assn.. He was also an Area Representative of the Retired United Airlines Pilots Assn., and a proud member of the Gliding Geezers.

He will be greatly missed by his wife of 58 years, Billie, a son, daughter and grandson.

In lieu of flowers, the family suggests a donation in his honor to the International Alzheimer's Association www.alz.org

DAVID R. HENRY

It is with great heart break that I have to write of my husband's death on November 13, 2016. Captain David Henry, my husband of 27 years and the love of my life for 31 years. He suffered a massive heart attack Sunday morning November 13, 2016. All and everything that could be done to save his life ended in letting him go.

David loved life but more than life, flying. He was a Naval Aviator for eight years, instructed and then on to United Airlines and flew 6's to the 747 rope start. He went back to training to learn glass and retired on the B 757, 767. His favorite city in the world was San Francisco.

I met my husband on a trip as a flight attendant and the rest is history. We have 5 children in a blended family, 9 grandchildren and a great granddaughter on the way in January. After retiring, we cruised and cruised. We loved being with family and friends.

David was the best of the best Aviators, Pilots and

Captains. The best of the best husband, father and grandfather, (PaPa).

Fly free my love into the clouds you loved so much.

The website for information is www.burroughsfh.com

Thank you all. *Peggy*

MICHAEL PETER KAUFMANN

Mike Kaufmann, 80, flew west August 28 2016 in his home in Capitola, CA.

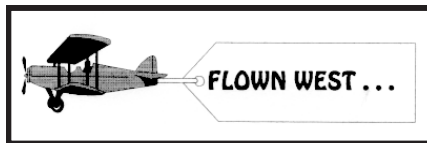


Mike was born May 19 1936 in Haddonfield, NY. He graduated from Haddonfield High School in 1954, and from Lehigh University in 1958 where he was a member of the Sigma Chi fraternity. Mike joined the Navy right after college and decided to go into aviation only after his pre-entry flight surgeon said "You've got good eyesight Kaufmann, have you considered being a Navy pilot?" Mike flew C-121 Constellations for VR-7 NAS Moffett Field doing mostly MATS missions and he loved flying the Pacific. He was hired by Pan Am in November 1965 and continued flying around the world, only this time a little faster in the Boeing 707. He enjoyed the around the world trips west-bound, especially since being a First Officer he would be in the shade while flying. In 1986 he joined United Airlines and, although it was bitter sweet, he was very thankful to be a part of the successful United Airlines family. Mike turned 60 years old in 1996 as a 747 Captain and wasn't ready to leave the cockpit, so he stayed on as a Flight Engineer for two more years.

In retirement, Mike enjoyed living in the Santa Cruz area, attending Apple store openings worldwide, eating at Gayles Bakery, and driving his Mini Cooper in rallies around the Bay Area. He never forgot his love of aviation and that stayed with him until his passing. "What a life I've had" was one of his favorite things to say.

Mike was preceded in death by his wife, Nancy (a former Pan Am stewardess) and is survived by his current wife Sue, three children and many grandchildren.





*L. Lucian Boyd	Sep. 2016
Robert E. Clinton	Oct. 26, 2016
Dale S. "Sam" Cramb	Oct. 31, 2016
Michael Peter Kaufmann	Aug. 28, 2016
David R. Henry	Nov. 13, 2016
*Lawrence "Ken" Kensick	Nov. 07, 2016
Del C. Newhouse	Nov. 14, 2016
Bernard D. Sterner	Nov. 08, 2016
*James D. "JD" Whitlatch	Nov. 12, 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

December, 2016 Edition

From:

RUPA
P.O. Box 400
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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-541-1093 — 310-869-4444
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP*—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-723-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

Colorado

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

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-0797
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)
The Joe Carnes 31North-Illinois RUPA Group (2nd Tuesday, January, May and September)
(*31 North Banquets & Catering, 217 Front St, McHenry, IL*)

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue*—702-558-9422 or 702-565-7175
Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

New York Skyscrapers (June & October)—*Rock Spring Golf Club, West Orange, NJ*—psofman@gmail.com

Ohio

Cleveland Crazyes (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

Oregon

The Columbia River Geezers (2nd Wed monthly 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Washington

Seattle Gooney Birds(3rd Thursday)—*Airport Marriott*—360-825-1016

Washington D.C.

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