

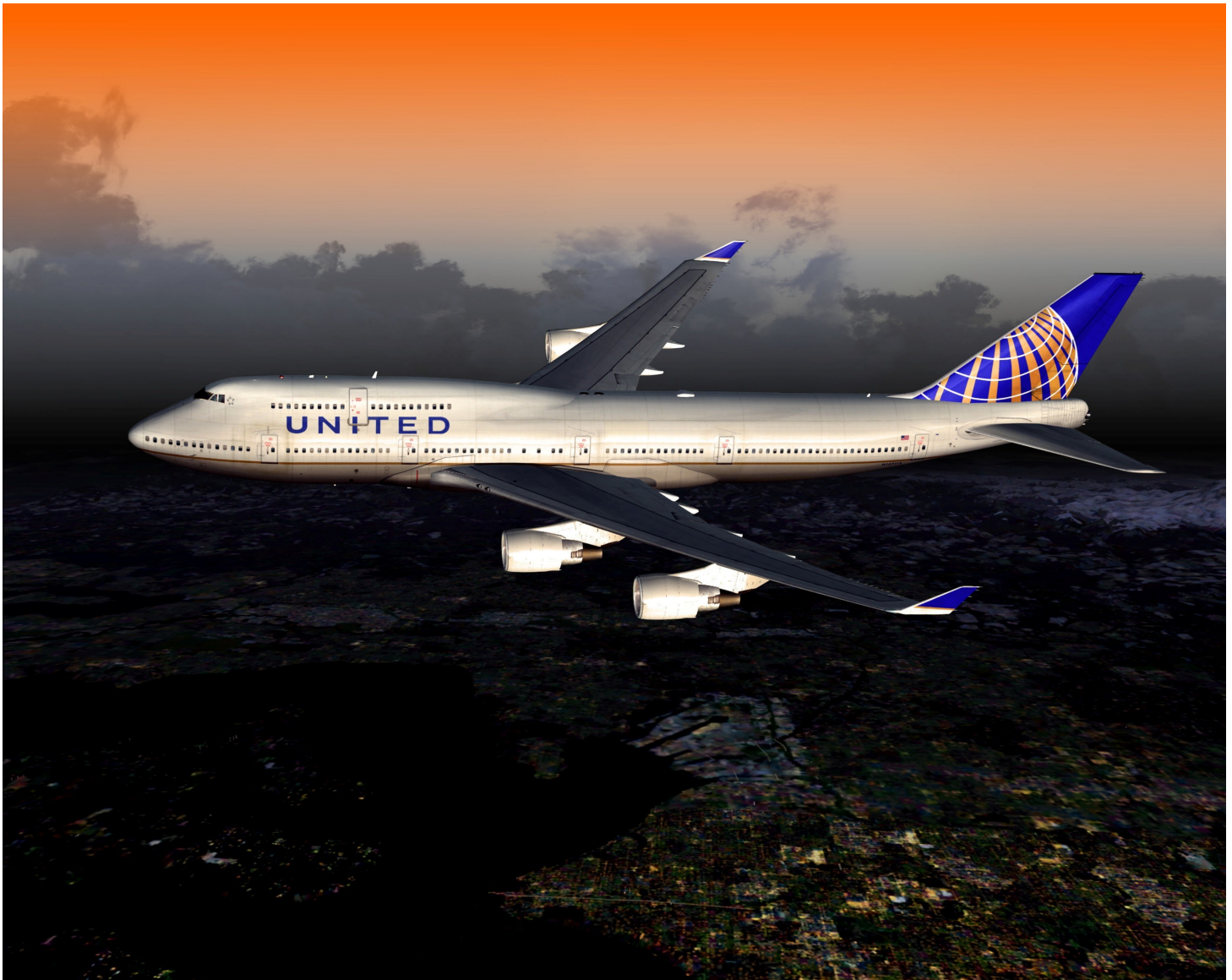
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# rupanews



**Journal of the Retired United Pilots Association**



## IN THIS ISSUE

President's Message	Page 3	Articles	Page 28-53
About the Cover	Page 4	Letters	Page 54-63
Vice President's Message	Page 4	In Memoriam	Page 63-66
Local Reports	Page 6-27	Calendar	Page 68

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## President's Letter

Happy 2017! Hope all RUPA members received their new membership directory. As we start our 54th year, your association remains both fiscally and membership strong with almost 3,000 members. Our new Facebook page seems popular with close to 650 subscribers in first 6 months of operation. If you enjoy social media, then this addition is a good place for the latest updates and shared posts by interested parties. As with *RUPANEWS*, no politics or advertising please.

We have several new developing lunch groups as well. Again, we encourage any member to take command and form a group in your local area. It can start with just two friends casually meeting for lunch and getting the word out. These groups promote our number one goal which is to promote continued friendship and camaraderie from days long past.

RUPA continues its search for a volunteer who would like to assist Leon with the Secretary/ Treasurer position. If you would like to help out with this critical position - don't be shy. Please contact either Leon or one of your RUPA Officers.

No word as of this writing on any modifications in pass policy or with the proposed (by Oscar) spring meeting date at Willis Tower for the retiree group leaders.

By now many of you are aware of the retirement announcement by UAL management of the "Queen of the Skies" (B-747-400) for the end of this 2017 - a year early. Very sad end to the flagship of our fleet for almost a half century. She will be missed by the many who crewed her or enjoyed her spacious opulence as passengers.

We encourage you to please continue to send in your annual missives to Cleve as these are a very popular part of *RUPA NEWS*.

The Executive Committee and Board of Directors would like to welcome our newest members:

Capt. Mussa M. Al-Bulushi (SFO) Berkley, CA / Capt. William D. "Bill" Barber Jr. (SFO) Layton, UT  
G. Robert Boller (DEN) Evergreen, CO / Capt. John D "Dave" Bravender (LAX) Kihei, HI  
Capt. Perry Wayne "Perry" Clark (ORD) Fifty Lakes, NM / Capt. Denis Coats (SFO, active) Battle Ground, WA  
Capt. John M. Crawford (DCA) Peachtree, GA. / Capt. Wood Eppelshimer (ORD)  
Capt. William M. "Mike" Fisher (ORD) Seneca, FL / Capt. Marvin L. "Marv" Grahn (ORD) Maple City, MI  
Capt. Jeffery V. "Jeff" Greco (SFO, active) Davis, CA / Capt. Robert L. "Bob" Hain (EWR) Jupiter, FL  
Capt. Marvin G. "Trey" Hall (ORD) Hermitage, TN / Capt. Steven E. "Steve" Hansel (EWR) Cape Canaveral, FL  
Capt. Rolla G. Henry (SFO) St. Charles, MO / Capt. John K. Johansson (SEA) Gig Harbor, WA  
Capt. Peter M. Lara (SFO) Gig Harbor, WA / Capt. Stuart D. "Stu" Lyman (DCA) Hopkin, NH  
Capt. Karen Church Nathan (ORD Active) LaBelle, FL / Capt. James H. "Jim" Popejoy (DEN) Evergreen, CO  
Capt. David M. "Dave" Powell (MIA) Battle Creek, MI / Capt. Larry J. Sanders (MIA) Bradenton, FL  
Capt. Gregory Lee "Greg" Schnurr (SFO) Napa, CA / Capt. Neil E. Soloman (EWR, active) Guilford, CT  
Capt. Clifford F. "Cliff" Stone (SFO) Corning, CA / Capt. Jeffrey P. "Jeff" Thompson (DEN) Bend, OR  
Steven K. "Steve" Wong (SFO) Honolulu, HI / Capt. Robert E. Preston (EWR) Greensboro, CA

We would also like to welcome back to RUPA:

Capt. Ronald J. "Ron" Bush (DEN) Larkspur, CO / Capt. Warren Phelps, Algonquin, IL  
Capt. Jonathan D. "JD" Slack (ORD) Bonfield, IL / Capt. James R. Smith, Bozeman, MT

Until the March issue, enjoy the winter sports or in the case of our "snowbirds" eternal summer.

Warm regards, *Cort*

**Mail your dues check to:**

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

**Or**

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

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## About the Cover

This month's excellent Cover picture is the 5th generously submitted to us by Mike Ray.

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### Vice President's Letter

Hello from sunny South Florida. I hope you all had a peaceful, healthy holiday season.

I attended the S.E. Florida Treasure Coast RUPA luncheon this Tuesday, January 10th, and then the Ham Wilson S.E. Florida Gold Coast luncheon two days later. You know what? You can go to one of these anywhere and fit right in. The camaraderie is there no matter which RUPA group you get together with. On Tuesday, I got to sit with my old friend Barry Wilson. He lives in CA and was visiting in Palm Beach, and I'm glad he let me know he was going to attend the luncheon. We reminisced, and probably bored those sitting near us, about our time flying together in the mid-1970s at Pilgrim Airlines in CT in Twin Otters. Here's another heads up about dealing with CVS/Caremark. This stuff just goes on and on, doesn't it? Anyhow, to insure my wife and two kids who are still dependents, I have Medicare for me, along with Aetna "Post-Medicare PPO" coverage. My wife and kids have Aetna "Pre-Medicare PPO," and we have different ID numbers. And yes, you do have to have UAL's Aetna coverage for yourself in order to have Aetna coverage for the rest of your family. Now, for the prescription snag. My wife gets a 90-day supply of an expensive medication through CVS/Caremark. Her Aetna plan shows a maximum co-pay of \$95 for "mail order formulary brand" or "nonformulary brand," i.e. brand name medication, which some people have to have because of problems or side-effects with generics. (I found out that generics may have certain binding agents that are different than the brand name, and that can be a problem.) We've been charged \$158 for her 90-day supply each time. During the open enrollment period I noticed that MY plan has \$158 as the max copay.

I figured that just maybe CVS/Caremark was filing the claim under MY plan ID number by mistake, even though she gave the pharmacy at CVS here ID card. Bingo. But their agents wouldn't admit it. So, once again I called United's Your Benefits Resource (YBR) and got one of their "advocates" to look into this. She looked at both plans and agreed that I was probably correct and would work on it. She called a couple of weeks later and asked if I had received a letter from CVS, requesting "more information." I had not, and can't imagine what other information CVS needed.

My wife recently put in an order for her meds, and this time was charged the proper \$95, so it appears that the advocate got CVS to correct that part. The advocate called just yesterday and asked if I had received a check from CVS for a refund for the overcharges, since she'd spent another hour on the phone with them and was assured they were sending it this week. It's Friday, and still no check, but I guess it'll probably get here sometime soon.

So...make sure you are being charged the correct amount by CVS/Caremark. It's obvious, after all the problems I've had, that their system stinks.

Then there's Aetna's "Lab Card" program. If your doctor needs labs done for you, make sure that the doc sends the samples to Quest and that your file has "Lab Card" in it. Then you pay zero for co-insurance or copay. If you go to a Quest location, make sure they know you're in this "Lab Card" program. My wife did just that recently and we keep getting a bill from Quest.

I got another advocate at YBR at United (actually outsourced to Hewitt) who spent a bunch of time on the phone with Quest and found that even though my wife went to the Quest near our house, which we've always used, and they acknowledged the Lab Card, her labs were billed to Aetna from a different Quest location, and that one apparently does not "participate" in the Lab Card program. The advocate called back later and said to disregard the bill.

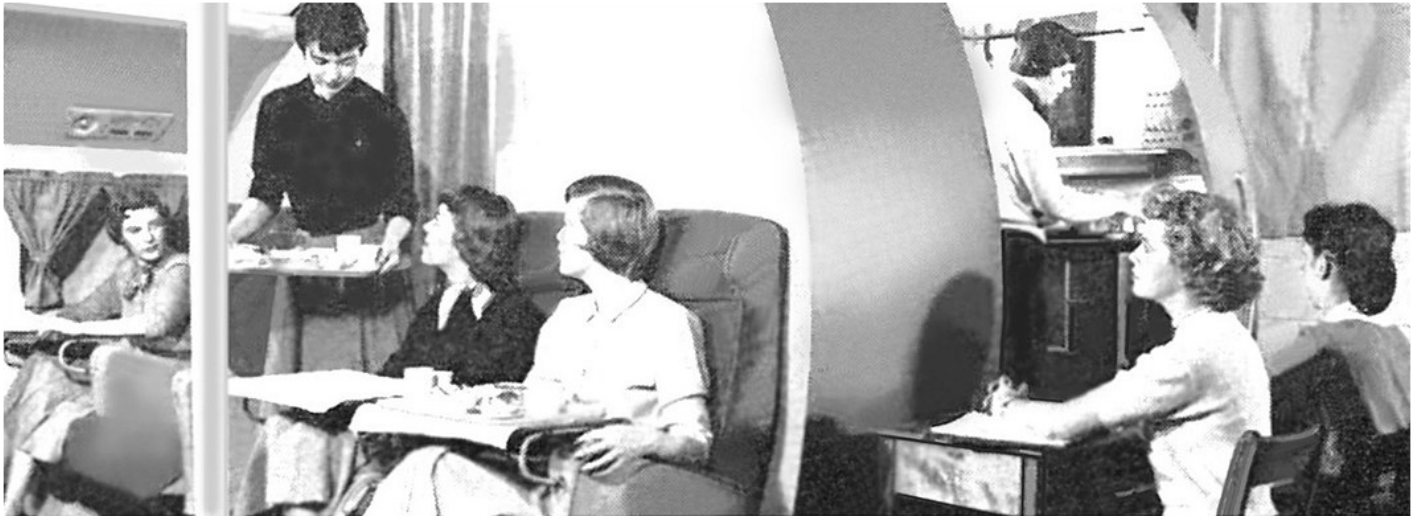
The lesson to be learned here is that these medical insurance companies are pretty screwed up. If we had made mistakes like they do, there'd be broken metal....yada, yada, yada. Watch what you're charged and call Your Benefits Resource if you need help, at (800) 651-1007. They have been nothing but helpful and supportive and have saved me a bunch. I hope this is the last time I'll have to write about gotchas with our health plan, but I'm not too confident.

That's all from this end. Be well. *Bob*



## United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"



In 1954 United maintained the "World's Largest Airline University." 7,000 employees received formal training while thousands of others were given on-the-job instruction. For the 1,600 Flight Officers United installed two electronic flight simulators in Denver and two in Chicago at the cost of over \$3,000,000.

The "University" curriculum included Instruction and Up-Grading of Flight Crews; Indoctrination & training of New Employees; On-the-Job training for Transportation and Sales personnel; Home-Study Courses in the Fundamentals of Aviation such as Basic Mathematics, Algebra, Trigonometry, Basic Physics, Basic Electricity, Aeronautical Meteorology, Dead-Reckoning Navigation, Celestial Navigation, Aircraft Engines, Aircraft Sheet Metal and Aircraft Instruments. Also included were Apprentice Mechanic Training; Stewardess Training; Personal Development Courses and Management Training.

*By Marvin Berryman, DENTK Retired, from the May 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.

**I just read that 4,153,237 people got married last year. I don't want to be argumentative, but shouldn't that be an even number?**

## Monterey Peninsula Christmas RUPA Luncheon

Remember all you could hold was the all-nighter to wherever or the 0500 departure SFO/FAT? It was great to finally be a line holder, but, the trips were ugly. It was all part of working your way up as a United Pilot. Well, our group must be in a bidding funk because we just had our 8th Christmas Luncheon courtesy of Monterey Peninsula Country Club Members, Carlos and Judy Quintana, at the Club's Beach House. It is like being Number One bidding. The Beach House sits along 17 Mile Drive on the ocean in Pebble Beach with spectacular views everywhere. We all enjoyed the ambiance, the food, the drink and Carlos' annual Trivia Quiz.

We had a great turnout, as usual, with 45 attendees including our fantastic *RUPANEWS* Editor, Cleve Spring, who made the trip south from the SFO Bay Area with his lovely wife, Rose, and members of the SFO Bay-Siders. There were lively conversations and wonderful stories of all we did for United in our Prime.



LtoR: Pete Walmsley, Bob & Jill Ebenhahn, Linda Mackie, Mike & Mary Donnelly, Sharon Nelson, Kathy Mincler, Linda & Dave Mackie and Jon Rowbottom, standing.



LtoR: Carlos and Judy Quintana, Donna Walmsley, Berry Nelson, Jack & Annie Cowles, Brett Morris, Diane Ellis, Janet Kastle and Ann Kibort in front.



L to R: Nancy Casey, Fran Blomgren, Lee Casey, Will Blomgren, Pat Manning, Pat McClain, Jim Gwinn, Cleve & Rose Spring and Milt & Sunee Jines.

L to R: Ken & Cheryl Bohrman, Phyllis Cleveland, and Karl Kastle.

Not in pictures: Bob and Cindy Benzies, Tommy Gwinn, Diane Emerson, Gaylan and Kay Kessel, Ed Manning and Phil McClain, Jane Rowbottom .



Judy said she will book the Beach House for next December 9th for our 2017 Luncheon. It is always such a treat for all of us! *Jon Rowbottom*

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## Monterey Peninsula (January) RUPA Lunch Bunch

January 11<sup>th</sup> was our first lunch in 2017! Record rain totals, flooding, pot holes, trees down, and numerous road closures discouraged many from venturing out for lunch. Thirteen of us braved the conditions.



Front row - L to R: Cindy Benzies, Phyllis Cleveland, Don Roszel, Donna Walmsley, Diane Ellis, Sunee Jines, Judy Quintana.

Back row - L to R: Bob Benzies, Milt Jines, Pete Walmsley, Brett Morris, Barrie Nelson, Carlos Quintana.

Discussion, besides about the weather, covered the latest medical procedures for melanoma treatment and knee replacement surgery. I shared that I received word that CONU's new plan is to retire all the -400s in the last quarter of 2017! Boeing is also offering early outs (buy outs), layoffs, and transfers as they adjust their production schedule. Apparently this is the first of three cutbacks planned in 2017. We also thanked Carlos and Judy for another wonderful Christmas luncheon – next year is already scheduled!

Lots of discussion on pass travel and the CONU phone APP. International seems to be easier than flying domestic! Having a "mileage plus" account also helps the process when using a smart phone or iPad while in transit.

Irish coffee was a delightful conversation – especially those served at Buena Vista in SFO! (A must stop when visiting the Bay area.) The Irish coffee led into a presentation by Pete about a new retirement community being built in Monterey. Lots of discussion followed about planning for the next move before "assisted living"!

Next MRY luncheon is February 8<sup>th</sup>! As always RSVP by noon the Tuesday before. *Phyllis Cleveland*

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## Gary Cook's Leesburg, VA (December) RUPA Breakfast

It was a beautiful morning in Leesburg with everyone preparing for the Holidays. Discussions centered around pass travel updates and the United app, also referencing Sokes Apple watch for the current time. And of course the obligatory funny war stories at least they seem funny now.



From left to right are; Charlie Schwab, Sim Stidham, Bill Davis, Gary Cook, Hugh Forsythe, John Gallager, Stokes Tomlin's eyebrows, Gene Couvillion, EK Williams. *Gene C*

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## San Diego North County (December) RUPA Luncheon

Our small group met as usual at noon at the St. Mark Restaurant. My #2 son, Scott, all 6 feet 4, 61 years old and nice white hair, attended with me. He enjoyed the members and who wouldn't?



L – R: Scott Harrell, (Bob Harrell's son) Colin Winfield, Bob & Ruth Bowman, Mark & Susan Mayer, and Bob Harrell.

Nice conversations, lots of laughter and the food, of course. There was nothing really new, but a very enjoyable gathering of people who feel good just being with friends. When Brad and Rhoda come back from their trip in January, our meetings get even nicer. Every additional member or guest are all good.

Fraternally yours, *Bob Harrell*

## San Diego North County (January) RUPA Luncheon

It wasn't as jolly as most of our past luncheons because of the news of the passing of Paul Whitby. Paul was born in Carey, Idaho on July 5, 1927. He peacefully passed away on November 16, 2016 in Winter Park Florida with family members present. Paul was quite diversified. He joined the Navy at the age of 17, in the last few months of World War 2, later was in the Air Force, and finally with United. His favorite plane was the Boeing 727 which he flew for 15 years. He also flew the DC-10. All told, he was a flier for 38 years. His natural talents were many. Music, piano, organ, Sunday School teacher, and many more. He was unique in my book. His death was caused by congestive heart failure and lymphoma. These things he did were not well known to many of us. The obituary covered a lot more wonderful things he accomplished. What a guy~!!



Starting at the bottom is Bob Harrell, next on the left is Brad Green, Colin Winfield, Mark & Susan Mayer, Rhoda Green and Ruth & Bob Bowman.



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As for me, I moved last week to what is known as an Assisted Living Facility only 2 miles from my former home. I missed getting the new address to the annual directory, but for those who want to know, I am now happily stationed at 1255 North Broadway, apartment 350, Escondido, CA, 92026. The phone number is the same.

Best wishes to you, Cleve, and your fellow volunteers that keep *RUPNEWS* a wonderful and informative magazine. Fraternally yours, **Bob Harrell**

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## LAX Christmas RUPA, RAFA, Clipped Wings Luncheon

December 8th was our annual Christmas Luncheon. With some searching, we settled on the Tin Roof Bistro in Manhattan Beach. It turned out to be an excellent choice. We had a private room and by all guests accounts the new venue was very impressive. The private room could hold 65 guests. Well, we didn't quite make that but 50 folks did come. The food was different but excellent - all plated, no buffet but for dessert. Places were set with United Logos welcoming us.

Besides meeting all our friends and catching up with the past year's adventures we also had interesting speakers, Ms. Evelyn Quintanilla and Captain Steve Hoehner, the current Assistant Chief Pilot. Steve was very informed and shared much information about developments at Terminals #7 and 8.

Evelyn and her assistant presented us with an impressive slide presentation about the construction underway at LAX. It will take a few years, but at least we can look forward to a modern LAX, There will be a multi-storey parking structure on the east side and a check-in building with a people-mover station whisking you to the terminals, including the Tom Bradley terminal and beyond to a new "mid" terminal. By all accounts, the new venue will very impressive once all is done.



L-R; Gwynne & Ted Simmons, Arvi von Nordenflycht (with mike), Perry Cockreham, Kathy Hesse Jan Heistermann, Fran Pronto, Millie Gobble, Trudy Buck, Sue von Nordenflycht, Linda May, Ellen Hunnell



L-R; Bill Meyer, Sheryl Meyer, Bruce & Peggy Dunkle, Tom Reidt, Dick Jones, Dick McKay, Ed Ahart, Gary Johnson.

Our next luncheon will be on February 9, 2017. Location yet to be determined. *Arvid* 310 869 4444

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## S.E. Florida Treasure Coast Sunbirds (December) RUPA Luncheon

Our last RUPA Luncheon for 2016 was held on Tuesday, Dec. 13th at Sailor's Return, an Awesome water front Restaurant in Stuart on US 1 at the SW corner of The Roosevelt Bridge. As usual in December (and February as well for Valentine's Day) we try to make our Luncheon SPECIAL (and upscale as well) in honor of the CHRISTmas Season and the fact that our wives or lady friends are invited to join us. We had our own Area and I'm sure that we'll be returning there in the future. The food and service (provided by Crystal) was TERRIFIC in every way. As best I could tell, everyone left Full and Pleased!!! 🍷



Left to right: Jack & Bonnie Taylor; Lulu & Bill Cole; Skip La Rocque & Barbara; Connie & Jim Dowd; Betsy (with Dave Damon); Zsuzsa Starita; Dave Damon; Linda with Dick Baese (in back right corner); Dick Starita (in front) and Bob Langevin.

As per the usual, in January, we will be returning to our normal Location, Shrimper's....which our members love as well. A 'phantastick' (primarily) seafood Restaurant that sits on Manatee Pocket which has just about the most beautiful water and yacht view that you could ever imagine. Maybe some more of our Northern members will have returned by that time and will join us once again (and who knows, maybe a few of our FLL/Pompano friends will come up for the occasion as well). 🍷

Those who attended (see the picture) were: Bill & Lulu Cole; Dick & Zsuzsa Starita; Jack & Bonnie Taylor (new Attendees who drove down from Sebastian); Skip La Rocque & friend, Barbara; Dave Damon & friend, Betsy; Dick Baese & friend, Linda; Jim & Connie Dowd; and Bob Langevin. Jack & Glenda Boisseau and Dave & Ellie Hoyt were supposed to join us but had to drop out at the last minute for health reasons. John & JoAnn Pinter (part time CLE) would normally have been with us as well, but they were freezing their 'butts' off while attending a Wedding up North. 🍷

As I mentioned above, our 1st 2017 Luncheon will be on Tuesday, Jan. 10th at Shrimper's at 11:30. If any of our RUPA Members are traveling in or around the Stuart, FL area around that time, we'd love to have you join us.

Until next year (God, that sounds strange 🍷) -- I want to wish all of you and your families a Merry CHRISTmas along with a Joyous, and SAFE Holiday Season and a Happy and Healthy New Year too!!! 🍷  
Cheers and Blessings, *Bob Langevin*

## S.E. Florida Treasure Coast Sunbirds (January) RUPA Luncheon

Once again a gathering of handsome young avai...., OK, a bunch of old guys that are retired airline pilots met for our monthly meeting at Shrimper's. In case you are not aware of it, Shrimper's is a wonderful restaurant with great food and we usually have our table set up alongside the dock. However we are just getting over a cold snap and since the temperature was hovering around 71 degrees we had to put the clear plastic curtains down to keep warm. (I just had to say that for all of our brothers up north)

There were 14 of us in total with the usual suspects and a few guests. Because we had some new faces everyone around the table introduced themselves and gave a little history of their career. WOW - can you believe we had royalty, the world's greatest pilot, the world's best pilot and the world's greatest fighter pilot. (I'm in awe). Those pilot's names will not be published to protect the innocent except for our royalty. The royalty included Bob Engelman and Les Hare. Well, they might not be royalty but they are on that level

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because of all the exhaustive work they do for their respective pilot groups. Bob of course is a Vice President of RUPA and Les is a Vice President of RAPCAN, Retired Airline Pilots of Canada.

I can't report too much on the conversation since there were several large gatherings and it was quite noisy. That's probably good because I was only able to catch a few words about politics, nursing homes and insurance. It's also a shame because the stories of flying always get better with age. Bob Engelman did address the group about his push to get sponsors for Senate Bill S.3275 "The Pilot Pension Relief Act 2016." If you need any information and can help, contact him via email and he will send you all the necessary information.



Seated L to R: Dave Damon, Les Hare (Air Canada), Ted Osinski, Dick Baese, Bill Cole and Ham Oldham. Standing L to R: Jerry Bradley, Jack Boisseau, Bob Engleman, Barry Wilson, Bob Beavis, Dave Hoyt Art Jackson and John Pinter.

We had a visitor from the San Francisco North Bay group named Barry Wilson and four visitors from the SE Florida Gold Coast: Ham Oldham, Jerry Bradley (recovering from a hip replacement), Art Jackson and Bob Engelman. New to our group was Bob Beavis along with the usual suspects: Bill Cole, Ted Osinski, Dave Hoyt, Jack Boisseau, Dave Damon, Dick Baese, and yours truly John Pinter. Unfortunately our flight leader extraordinaire, Bob Langevin, couldn't attend so he pleaded and tried to bribe me with all his X-wives, to be Den Mother for a day, but in the end I did it for free.

Den Mother, Chief Pilot, Scribe for a day, *John Pinter*

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## The FAT Flyers RUPA Breakfast

The FAT Flyers had our breakfast meeting on Dec 9. I had one of the restaurant staff take a picture, but it turns out his finger was over the lens. Anyway, we had a nice visit as always.

In attendance were: Ed and Pat Manning, Rick Pamplin, Randy Bushore, Wayne Thompson and me.

Join us on the 2nd Friday of the month for breakfast at 0730 at the Yosemite Falls Cafe in Clovis, CA.

*Paul Nibur* 559-289-2626

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## PICKLES | Brian Crane



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## Denver Good ol' Pilots' (November) RUPA Luncheon

On Nov 15 we met for lunch at The Tin Cup Bar and Grill in Aurora. After lunch Ted Wilkinson provided some humor. Next Joe Rozic related that J.D. Whitlatch had flown west. Joe said as soon as memorial arrangements are known, he will inform us and we will pass it on to you. We had a new member attend, Dan Romceovich, recently retired. Dan spoke briefly about his background and flying career. Highlights were attending The Air Force Academy, Air Force flying, hired at United in 1979 then furloughed, worked at TK as an FOI, recalled just in time to go on strike in 1985, finally on the line and finished probation after the strike. Dan then went on to have a typical career flying much of the fleet with a lot of 747-400 time.

Finally, we briefly discussed the subject of Senate Bill S.3275, the Pilot Pension Relief Act of 2016. This applies to many United pilots who were adversely affected regarding their pensions by the bankruptcy of United and the assumption of The Pilots' qualified pension plan by the PBGC.

Attending the lunch were: Jim Adair, Darrell Ankenny, Rick Bebee, Chris Bruce, Angie Davis, Jack Davis, Bill Ford, Denis Getman, Bill Hanson, Tom Hess, Nick Hinch, Steve Jacques, Sue and Tom Johnston, Ron Juhl, Rick Madsen, Bruce Munroe, Dan Romceovich, Joe Rozic, Rose and Ted Wilkinson.

Your Co-Scribe, *Tom Johnston*

## Denver Good ol' Pilots' (December) RUPA Luncheon

On Dec. 20 the third Tuesday of the month 32 of us met at the Tin Cup Bar and Grill in Aurora for our monthly lunch. After lunch Ted Wilkinson led off with some humor. Next we paid our respects to Dean Readmond who recently flew west. Several pilots spoke of the high regard they held for Dean. Finally, we welcomed two new attendees who had recently retired. We asked both to speak about their careers. As you read below you will see that between them they achieved three "firsts" one "last" and possibly one "only" and one "maybe."

First, Mary Frances Ashura-Smith recounted her history. She worked her way up through general aviation maintenance as a mechanic and manager all the while flying as much as she could to increase her ratings. Along the way she worked for Pioneer Airlines for five years in maintenance and management and well known engine rebuilding shop, Firewall Forward. She and another lady started a flight school at JEFKO Airport now known as Rocky Mountain Metropolitan Airport where eventually she was responsible for the maintenance of up to 30 aircraft. In 1984 she was hired as the 1. first female flight engineer at Evergreen Airlines. She worked for Evergreen for five years beginning as 727 F/E and then as 727 F/O eventually becoming the 2. first female check airman at Evergreen. In Feb 1989 she began her career at United as a 727 S/O but upgraded to 737-200 F/O just a few months later in August. The balance of her career she moved up through the seats and aircraft to include 727 F/O, 757/767 F/O, 737 Capt., 757/767 Capt., and Airbus Capt., One other 3. first was being part of the first all-female flight crew at United. She related that flying 737 Capt. on The United Shuttle was some of the most enjoyable flying she experienced at United.

Second, Mark McGurt spoke to us. Mark said he had been flying for 49 years having gotten his pilot's license before he could drive in 1967. After acquiring his licenses when old enough he flew corporate until hired by United in July 1979. Furloughed in Nov. 1980 it was back to corporate aviation until Nov. 1984 when recalled followed by going on strike in 1985. After that his career was pretty much straight up. By the time he retired he had flown back seat in the 737, 727 S/O, corporate 720-707 S/O, 737 F/O, 727 F/O, 737 Capt., 727 Capt., 757-767 Capt., 777 Capt., 747-400 Capt., and 787 Capt. Also he served as 727 TCA, 727 Flight Standards Capt. and Flight Manager in the 727 fleet as head of 727 LCAs. According to Mark he was the "last" working S/O at United. He flew the last line flight on the 727 as S/O. Two other management pilots flew Captain and F/O. The flight was from DEN to OAK on Oct. 30, 2001. After that all 727s were parked by United and there were no more aircraft in the fleet requiring a S/O. If you review the aircraft he has flown above, you will see that he has flown all the Boeing commercial turbojet aircraft used in scheduled airline operations; perhaps the "only" United pilot to do so with the 787 being the outlier which others didn't have the opportunity to fly. Finally, we believe "maybe" Mark holds a record he is not aware of. He retired from United on Dec. 16 and attended his first RUPA meeting Dec. 20. We don't know of anyone else who

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has attended a RUPA meeting that soon after retiring. But since there are no records kept on this we can only give Mark a "maybe" but give him an "attaboy" for sure.

Attending were: Darrel Ankeny, Bob and Ann Blessin, Stanley Boehm and Marilyn Gifford, Ray Bowman, Joe Collard, Ed Cutler, Jack and Angie Davis, Bob Dietrich, Denis Getman, Bill and Eve Hoygaard, Sue and Tom Johnston, Cliff Lawson, Mark McGurk, Dan Romceovich, Joe Rozic, Rob Schmidt, Mary Frances Ashura-Smith and Arty Smith, Casey and Gail Walker, Ted and Rose Wilkinson, Jim Adair, Chris Bruce, Rick Beebe and Ron and Patty Juhl. Your Co-Scribe, *Tom Johnston*

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## Dana Point (December) RUPA Luncheon

Once again were able to use the Deck for our luncheon. A very pleasant day with the sun giving some shade for our seating outside... the predicted rain held off. Present where: Bill Rollins, Bill Stewart, Bob Brockmeier, Bruce Dunkle and for the 1st time Peggy Dunkle, Carlos Bernhard, Jack Frisch, Joe Udovch, John and

Cheryl Arp, Ted Simmons and Walt Bohl. A big welcome to Peggy!



Also this month, many of us visited the RUPA/RAFA Christmas party, organized by Arvy von Nordenflycht. The party was held at the Tin Roof Bistro in Manhattan Beach. The pictures of the event are courtesy of Bruce Dunkle. *Ted Simmons*

## Dana Point (January) RUPA Luncheon

Our group met inside today--- with the weather setting up for a big RAIN for southern CA. The wind had already set up and the Deck was closed! The Wind and Sea set us up on the channel side of the harbor with excellent window seating for our small group.

Present were: Bill Stewart, Bill Rollins, Bruce Dunkle, Denny Giese, Jack Frisch, Jim Grosswiler, Joe Udovch

and Ted Simmons.

I'm sorry I didn't send out a notice of our meeting till a couple of days before...(next meeting is the Feb 14th)!

I do see that we are getting to be a survivor group, like myself in the 80s. Where did the time go. However the coffee and sunny seating quickly brought up some interesting conversation. Cheers *Ted*

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## Southwest Florida (November) RUPA Luncheon

Our November 14, 2016 luncheon at the Fort Myers, FL Olive Garden restaurant had 15 attendees. Matthew was our server once again who turned out to be fast and efficient. The weather on the SW coast of Florida was partially overcast and about 75 degrees. Traffic still presented a problem around Fort Myers along the treacherous I-75. Everyone seemed to be in good humor. In spite of the election having been just a week ago there was little conversation about its outcome as other interesting topics seemed to overtake politics.

Neil Bretthauer highly recommended a book entitled Flight 232 A Story of Disaster and Survival by Laurence Gonzales about the UAL DC-10 disaster in 1989 at Sioux City, Iowa. There was discussion about the movie "Sully" and also remembrances and stories about the colorful air show performer, Bob Hoover, who passed away on October 25, 2016. Jim Sutton said that he was invited to his memorial service and if he couldn't make it to send money. Norb Cudnowski told a funny airline joke (and printable).

We had two guests of Gary Crittenden, Margie and Bill Burg, who are members of the Retired United Airlines Employees Association (RUAEA). We're looking at doing more socializing with this group. Bill mentioned the benefits of using the 20% discount for United Airlines tickets as a very reasonable cost savings and positive seat. Others in the group agreed.



Left to Right: Rip Curtiss, Harvey Hallberg, Neil Bretthauer, Gene Chapman, Don Sullivan, Norb Cudnowski, Jim Sutton, Dot Prose.



L to R: Faith Osborn, Bill Burg, Margie Burg, Janice and Gary Crittenden, Mamie Thompson, Wallis Alves.

Attendees were reminded of the 2017 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday 6 April 2017. The fly-in runs from 4-9 April 2017 (approximately the same time frame as 2016). This is for your long range planning purposes.

Hope to see everyone and guests at the next luncheon on January 9, 2017. We usually arrive between 11-11:30 at the Olive Garden and start eating about 11:45 (approximately). All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden & Dot Prose*

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## Southwest Florida (January) RUPA Luncheon

Our January 9, 2017 luncheon at the Fort Myers, FL Olive Garden restaurant had 20 attendees. Our servers were Gabby and Montana who had recently eloped to Colorado and flew United on the trip back – first flight for Montana. He wants to be a pilot and both servers were especially attentive to their jobs and also to the conversation topics from our group. The weather on the SW coast of Florida was sunny but still in cold front temperatures of 60 degrees with early morning temps near freezing.

Will Collins had been absent for some time from our luncheons due to the ill health of his wife, Sally. She sadly passed away in October 2016 and will always be remembered as a true blue friend of RUPA. His son, Ted Collins, brought his dad. Ted is still actively flying with American out of Miami and already knew many of the attendees.

Don Sullivan brought in a large photo of a Navy primary trainer N3N-3 he used to own plus a collection of smaller photos of the aircraft. It spurred on conversation of bygone days of antique aircraft. Jerry Urban brought in a box of a type of golf improvement gadget he invented which we believe he said makes the ball go straight by lining up the ball in a specially made cup. He lost the patent, however, and now was freely giving this interesting gadget to any golfer in the group. The box was empty when he left. After the luncheon was over the entire group lingered at least another 30 minutes as there apparently was a lot of unfinished conversation. Looked like no one wanted to leave, which is a good sign that there was a lot to catch up on.



L to R: Dot Prose, Jim Howard, Rip Curtiss, Neil Bretthauer, Jane & Harold Lloyd, Don Sullivan, Ted Collins and Will Collins.



L to R: Gene Chapman, Jerry Urban, Wallis Alves, Jim Bowlds, Janice Crittenden, Faith Osborn and Mamie Thompson.

Photo to the right (left to right):  
Norb Cudnowski, Jim Sutton, Don Kincaid,  
Gary Crittenden.



Attendees were reminded of the 2017 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday 6 April 2017. The fly-in runs from 4-9 April 2017 (approximately the same time frame as 2016).

Hope to see everyone and guests at the next luncheon on February 13, 2017. We usually arrive between 11-11:30 at the Olive Garden and start eating about 11:45 (approximately). All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose.*

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## The Joe Carnes RUPA Group Luncheon

For the first time in 15 or 16 years (as far as I can determine) we went to a different restaurant for our luncheon. We've been known as the "Joe Carnes 31North RUPA Luncheon Group" since I've been involved. However, with a change to 31North Banquets' business model---they became a café, meaning we couldn't have the room to ourselves for our get-togethers any more---we changed to Marzano's and I think this will be our new permanent location.

Marzano's Wood Fired Italian  
1501 S. Route 31  
McHenry, IL 60050



Same schedule: we meet on the second Tuesdays of the month, in January, May, and September. *Walt*

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## The Big Island Stargazers (November) RUPA Luncheon

It was a beautiful November day in Kailua-Kona for our luncheon at The Fish Hopper Restaurant. We expressed our gratitude to Restaurant Manager, Kathleen Clark, and her wait staff who have repeatedly gone out of their way to take good care of us for the past three years. Mahalo Nui Loa to The Fish Hopper!

Fellow Ruparians, Frank (JFK) and Sue Kerwin from Indiana, were enjoying a couple of months at their island condo and joined us for lunch. It was great to hear about his flying adventures on the east coast plus the upcoming holiday plans of those sitting around the table. Local RUPA member Bill Graham was able to attend and we hope to see more of him in 2017. Bobby Michael brought a copy of the book, *Age of Flight*, and it was interesting to look back at the glory days of flying with United Airlines. Unable to attend the meeting were Beth Raphael, who had a schedule conflict, and Dick and Grace Slinn who flew off to the mainland to celebrate Thanksgiving with family. Our local farmer, Sam Wilson, reported that Thursdays are his day to take his produce to market and he was unable to make the drive over from Hilo.



L to R: Don Diedrick, Bobby & Linda Michael, Bill Cochran, Sue & Frank Kerwin, Joan & Gerry Baldwin, The Fish Hopper Manager Kathleen Clark, Walt Wells, Linda Morley- Wells & Bill Graham

If you plan to get away from the winter cold, we will be back at The Fish Hopper on the third Thursday in February and look forward to seeing you! *Linda Morley-Wells*, Scribe



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## The Big Island Stargazers (December) RUPA Luncheon

In lieu of our regular monthly luncheon for December, we held our Third Annual Christmas Party at the beautiful home of Gerry and Joan Baldwin. Many members drove from the west side of the island to join the festivities in Hilo Town, and the rain gods held off and provided us with a wonderful afternoon and evening. Libations and pupus were in abundance as we talked story about our holiday plans, and many of us were getting ready to host family and friends over the holiday period. Al & Linde Rimkus brought along their mainland friends, Paul & Karen, and after the party they set off to see the lava lake at Volcano National Park. The lava has been active and the viewing is spectacular and can be seen from the visitor center or by a hike to the view point. Views of the lava flowing into the ocean can be experienced by boat or helicopter. If you want to escape the Siberian Express on the mainland, fly over for a visit and join us at The Fish Hopper Restaurant in Kailua-Kona on the third Thursday of the month.



Left to Right, Front Row: Guest Karen Caplinger, Lauren Cochran, Jen Diedrick, Grace Slinn, Joan Baldwin, Linde Rimkus, guest Paul Caplinger.

Back Row: David Carlson, Bill Cochran, Don Diedrick, Dick Slinn, Gerry Baldwin, Winfield Chang, Al Rimkus, Linda Morley-Wells, Walt Wells. *Linda Morley-Wells*, Scribe

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## Reno's Biggest Little RUPA Group (December) Luncheon

On December 16, 2016 the Biggest Little Group held its annual Christmas Party at the Toiyabe Golf Club in Washoe Valley. Twenty-five retired pilots and their Significant Others attended the cocktail hour and plated dinner. This was the largest number of attendees we have ever had at this event. All thanks to our own Len Bochicchio who organized the event as leader of "The Elves."

Reno's Biggest Little Group held its December lunch on December 28, 2016 at the Flowing Tide Pub in Reno, Nevada. We had 10 retired guys in attendance, a good showing for lunch between two big holidays.



In the picture left to right around the table are: T.R. White, George Hemminger, Ned Peterson, Lyle U'Ren, Patrick Walker, Doug Kajans, Jim Whiteley, Bill Shepherd, Gary Dyer and Gene Lamski. *Lyle*

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

The Ham Wilson RUPA Luncheon finished 2016 year with good cheer and Happy Holidays to all. We enjoyed our Galluppi's lunch with elections talk gone and the regular important discussions back again. We will meet again at Galuppi's at 11:30 AM on January 12th.

Attending: Ned Rankin, Denny Keast, Les Eaton, Ham Odem, Gene Anderson, Mike Ward, Rick Valdes, Bill Garrett, Jim Good, Ed Wheeler, Stan Baumwald NW Airline, and Lyn Wordell. *Lyn Wordell*

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## SAC Valley Gold Wingers (December) RUPA Dinner

Here we are again with another successful gathering of our group. We completed the year with a Christmas party that included a Happy Hour at our home at Serrano Country Club. We had a fantastic server, Alison, who assisted us throughout the evening at our home. Without her help, the evening would not have been quite the same.



We had nearly 40 RUPA members attend our dinner party. A few did get lost navigating to our home. They just didn't have the necessary FMCs, GPSs, inertial guidance systems, INSs, inertial landing systems or even an LNAV that could have assisted them. That's what happens when you are retired.....you just cannot find your way. Anyhow, after the Happiest of Hours, we all proceeded to Serrano Country Club and Golf Course where dinner was served by the golf course staff.



We had a few moments of silence for one of our Gold Winger members, Hugh Berry, who most shockingly passed away the evening before. Hugh was such a huge contributor for our group and he will be dearly missed. More importantly, he was such a nice person. My heart bleeds with his loss. We also had another member, Dave Leippe, who spent a few days in the hospital and missed the evening. Rod Violette, also, was not in attendance due to a medical condition. Many others had previous commitments.

Kathy Lynch, once again, briefed our group about the collections we made for the Sacramento Children's Home. We had such wonderful donations from so many people. It is such an excellent reason for giving during the Christmas season. Thank you to you all.

So, the "trip" for the year is complete. We will start anew in 2017 and wish for all to have great health and happy spirits. Keep the "blue side up." Still Flying High Here, *John Gorczyca*

## SAC Valley Gold Wingers (January) RUPA Luncheon

The first luncheon this year in the midst of rain and blustery skies. We had a great luncheon with the assistance of our waitress, Julie, who was so responsive to our needs. She is always the best.

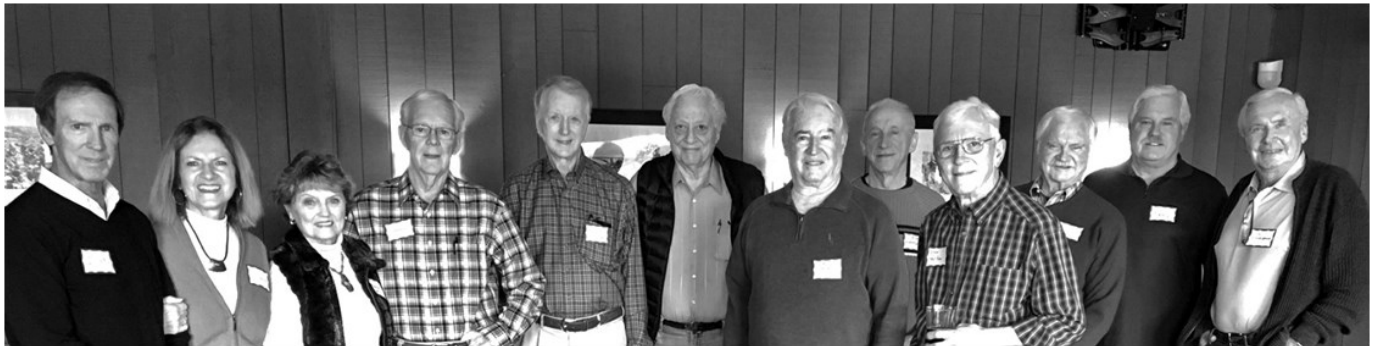
No additional guests were with us this time but are always welcome to our group. We continue to have our luncheons on the first Monday of each month at the Folsom Cliff House. A couple things we discussed was the "MyIDTravelPurchase" which is hard to find on the Flying Together web site. I passed on to the group

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how *important info* can be found on the web site, [www.rupa.org](http://www.rupa.org). United has initiated a United Service Anywhere (USAW) which is a 24/7 online service portal. It provides the ability to search commonly asked questions regarding travel, retiree badging and HR policies via "Knowledge Articles." This includes everything on EmployeeRes questions to Emergency Travel to Pass Travel charges.

We are very happy to report that approximately \$1,300 was contributed to the Sacramento Children's Home for the Christmas season. This entire effort was spearheaded by Kathy Lynch. Thank you Gold Wingers very much for your contributions.

Lastly, we are still dealing with the loss one of our finest members last month, Hugh Berry. He was a wonderful contributor to our group and is greatly missed. He has a tremendous family and even has a son, Guy, in the aviation business. Guy is a 777 Captain with American.



L to R: John Gorczyca, Sharon Gorczyca, Joanie Mooneyham, Wayne Mooneyham, Bob Lynch, Bill Authier, Ken Ledwith, Jim Whittingham, Dan Porter, Andy Fossgreen, Marc Alexander, and Karl Winkelbrandt.

So, another great luncheon and with that being said, "here we go again, just another 12 time zones to fly through." What? Best wishes to all in the New Year and more importantly, stay healthy.

Still Flying High, *John Gorczyca*

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## The Columbia River Geezer's RUPA Luncheon

Seven Columbia River Geezers convened for lunch at the Clackamas CPK on December 14, just ahead of an "almost winter" snow storm.



Left to Right: Denis Coates, Roger Parsons, Steve Barry, Lew Meyer, Mike Thomas, Tony Passannante, Doug Howden.

We were pleased to welcome a new member, Denis Coates, who is still flying 787's out of SFO. Our lively conversation included the normal hangar flying, absent members, and off- and on-line airline travel. Roger Parsons shared some impressions from flying the C-17 just before he retired from the USAFR and Denis related a few anecdotes describing his experiences on the 787. *Continued on next page*

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Once or twice this past year I shared some information regarding the UAL Convair 340 (N73102) that was successfully (no injuries, aircraft flown out later) "dead stuck" into a small field near Newhall, CA, on December 30, 1964. The crew consisted of Captain Bill Wade, F/O Jerry Campbell and Stewardesses Irene Benz and Carolyn Day. I'm mentioning it again because in the January 2017 issue of Air Classics is the first of a two-part article on this amazing incident, written by Mike Machat (famous aviation artist) and my friend John Wade (son of Bill and current Hawaiian A-330 Captain). Whether you remember this event or not, or "on the property" when it happened or not, it's an excellent summation of events and a riveting story besides. Part 2 should be in the next issue.

I had the pleasure of frequently flying with Bill out of LAX on the 727 in the late 1960's, and even got to fly with Jerry a little bit some years later. They were both first class gentlemen and outstanding professional aviators, with "calm, cool and collected" only beginning to describe Bill.

The small "worth a thousand words" photo from the Medford Tribune included in the article implies all you need to know about the mettle and performance of these 2 aviators on that IMC winter day.

I was attending a small aviation college near LAX at the time, and saw the same photo in the LA Times, although with Jerry cropped out for some reason. It made quite an impression on me, along the lines of "I want to be that guy when I grow up."

If you happen to be in the area on each second Weds of every month, please join us for lunch at the California Pizza Kitchen, Clackamas Town Center, just west of I-205 on Sunnyside Road, at 1100 hours.

Merry Christmas and a great 2017 to all! *Tony Passannante*

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## **The Intrepid Aviators of Southern Oregon (Nov) RUPA Luncheon**

Once again, greeting to all from the Southern Oregon contingent. For me it was good to be back having missed our last two gatherings with a 60th college reunion and then a wonderful trip to Ireland. With the college reunion we found a LOT of really old people from my class! Not sure how all that happened, but it did. With the Ireland trip we did a Rick Steves sponsored trip and it was really good. Excellent group, schedule and planning...plus some spectacular food and drink (and, oh yes, the Irish music!) We now find on our return our beautiful valley and surrounding mountains starting to feel the loss of all the leaves on the trees plus some white from the first snow of the year. Ski folk get ready! Almost time!

We had all 'good stuff' at our gathering. good group, good food and good conversation. What more could one ask?

L to R seated: Dan Kurtz, Scot Lee and Harvey Saylor.

Standing, L to R.: Cheryl and Jim Jaeger, Marty and Bob Niccolls and Michael Bennett.

Michael is heading back to his Florida digs for the Winter so good to see him.....and the last news from Dan is that his VERY LARGE Angus bull is down the road, reportedly to Harris Ranch. (it probably took a semi to



carry the old lad as heavy as he was). We missed having Steve and Leeann Fusco who were both under the weather. So, with all that, we send best wishes to all. Cheers, *Bob*

## **The Intrepid Aviators of Southern Oregon (Dec) RUPA Luncheon**

Another year draws to a close and so we in southern Oregon wish for our RUPA brothers and sisters the very best of the Season and the New Year. For us, it's always a joy to gather, share the moment plus all those

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moments from our years past when we flew The Friendly Skies.

Around our table this month we found Banjo Bob has moved 'up valley' to Medford with his family. Steve Fusco really did enjoy the first of the DC-8s entry to United's fleet and all that went with the entry of an airframe that was a work in progress and a story or three of the 'famous names' from those years past. The weights for the DC-8..... 4 dry, 4 wet, 3 wet and one dry ...carrying the bloody flight bag with all those pages was probably the reason many have a creaky spine now. The difference today with the charts etc all in an I-Pad but where one needs a guard on the door if you need to use the Blue Room.....I think we had it better.



L to R seated: Steve Fusco, Banjo Bob's son Chris and Banjo Bob Keasbey (when we had one of our first gatherings at our old ranch in the Applegate Valley Chris was just a little shaver and went swimming in the river...18 or 19 years ago). LeeAnn fusco, Marty Niccolls, Cheryl Jaeger and Harvey Saylor.

L to R standing: Bob Niccolls, Scot Lee and Jim Jaeger.

Well, the snow falls so time to head to the lake and the high country and get out the snow shoes.

Cheers, *Bob*

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## Phoenix Roadrunners (December) RUPA Luncheon

We met at our usual place at the Bobby-Q restaurant on December 13th for our lunch. Attending were Tom & Renee Libuda, Dick & Pat McCormick, Fred & Judy Meyer, Tom & Elly Palmer, who are new to our group, and we were glad to see them come. Others were John Baczynski, Frank Soare, Joan Bourgeois, Cory Liston, Mike Clements, Charlie Schwob and myself.

We had some conversations on the coming Christmas season and rejoiced at our groups health even though we have had several fly West recently which makes our total group number less each time. However, with new retirees moving to our region, we keep hoping that they will start attending our Phoenix Roadrunner group.

We had a member who had a problem with the medication from CVS as far as price was concerned and went on a website, GOODRX.COM, and had wonderful results with their price help. So this might be something that others could possibly use to their benefit.

We had one brave couple who are headed to Europe for a two-week holiday during this Christmas season. We wish them well. By the time this is published their trip will be history.

We would like to invite some of the retirees who have recently moved to the valley to attend our luncheons. Spouses are always welcome. *Ken Killmon*

## Phoenix Roadrunners (January) RUPA Luncheon

We met as usual place at the Bobby-Q restaurant on January 10th for our lunch. Some jokes were put forth and we had some laughs and conversations. *Continued on next page*

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Conversations were great concerning the new members who came. The ones who made it to our luncheon were Joan Bourgeois, Dave Specht, Mike Clements, Fred & Judy Meyer, Dick & Pat McCormick, new attendees Tim & Judy Breuhl, Steve Hogan also new to our group, Harold Oas, Gary Dyer and myself. We missed having Charlie Schwob there as he has left this area and moved to the Boise Idaho area. Mike Carlin could not come either as he is in Boise helping his wife, Dawn, get through her chemo treatments. We hope she is improving.

It was nice to see some of our new retirees who have recently moved to the valley to start coming to our luncheons. Spouses are always welcome. Our next luncheon is being planned for November 14th. **Ken**

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## **San Francisco North Bay (December) RUPA Luncheon**

The December luncheon gathering of the North Bay RUPA Group was held on the first Wednesday, as usual, at the Petaluma Sheraton's Tolay Room. The meeting was opened with a moment of silent respect, first, for the 75th anniversary of Pearl Harbor, and also, in memory of the members of our group who have "Flown West" in this year.

After a few brief remarks noting UAL's rising stock price, an envelope, with a Christmas card for Wendy, our long-time waitress, was passed around, for signatures and, if desired, a little holiday present. Then a very nice lunch, some good conversations, and some stories from the past, wrapped up the afternoon.

In attendance: Don Madson, Robert Grammer, Galen Wagner, Woody Lockhart, Jim Mansfield, John and Carol Reed, Bill Greene, Sam and Mickie Orchard, Dick Hanna, Rick Saber (Norton 1), Bruce Milan, Dick Lammerding, Bill McGuire, Barney Hagen, Gardner (Bones) Bride, J. R. Hastings and Doris and Bob Donegan.

## **San Francisco North Bay (January) RUPA Luncheon**

The North Bay group met on the 3rd of Jan. to start off the New Year. A light turn out but hale fellows, well met. Missing was our exalted leader, Father Don and Doris Donegan. We'll catch up with them next month.



Those in attendance were: Larry Whyman, Jules Lepkowsky, Dan Bargar, Wayne Heyerley, Rob Heath, Bill McGuire, Galen Wagner, Bill Greene, Natalie Tar, Mike Tar Jr., Mike Tar, Don Madsen, Jim Mansfield, Rob Heath, and me, Barney Hagan. Happy New Year!

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## **Seattle Gooney Birds (November) RUPA Luncheon**

I got a phone call a couple hours before our scheduled luncheon meeting from our regular moderator, Bill Brett, informing me that he was not well and needed to see a doctor later in the day. He asked if I would take his place as moderator. I have taken his place a couple of times in the past so I agreed to help him out.

I brought our group together to explain Bill's illness and we hoped that his problem was temporary and we'd have him back next month. I also wanted to again remind them that, as usual, I ran a tight ship on my trips and was going to run the meeting with the following strict requirements:

No unnecessary conversation while taxing.

No unnecessary conversation below ten thousand feet.

No unnecessary conversation while I was taking a nap.

This got their attention after agreeing to adjust my rules to meet the needs of the meeting. Then our meeting proceeded.

Our group started out rather slowly today, with only a few showing up. But not to worry - in very short order the late arrivals began showing up until we had a nearly full special events dining room at Marriott Airport Hotel. Our exemplary waitresses took our orders and then served them to us. Their service is always very pleasant with the usual amount of respect that our groups feels appropriate.

This luncheon being the first since the very extraordinary election that any of us had ever witnessed, I was concerned that the top topic of the day would involve that election where there was bound to be a lot of conflicting vigorous and loud talking and finger pointing. But happily this didn't happen and we skirted the issue and slipped into our regular list of incredible flying stories.

As the conversation was starting to lag, I rose to bring the meeting to a halt and present them with a very poorly select group of one-liners I snagged off Google. A couple of other members had the temerity to rise following my presentation to help get me off the hook by telling a couple more much enjoyable jokes.

We had George Johnson as a guest and happy to have him with us. Also showing up was a member we had not seen in many years, Ed Duclos who had been very active in our previous meetings quite some time back. Nice to see you back, Ed.

Those who attended were: Bill Stoneman, Chuck Westpfahl, Ken Case, Neil Johnson, Hank Kerr, our oldest member at 94, Bill Lamberton, Jack Brown, Mark Gilkey, Alex Dunn, Alan Black, Dave Carver, Fred Sindlinger, Bob Robison, George Johnson, Denny Beachler and me, *Herb Marks* for Bill Brett

## Seattle Gooney Birds (December) RUPA Luncheon

Gooneys had 10 this month. Some regulars were snowed in. Chocolates and cakes were provided by Neil Johnson's wife. The ladies had a meeting of 4 in a nearby room.

It was noted that Tony Crimi had recently Flown West. Also Dick Weisner's memorial service was reported by those who had attended.



L to R: Bill Records, Al Haynes, Dave Carver, Mark Gilkey, Jim Barber, Alan Black, Chuck Westpfahl, Neil Johnson, Bud Granley and Bill Stoneman. *Bud Granley*

## PICKLES | Brian Crane



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## San Francisco Bay-Siders (December) RUPA Luncheon

The Bay-Sider's lunch bunch on December 13th, was well attended with not only our regulars but members we have missed for quite a while; although the ladies were in short supply this month.

The Hofbrau was festively decorated for the Christmas Season including lots of Teddy Bears displayed in a large wagon that held pumpkins for a November display. The bartender was well lit up with a string of Christmas lights that Rose Spring presented to her and was a good sport in wearing them while carrying out her duties. Rose makes it a point to bring some sort of ornament or decoration for the ladies attending our luncheons and of course lots of seasonally appropriate treats for all. Cleve was able to move around the room and get pictures of all attending.



L to R: Ruby Moi Moi & Bill Hartman, Cindy & Dennis Dillon, Bob Kallestad, Craig Norris, (Still Flying for UAL) and Bob & Dee Norris.



L to R: Jerry Quitney, Walt Ramseur, Bill Klett, George Mendonca, Gerry DeLisle, Barry Hamley, Dwight Lubich, Cleve & Rose Spring and Jeri Johnson.



Standing L to R: Larry Wright, Jerry Terstiege, Georgia Bouska, Rich Erhardt, Rich Bouska, Cyndi Erhardt, Carol Gillette, Joe Yanacek and Isabell Traube.

Sitting in first picture to the Left: Pat Wright and Gene & Carol Walter.

Our Luncheons are always on the second Tuesday of the month 11:00 am at Harry's Hofbrau, no appointment necessary. Please stop by. 1909 El Camino Real, Redwood City, CA. *D.L. Larry Wright*

## San Francisco Bay-Siders (January) RUPA Luncheon

As a native Californian who is sick and tired of drought and water rationing for the past four years, Tuesday was a beautiful day with a lovely steady rain. For those with a less optimistic view of the weather, it was cool, wet and windy. We were afraid the pessimistic view of the weather was going to severely limit our



attendance but we ended up with a favorable number appearing.

Those present were: Rich & Cyndi Erhardt, Barry & Ginny Hamley, Bill Hartman, (caregiver Ruby, son-in law Pete Sotos), Bill Madsen, George Mendonca, Bob Norris, Craig Norris, Walt Ramseur, Cleve & Rose Spring, Isabell Traube, Gene & Carol Walter, and Larry & Pat Wright.

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

## DCA RUPA's Hagerstown Boys Nite Out

Thanks to John Easton for sponsoring and making arrangements for our dinner at the Schmankerl Stube restaurant. John has a good relationship with the owner and host, Charles Sekula. Not only did 7 of our group enjoy the Schweinshaxe but Charlie had a taste of his homemade Egg Nog for each of us. Check it out <http://schmankerlstube.com/about/>.

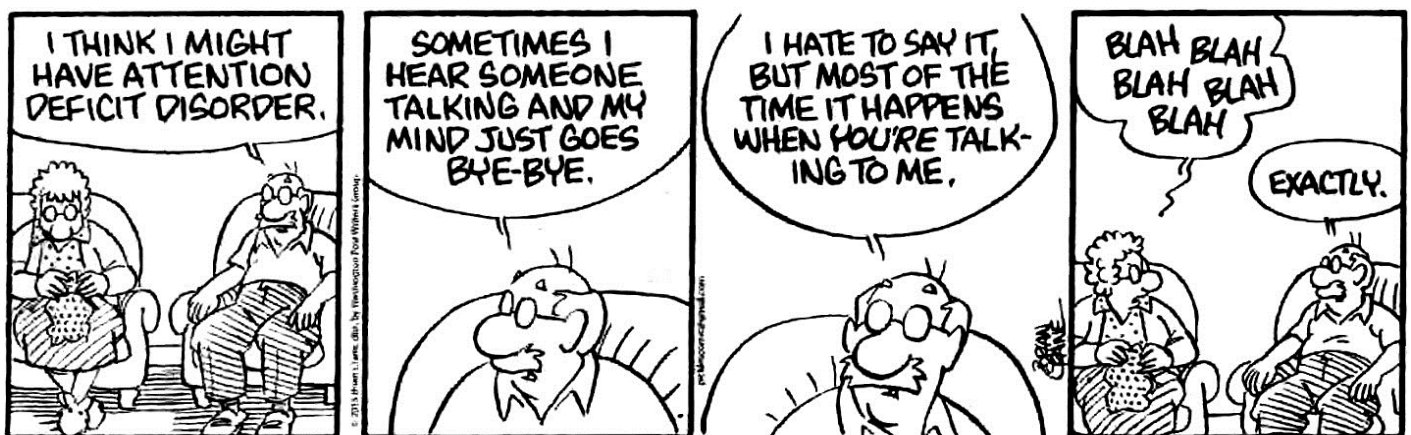
While we traded stories of airborne heroics, Dave Crane, a retired ER doctor, added his stories of adrenalin rush in the ER. Chuck spoke of Havaheart traps and various critters in his back yard and the corn patch. To round it out, memories of ancient Captains, young First Officers, managers and union leaders were told with very little exaggeration. It was a good evening and, yes, we recognized the date.



In attendance (L to R) Bernie Schwartzman, Charlie Schwab (PAA/DL), Gil Coshland (PAA/UAL), Chuck Rine, John Easton, John King (drove from Warrenton), Don Reinhard, Dr. Dave Crane (guest of Don), E.K. Williams and Pierre Ney.

Come join us 1st Wednesday of March, June, September and December. E.K., standing in for Stokes.

## PICKLES | Brian Crane



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## Ohio Cleveland Crazies (November) RUPA Luncheon

Our November meeting at TJ's Restaurant in Wooster was well attended with seventeen members, wives, friends, and family. As usual the conversation was lively, the food was excellent and the stories were interesting.

As we do every year in November we remembered the Cleveland Crazies who have flown west. We learned that our waitress, Shayla, is leaving for a well-deserved career move. We discussed the Remember Pin that our chapter received from Oscar and how we would like to honor someone with the pin. Our treasurer, Dick Sanders, updated our funds and he also shared quotes and poems from his files.



L to R standing: Phil Jach, Harvey Morris, Pat Morris, Rich McMakin, Dick Sanders, Joe Getz, Jim Burrill, Mike Holmberg, Kenny's helper Diane Johnson, Bill Wheeler, Bob Lang, and Shayla our lovely waitress.

L to R Seated are: John Hochmann, Ken Wheeler, Kristin Deem, and Dawn Lang.

Seated in front are Don Karaikos and his daughter Diane Storer.

Cheers, *Phil Jach*

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## San Francisco East Bay Ruparian's (December) Luncheon

We had a rather small but intimate gathering for our December luncheon, only six of us, but what we lacked in size, we made up for in flamboyant conversation.

B.S. Smith regaled us with his travels over the past month. He travels to various parts of the world attending meetings having to do with aviation and navigation matters for the United Nations. Last month he was in Bali Indonesia and Sochi Russia.

We send out our best to one of our regulars, Grant Adams, who had surgery for an abdominal aneurism followed by an infection that put him back in the hospital. Hang in there Grant, you have to play Santa in your house in eleven days and you can't do it from the hospital.

Another couple of our regulars, Lee and Shirley Francis, were in the southern hemisphere cruising the waters around Australia and New Zealand, we will hear from them next month.



In attendance clockwise from the left: Rich and Georgia Bouska, Neil Dahlstrom, his wife Tammy was a late arrival, Jim Trierweiler and B.S. Smith. *Rich Bouska*

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## San Francisco East Bay Rurarian's (January) Luncheon

Our attendance was down for our first luncheon of the New Year. The weather was not the best and we had several members traveling away from home. The weather may not have been the best for the meeting but the recent rains were just what our state needed to put an end to our years of draught. None of us attending had any trouble with flooding, mud or down trees so our area has missed the worst of the wrath of the storms.

Most of the talk around the table had to do with the recent Christmas Holiday. Steve Filson filled us in on his travels to visit family around the country. Lee and Shirley Francis were on a Christmas Cruise with Holland America and unable to attend. B.S. Smith was in Benalla Australia attending a congress for world gliding championships. Grant Adams is still recovering from surgery; we hope he can make the next meeting. Attending: Steve Filson, Neil and Tammy Dahlstrom, and Rich and Georgia Bouska.

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## Thousand Oaks RUPA Luncheon

It seems like we experienced a huge latitude shift northward as we met on a day of heavy rain on 1/12/17. Sunny days are getting harder to come by lately, but we're not complaining-yet. It doesn't seem like Southern California this year; it reminds me of the story of the Fugawe tribe.

Bruce Barton gets the prize for the greatest distance traveled since he is from Rapid City and is here visiting his daughter. Ray Fink was next, coming down from Santa Barbara. We may see him again before he returns to Cape Cod. We were glad they could both join us.

We talked about the replacement for the 3rd Class Medical effective May 1st, 2017, the retirement of the 747 in the 4th quarter, UAL travel, LAX parking and a lot of other subjects. John bought a First Class 20% discount ticket on UAL and I told him with that ticket he could use the Red Carpet Club, hope I'm right.

To show how my memory is fading, Gary and I compared dates of hire and realized we were in the same new hire class!



From left to right are myself, Gary Babcock, Ray Fink, Bruce Barton, Walt Tyler, John Slais and Jerry Adams. Butch Trembly was with us for a short visit so he's not in the picture.

As a reminder we meet the 2nd Thursday of odd months only. Regards, *Denny Fendelander*

### Actual words from a court stenographer's records

ATTORNEY: Doctor, how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

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## THE 2017 RUPA CRUISE



**Holland America has a View and Veranda sale till February 28<sup>th</sup>. Book a suite and get \$200 pp on board credit plus pre-paid gratuities, book a verandah and get \$150 pp on board credit, all other categories receive a \$75 pp on board credit. See below for new pricing.**

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

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

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

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

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

Greenock, only a stone’s throw from Glasgow, is the 5<sup>th</sup> port of call, and is the deep water port for Scotland’s largest, and many would say, most exciting city. Although Glasgow has a long and distinguished history,

dating back to as early as 4000 B.C., today it is a monument to Victorian architecture at its finest. Glasgow's skyline is a kaleidoscope of architectural gems, encompassing the magnificent 12<sup>th</sup>-century cathedral, stunning Victorian cityscapes and revolutionary Art Nouveau buildings. Against this backdrop, the famed art galleries and museums of Glasgow have ensured that its cultural heritage stands alongside that of other major European cities. Surely it is here that you will find a distillery, where the 'water of life' -- Scotland's greatest gift to the world (although perhaps second to the bagpipe) -- has been produced since modern man first discovered thirst.

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

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

Sample pricing per person for this sale is as follows:

Cat L inside.....	\$1919	Cat F outside.....	\$2819	Cat E outside...	\$2879	Cat D outside...	\$2999
Cat VD verandah..	\$2759	Cat VA verandah...	\$2999	Cat SB Suite....	\$5039	Cat SA Suite...	\$5379

Note: Jerry has additional discounts which vary depending on Category.

Other categories are available. Taxes and port charges are \$221.80 per person subject to change.

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. Prices are subject to availability and always subject to change until booked.

Sample pricing per person with a **Non-Refundable** deposit is as follows:

Cat L inside.....	\$1619	Cat F outside.....	\$2109	Cat E outside...	\$2139	Cat D outside....	\$2199
Cat VD verandah..	\$2399	Cat VA verandah...	\$2549	Cat SB Suite...	\$4539	Cat SA Suite.....	\$4879

For more details on this cruise, go to Holland America website; under Destinations, select Europe, then select Northern, under Date select July, 2017, click on View and look for "12 Day Celtic Adventure." We are working again with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2033 ext.33, or 508-829-3068 or [gpsp@aol.com](mailto:gpsp@aol.com). for the latest prices and information.

Submitted by, *Rich Bouska*

**P.S. As of the first of January, 32 members of past cruises have signed up to go on this cruise.**

### Common Tools and Their Uses

**WIRE WHEEL :**

**Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh shit." Will easily wind a tee shirt off your back.**

## Oscar's Holiday Message to Employees

Posted December 23, 2016



Dear Team,

Our mantra this year has been "What's Next?" But, as we celebrate the holidays and look toward the New Year, let's take a moment to look back at all that we've accomplished together.

Thanks to your teamwork and dedication this year, we delivered an historic ops performance, with record on-time numbers, the highest customer satisfaction levels, and the all-time lowest number of "no-cancel days" - all of it resulting in 12 straight months of bonuses. We are finally flying together as one "united team" thanks to the successful ratification votes that have secured contracts for all our labor groups for the first time in more than a decade. We opened several new international routes, introduced incredible new tools for employees and launched "United Beat" to elevate our customer satisfaction. We launched United Polaris business class service, the biggest new product in more than 10 years. And we posted a gold-medal performance serving the U.S. Olympic Team as they competed in Rio.

We set our sights toward becoming the best airline in the world, and never before have we been closer to reaching that goal. But, in my view, our greatest accomplishment has been the way we've come together around a shared sense of purpose. I've spoken a lot about the "New Spirit of United," but you've given it meaning. Every day, I see all the extraordinary ways you take care of our customers and one another. I see you going out of your way and going the extra mile. I see the energy you devote to your local communities to make them better and build a reputation for United around the world as a company with heart. I also see the personal sense of pride you take in being part of this team, a contagious spirit of optimism about the work we do.

As we mark this season of joy and celebrate our personal beliefs, I have a personal request that I make to each of you. I'm asking you to also celebrate our common belief in one another.

Please, make a special effort to thank your colleagues for the things they do that often go unnoticed. Offer your congratulations to long-time members who are passing important milestones in their careers, as well as younger ones who have worked hard to learn the ropes in recent months. Above all, thank your families for sharing you with us, especially around the holidays when so much is depending on you.

Let me take this opportunity to offer my own thanks to all of you for welcoming me into the United family and filling me with great anticipation for the extraordinary successes to come.

Happy Holidays,

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

## The Remaking of United Airlines is Underway

Brian Sumers , Skift - Nov 17, 2016



United Airlines is finally starting to make some real decisions under new management. United Airlines Jeff Smisek has been gone from United for a long time, but the airline is finally starting to change its strategy in meaningful ways. That's definitely good news for investors, and probably for consumers too.

Roughly 14 months after CEO Jeff Smisek resigned from United Airlines amid allegations he may have tried to bribe a New Jersey government official, his successor, Oscar Munoz, is finally leaving his imprint on the carrier.

Yes, Munoz has kept a high profile since taking over in September 2015, and he has had some successes, including reaching new contracts with many employee unions and winning back customers with a renewed focus on passenger experience. He was in charge when United returned snacks to economy class and he's partially responsible for developing the airline's new business class experience, Polaris, debuting on Dec. 1. But unlike a President-elect, Munoz could not remove every manager on his first day. For the first year of his tenure, many members of Smisek's senior management team still were running the company. And often,

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they operated it just as they had since 2010, when United and Continental merged. That started to change late last summer, when several top executives left the company. Some, like Chief Revenue Officer Jim Compton, retired, while others left for other companies. In their place, Munoz hired what some call a “Dream Team,” of three top executives. They are Scott Kirby, the new president, who came from American Airlines, Andrew Levy, the new CFO, a former Allegiant Air president, and Julia Haywood, an ex-consultant and now the chief commercial officer. Three months into their tenures, the three executives are starting to leave their stamp on the company, with Munoz’s approval. Gone is Smisek’s relentless drive to reduce costs, often in ways that angered passengers. In its place is a new focus on improving revenues.

On Nov. 15, in the same meeting at which they announced a new Basic Economy fare for cost-conscious travelers, the executives outlined their plans for United’s near-term future. On several matters, they were clear the new United will operate much differently than the Smisek-era company.

Here is some of what the new United is planning:

Fleet changes:

Nine months ago, after rigorous competition among plane-makers, United decided to add 65 new Boeing 737-700 aircraft, with deliveries starting next year. It was a surprising announcement, as the 737-700 had fallen out of favor with most airlines. The 737-700 is the smallest version of the aircraft, and most carriers prefer larger models, because they cost less to operate, on a per seat basis, than the 737-700. The 737-700 is also an older technology aircraft — it started flying almost two decades ago — and while United was believed to have gotten a great deal, it apparently was not enough to persuade new management to keep it. “We just don’t need those airplanes right now,” Levy told analysts. United will swap the order for four Boeing 737-800s, a larger version of the same aircraft, and those should be delivered relatively soon. But the other 61 will be deferred for several years, and they’ll come in a bigger model with newest technology. In the meantime, United may look for other smaller aircraft on the used market.

Focus on domestic Flights:

Under Smisek, United had at least one competitive advantage over Delta and American. It was the first carrier in North America to receive Boeing 787s, allowing it to expand into new international markets and improve margins on some existing long-haul flights.

Over the past four years, United’s network planners have had fun scheduling the airplane, adding flights to Melbourne, Singapore, Tel Aviv, Auckland, and several destinations in China, including Hangzhou, Xi’an and Chengdu. Those flights will remain, but increasingly, Kirby wants the airline to focus more on strengthening its domestic route network. “We built everything on focusing around international, which we do really well,” Kirby said. “But we let the domestic slide because it wasn’t historically profitable.” In the past, he said, domestic flights underperformed international routes at all airlines because the U.S. industry was deeply fragmented. But now, with far fewer carriers competing for business, domestic routes are much more profitable. Meanwhile, as international carriers grow U.S. routes, long-haul flights are no longer the cash cows they once were. “It’s a huge opportunity for us,” Kirby said of the domestic market.

A new approach to the hubs:

In the Smisek era, United sometimes seemed to avoid competition at key airports. As other carriers expanded in New York, Chicago and Los Angeles, United either more or less remained the same size, or, in the case of Los Angeles, cut its operation. But Kirby wants United to go on the offensive more, improving United’s share at some hubs. He called out United’s operation at Newark Liberty International Airport, noting that, before the merger, Continental had 30 percent market share there. Now, he said, United’s share is only 26 percent. Kirby wants United to be the market leader more often. “If you’re not first, you’re last,” he said, quoting from the Wille Ferrell movie, “Talladega Nights: The Ballad of Ricky Bobby.”

Kirby also wants to focus on schedules. At many hubs, he wants to make the connecting schedules more efficient so, for example, a passenger can easily go from Erie, Pennsylvania to Fort Lauderdale with a quick stop at Newark. In addition, he seeks to make schedules more convenient for local business travelers, who might prefer reaching new cities for a business meeting by 8 a.m or 9 a.m. *Continued on next page*

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*Continued from previous page:* Another plan is to use larger jets between major cities. Kirby is commuting from Dallas to Chicago, and he noted that United often flies regional jets on the route. “It’s just incredible to me that I am flying on a regional jet between two big cities like that,” he said.

Adding seats to planes?

United’s last management team figured it had done all it could when it came to adding seats on planes. In the past two years, United has installed new, slimmer seats on many of its aircraft, adding a row or two in the process. But the new executives aren’t sure the old group went far enough. Levy said the carrier is calculating whether it might be able to add more seats, which, theoretically at least, could help the airline lower fares. “It’s a very profitable way to grow the business and carry more customers,” he said. [Ultra low cost carriers] have shown there is a huge market with price-sensitive customers to buy a product that has less room in the seat. The proof is in the pudding.” Even with the slimmer seats, United’s Airbus A320s have 30 inches of pitch in regular economy. “They carry millions of customers around the world at 29-inch pitch or less,” Levy said of the low-priced competition. “I think we have to accept the fact that there are a huge percentage of our customers as well that are willing to make that tradeoff.”

More Detailed Revenue Management:

Most airlines have a simple goal with their revenue management systems — to maximize the revenue the carrier makes on each flight. Sometimes, that means the airline wants to sell every seat, but other times, that’s less important. Ideally, a computer software guides an airline into making the right decisions about which passengers it carries at what price.

But when Kirby arrived at United in August, he realized United’s revenue management system, built in 1997, lacked the functionality needed by a major global airline. In many cases, that has forced United employees to make key decisions, and while United’s employees are good, Kirby said no human is as sophisticated as a computer. Kirby is seeking to upgrade the platform so it can make better decisions.

One change Kirby will make is relatively straight-forward. United’s current system retains only two years of data on ticket purchases, which means United often does not have the historical data it needs to predict future demand. That’s a problem this Christmas, Kirby said, because it falls on a Sunday for the first time since 2011. United does not have data from 2011, so it is having trouble predicting how to price flights this year.

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## **United focusing on domestic business, targeted fares in 2017**

By Lauren Zumbach/Chicago Tribune



After years of focusing on its international flights, United will turn its attention to domestic routes in 2017. The course correction is one of several developments for United as CEO Oscar Munoz embarks on what essentially will be his first full calendar year on the job.

Munoz took over as CEO during fall 2015 after predecessor Jeff Smisek resigned amid a federal corruption investigation, but Munoz spent the first months of 2016 recovering from a heart attack and subsequent transplant. In the months after, United dealt with a proxy fight with investors and contentious labor negotiations. But now, all United's domestic unionized employees have contracts that no longer divide them based on which airline they'd worked before United's 6-year-old merger with Continental. The airline has a new leadership team under Munoz and plans for a more reliable, more profitable United. That plan includes a renewed focus on domestic flight operations.

Overseas routes are a larger chunk of the business at United than at competitors like Delta Air Lines and American Airlines, said Helene Becker, managing director and senior research analyst at Cowen and Co. A few years ago, that made sense. Those international flights were more profitable. But over the last few years, the market has grown more competitive for both budget and first-class international travelers, Becker said. Carriers like Emirates have luxurious cabins for first-class travelers, while Norwegian Air Shuttle and Iceland's Wow Air offer budget-friendly transatlantic flights on a no-frills model similar to Spirit Airlines and Allegiant Air in the U.S. "United still wants to be a big international player, but that's a tougher market right now so they want to be bigger domestically, both because that's a good place to be and because they



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need it to properly feed the international market," said Seth Kaplan, managing partner of industry newsletter *Airline Weekly*. As United works to win back market share from U.S. rivals in its domestic hubs, it will beef up routes that got stuck with smaller regional jets and less-desirable schedules while the airline's attention was elsewhere, airline President Scott Kirby said.

Plans for domestic hubs with more destinations, more flights and bigger planes will take years to complete, but some changes are already underway. United will begin flying to new destinations out of Chicago's O'Hare International Airport — mostly to smaller Midwest cities, but a few longer routes will include flights to San Jose, Calif., starting March 9. The airline also expects to begin changing the way it schedules flights to make it easier for passengers to take connecting flights both east and west without long layovers. Under the new system, flights would arrive and depart in concentrated waves, rather than being spread evenly throughout the day. It's a more expensive way to operate, and airlines previously thought cities like Chicago were big enough that airlines could focus on local travelers rather than connectors, Kirby said. But United now thinks the potential revenue gains outweigh the extra cost. "This isn't about carrying more passengers in nonstop markets, it's about competing for the sum of a whole bunch of small markets," said Kirby, who was at American Airlines when it brought a similar system to O'Hare a little over a year ago. And while batching flights in groups of arrivals, followed by groups of departures — rather than mixing the two — might sound like a recipe for more hectic airports, Kirby argues it eases congestion on the tarmac and should help reliability.

Passengers also will start seeing extra options when booking tickets. United's basic economy fares, which offer an economy seat without some of the standard economy perks like overhead bin space, are set to go on sale early in 2017, with the first flights in the second quarter. Basic economy is in part about fending off competition from budget carriers, but it's also a way to put a price tag on more in-flight services. But that doesn't mean fares will get cheaper. Basic economy fares likely will be similar to the cheapest economy tickets today. "We consider the advent of Basic Economy as one of the industry's most creative revenue enhancements since the advent of bag fees," J.P. Morgan's airline analysts wrote in a report on United, praising the airline's decision to make its basic fares more restrictive than Delta's — and more likely to convince corporate travelers to "buy up."

At the other end of the travel spectrum, international fliers are starting to get a taste of United's updated long-haul business class service, called Polaris. "We're finally giving customers the ability to pay for what they value on (the basic economy) end, and now we're also doing it at the other end," said Julia Haywood, United's executive vice president and chief commercial officer. Outfitting all United's planes with the new seats designed for Polaris will take time, but customers will start to see them in spring 2017, said Maria Walter, United's managing director of product and brand strategy. Polaris-specific lounges will be built in nine United hubs — one is already open at O'Hare — and major cities over the next two years. There likely also will be new products in between economy and Polaris. Haywood said United wants to offer a premium economy class, but is still working out what that might look like.

Additionally, the airline still is working on modernizing the technology it uses to set fares, with the first phase of changes expected in the second half of 2017. Systems that can better assess how much passengers are willing to pay for tickets could lead to higher fares on peak travel day flights that often sell out, but could also mean lower fares on flights with empty seats, Kirby said. United also said it is trying to catch up to rival Delta when it comes to getting passengers and bags to their destinations on time.

The share of United flights that arrive on time has been improving. But United officials say they still want to cut the time it takes to prep an arriving aircraft for its next flight — United takes about 6 percent longer than its competitors. Basic economy could help by freeing up overhead bin space and reducing the number of bags checked at the gate, said Greg Hart, United's executive vice president and chief operations officer. United also is revamping its maintenance program to reduce equipment-related delays, he said.

"There have always been these questions about why United tends to lag the industry — is it something they can fix, or is it something structural?" Kaplan said. "Now we're really going to get a chance to see, because they have some of the best people in the industry running the place now."

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## United rolls-out its new United Polaris business class



United rolled-out of its all-new United Polaris business class, the airline's most significant product transformation in more than a decade, featuring a reimagined, sleep-enhancing experience for intercontinental travelers. United Polaris began service at 12:01 a.m. local time on December 1 in all of the airline's markets.

Announced in June, the first phase of United Polaris features an elevated inflight food and beverage experience, tranquil custom bedding from Saks Fifth Avenue, exclusive amenity kits with products from Soho House & Co's Cowshed Spa, and the opening of the first of nine United Polaris lounges around the world, at Chicago O'Hare International Airport.

"In our quest to be the best airline in the world, we are rethinking and reimagining all we do. United Polaris offers an elevated customer experience and redefines the meaning of premier business travel," said Oscar Munoz, CEO of United. "The high quality of amenities United Polaris provides is matched only by the service and care our employees demonstrate from lounge to landing."

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## United's new airport lounges

By Peter Frost/Crain's Chicago Business.11/30/2016



United Airlines unveiled at O'Hare International Airport the first of nine global first- and business-class clubs. The 12,700-square-foot club in Terminal 1's Concourse B, called the United Polaris lounge, is part of a \$50 million-plus investment by United to remodel and update its premium offerings at O'Hare.

The Chicago-based airline, which also is renovating three of its United Clubs here, is aiming to update its luxury experiences for its higher-paying and best customers. The Polaris lounges, the majority of which will be completed in 2017, tie in with the airline's effort to overhaul its entire business-class experience, which will continue in the premium cabins in its new wide-body aircraft. United is scheduled to take delivery of its first upgraded airplane, a Boeing 777-300, in early 2017.

The Polaris lounge spaces will be available only to United customers who purchase premium-cabin seating on United or its Star Alliance-operated flights. The lounges aim to replicate the experience of a four-star hotel, with high-end touches such as marble floors, elevated food and beverage offerings, concierge services and other perks. All food, drinks and services are covered under the cost of a premium-cabin ticket.

Here are 19 fun facts about the O'Hare Polaris club:

- 1) The 12,000-square-foot lounge has 12 large, individual restrooms with extra room for customers with carry-on bags.
- 2) There are six "shower suites," full, extra-large restrooms with showers, Saks Fifth Avenue-branded towels and slippers, for customers seeking to clean up after an international flight.
- 3) Four "relaxation suites" outfitted with leather chaise lounges, blankets and pillows allow customers to nap or relax in between flights. White noise is pumped into the semiprivate rooms.
- 4) A self-serve gourmet buffet designed by chef Art Smith offers composed dishes such as sandwiches, salads and small entrees, as well as a make-your-own salad bar featuring high-end ingredients.
- 5) The 160-person seating area has a mix of work seating with marble tables, lounge-like upholstered chairs for relaxing and semiprivate cubes that mimic the premium-class seating on United's new aircraft.
- 6) A long L-shaped bar pours eight beers on tap, including local selections from Two Brothers and Revolution, as well as wines chosen by a master sommelier.
- 7) Bartenders mix from a list of 14 specialty cocktails developed by nine well-known bartenders led by Chicago's Adam Seger, the mixologist in residence at the Art Institute of Chicago and creator of the Balsam

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line of craft spirits.

- 8) Good luck finding “rail” liquor. Bartenders at the Polaris lounge carry craft spirits like Boyd & Blair Potato Vodka from Pennsylvania and Aviation American Gin from Oregon.
- 9) Other high-end booze is available, including American and Scotch whiskeys such as Whistle Pig and Auchentoshan.
- 10) A full-time barista offers a choice of custom-made Illy espresso drinks.
- 11) Art Smith, who rose to fame as Oprah Winfrey's personal chef, will serve some of his greatest hits to diners a la carte, such as fried chicken, shrimp and grits, and hummingbird cake.
- 12) Breaking from airport convention, all the food served in the lounge will be prepared and cooked on-site in a fully operational kitchen. Most airport food is prepared off-site and heated prior to serving.
- 13) Other airports that will get Polaris lounges: London Heathrow, Hong Kong International, Tokyo Narita, Los Angeles International, San Francisco International, Houston's George Bush Intercontinental, Washington Dulles International and Newark Liberty International.
- 14) The space is filled with marble: It's on the floors, wall paneling, the bar and tables.
- 15) Hours of operation are 7:15 a.m. to 9 p.m., seven days a week.
- 16) Customers have access to a full-service concierge, who can purchase theater tickets, arrange ground transportation and book hotel rooms, among other things.
- 17) Customers who use the shower suites can have their suits, shirts or dresses pressed within about five minutes.
- 18) There's only one television! “That's very intentional,” said Michael Landers, United's managing director of airport lounges. “Our Polaris customers found the TVs in our other lounges to be an annoyance. They want to be in here to relax or be productive.”
- 19) United worked on the new lounge design for more than two years before building the Chicago lounge.

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## United Airlines Set to Trim Management Ranks in Efficiency Push

by Michael Sasso/Bloomberg



Cuts follow CEO's shakeup of top corporate officers last year. Front-line employees won't be affected, carrier says in memo.

The third-largest U.S. carrier will “continue to finalize the remainder of our management team” after overhauling its roster of corporate officers last year, according to a Jan. 6 memo from Executive Vice President Mike Bonds to employees. The reduction won't affect “front-line employees,” he said, referring to a group that typically includes pilots, flight attendants and customer-service and gate agents.

“While this will allow us to be more productive as we continue to drive and deliver on our strategy, it also means we expect an overall reduction in our management and administrative team,” Bonds said in the memo. “Our focus is to move through this process as quickly as possible, while ensuring that we go through each decision with a lot of thought, respect and care.”

Chief Executive Officer Oscar Munoz added a new chief financial officer and a new chief commercial officer in August, then surprised the industry by hiring a new president, Scott Kirby, who had previously held the same position at American Airlines Group Inc. Munoz told employees at the time that Kirby's appointment was the “culmination of the formation of my leadership team.”

This year's cuts will only affect a “small number” of managers, United spokeswoman Megan McCarthy said in an e-mailed statement, without providing a specific number. United's memo to employees was reported earlier by PlaneBusiness Banter, an industry newsletter.

Munoz announced a sweeping review of United's operations in June, when he pledged to close the persistent gap between its profit margin and Delta's. Five months later, he elaborated on that plan by saying United would find \$4.8 billion in savings and additional revenue.

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# United Offers Cheaper Fare, but It'll Cost You a Carry-On

By Daniel Victor/The New York Times



What is cheaper airfare worth? United Airlines is betting that to some travelers, it's worth giving up their ability to carry on luggage, a previously untouched perk of flying with the major airlines. The airline's new "basic economy" ticket promises lower fares than its standard economy ticket, but passengers would be assigned a seat on the day of the flight and be in the last boarding group.

Passengers would have to check their luggage, taking only one personal item like a shoulder bag, backpack or laptop bag that fits under the seat.

"Customers have told us that they want more choice, and basic economy delivers just that," Julia Haywood, United's executive vice president and chief commercial officer, said in a statement. Basic economy fares will be available for purchase in January for travel starting next spring. Choosing the option would mean families and couples could be separated when the seats are assigned — perhaps not such a bad idea after you've spent a week with someone, but maybe not ideal for parents traveling with a young child. "If there are people in your group who need to sit together, this fare may not be the best option for you," United said on its website. United, which is based in Chicago and serves 339 airports on five continents, said the in-flight experience for "basic economy" ticket-holders would be the same as for those with standard economy tickets, including food and beverage service, entertainment and Wi-Fi. The lower fares are an attempt to compete with budget airlines like Spirit Airlines, Frontier Airlines and Allegiant Air, which offer bare-bones fares but add fees to otherwise standard options like carrying on bags, printing boarding passes or a midflight can of Coke. Spirit, for one, has marketed itself as offering a "cheap seat for a cheap-ass."

United is not alone among the major airlines in creating less expensive options, sometimes referred to as "last class." Delta Air Lines offers a basic economy fare that assigns a seat after the passenger checks in, but has no additional limits on carry-on baggage. American Airlines said it would begin offering "no-frills" fares in 2017 but has not offered specifics.

"This is almost like putting another curtain, a virtual curtain, in front of the last few rows of the plane," said Seth Kaplan, managing partner at Airline Weekly, an industry publication. The message, he said, is that passengers who just want to make it safely from Point A to Point B and are willing to give up some perks can still fly with the major airlines, but they won't get quite as much as the rest of the passengers in economy seating. The hope of the major airlines is to keep those price-conscious customers from fleeing to the budget airlines, without cannibalizing the higher-priced options elsewhere in the cabin.

Until recent years, the budget airlines didn't jostle much with the major airlines for customers, Mr. Kaplan said. The fares were much lower at the budget airlines, which saw themselves as part of a totally different marketplace. But as fuel prices decreased along with ticket prices, the major and budget airlines began bumping into each other more, he said. Now, it's not so clear where travelers will find the cheapest fares. On average, budget passengers can still expect to pay less, even accounting for fees, Mr. Kaplan said. The major airlines are likely to selectively match or approach the price of budget airlines for certain flights, he said. In other cases, there's not much budget airlines can do. An American Airlines ticket from Washington to Chicago recently cost Mr. Kaplan \$128, which would be hard for an airline like Spirit to undercut. And the larger airlines can lean on their other advantages, like reliability, rewards programs and a larger network, Mr. Kaplan said. "There's nothing Spirit can do to save me hundreds of dollars when it's 128 bucks on American," he said.

Still, giving up carry-on luggage is a new ask of customers at the major airlines. Though a personal item would still be allowed, it's not uncommon for passengers to load all of their belongings into a carry-on bag, hoping to avoid checked-baggage fees or the possibility of luggage being lost in transit.

At least one group was happy about the change: flight attendants. Too many bags in the cabin leads to injuries, slower boarding times and passenger altercations, Sara Nelson, the president of the Association of Flight Attendants, said in a statement.

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## United May Amend \$12.4 Billion Airbus Deal to Take Smaller Jets

by Michael Sasso and Julie Johnsson/November 30, 2016 — Bloomberg News



CFO Levy says A350-1000s may be swapped for smaller aircraft. Carrier also is considering the Max 10X that Boeing may build.

United Continental Holdings Inc. may convert a \$12.4 billion order for Airbus Group SE's largest twin-engine jet to smaller long-range models. It's also interested in a new Boeing 737 Max that's still on the drawing board.

Those are among the multibillion-dollar changes under consideration as a new management team reviews the Chicago-based carrier's order portfolio and revamps its fleet strategy, Chief Financial Officer Andrew Levy said in an interview. The goal: to close a profit gap with Delta Air Lines Inc. and American Airlines Group Inc.

United is weighing the conversion of Airbus A350-1000s as it looks to replace its fleet of 747 jumbo jets. The carrier could switch to a smaller version of the aircraft, or even the mid-sized A330. That would dent Airbus's order book, since United is the second-largest customer for the -1000 variant, which took its first flight last week. The airline is also studying the so-called Max 10X, a stretch of Boeing's largest 737, after deferring 61 of the company's smallest jets this month. The support from a blue-chip airline customer may help the planemaker close the business case for the proposed new variant, intended to help catch up to sales of Airbus's A321neo.

"These fleet decisions are big, they affect your balance sheet for a long time," Levy, 47, said in the interview at United's Chicago headquarters. "These are big capital decisions that you have to live with for a really long time, so you need to make sure you get it right."

The A350-1000 has only garnered 195 total orders, according to Airbus's website. Qatar Airways is the largest customer for the jet, which is similar in size to Boeing's 777-300ER. An Airbus representative declined to comment.

Scrapping current jet orders altogether is unlikely because it would be too costly, Levy said. United plans to accept delivery of 14 of Boeing's ultra-long 777-300ER, the first of which is due to arrive within weeks. That is a "done deal," he said.

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## United Generates More Ancillary Revenue Than Any Other Airline

By Brian Sumers/Skift



On short-haul flights, airlines have just about levied all the fees they can. But fees are just starting to creep in on long-haul flights. Expect that trend to continue in the next few years.

United Airlines remains the world's leader in making money unrelated to ticket sales, having nearly quadrupled its ancillary revenues since 2008, according to a new study released this week by IdeaWorksCompany. United earned \$6.2 billion in 2015 in non-ticket revenue, about \$1.5 billion more than American Airlines, almost \$2.5 billion more than Delta Air Lines and roughly \$4 billion more than Southwest Airlines. Air France/KLM, fourth on the list, behind Delta, was the only non-U.S. airline in the top five, reporting nearly \$2.2 billion in ancillary revenues.

The study, called the CarTrawler Ancillary Revenue Yearbook, reviewed data from 67 airlines that make their ancillary revenue data public. Ancillary revenues not only include money generated from bag, seat and meal fees, but also from frequent flier programs.

Most discount airlines are far smaller than global carriers like United, American, and Air France/KLM, so they report less revenue, in absolute dollars, from ancillary revenues. But on a per passenger basis, three ultra low cost carriers outperform United, IdeaWorks found.

On a per passenger basis, Spirit Airlines was the world's top performing

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*Continued from previous page:* airline, earning \$51.80 in extra revenue last year from each passenger. The UK's Jet2.com, which generally flies shorter routes within Europe, was second, reporting \$50.84 per passenger. Allegiant Air, another U.S. discounter, was third, generating \$49.94 per passenger in extra revenue. United (\$44.16) was fourth, while Qantas (\$42.70) was fifth.

While discounters generally are more aggressive in charging for seat assignments, baggage and food, major global airlines with vibrant frequent fliers programs have a major edge when it comes to ancillary revenues, the IdeaWorks study shows. According to the study, nearly half of United's ancillary revenues came from its frequent flier program, MileagePlus. Like many carriers, United's co-branded credit card — it has an agreement with Chase Bank — is highly lucrative. Other especially profitable frequent flier programs, the study said, include ones offered by Delta, Qantas and British Airways.

Though most airlines flying short-haul routes already have defined fee structures and may not be able to markedly grow revenues from bag and seat sales in the near future, the study predicted more carriers will adopt more fees on long-haul routes.

Historically, airlines have offered more free perks to long-haul passengers, but IdeaWorks suggests this is changing quickly. Once airlines adopt more fees on international routes, they should be able to further improve ancillary revenues, the study suggested. The author notes passengers are happily paying extra fees on Norwegian Air tickets between the U.S. and Europe, after buying bargain base fares.

“Some may mourn the passing of simpler times when a long haul ticket price included the promise of a checked bag, seat assignment, and an oftentimes inedible meal,” the study said. “But consumer behavior supports the popularity of seat-only tickets that deliver a lower price.”

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## **Boeing Jumbo-Jet Era Ending in U.S. as United Retires 747 Fleet**

by Julie Johnsson and Michael Sasso



United Airlines plans to fly its last Boeing 747 jumbo jet late this year, retiring its largest airplanes a year ahead of schedule as the iconic aircraft glides into the sunset. The decision marks the end of an era for U.S. airlines, which have relied on the humpbacked 747 to bring jet travel to a mass consumer market since the plane debuted in 1970. United flew its first jumbo between California and Hawaii that year.

It's also a reminder of the tough task Boeing faces as it tries to keep its newest 747 model, the -8, aloft amid waning demand for four-engine aircraft. The planemaker has just 28 unfilled orders, after closing 17 sales of the freighter version of the jet last year. Boeing has said it would end production if more orders don't materialize. “It's a bittersweet milestone -- this jumbo jet with its unmistakable silhouette once represented the state-of-the-art in air travel,” United President Scott Kirby said in a letter to employees Wednesday.

**Jetliner Shift:** The Chicago-based carrier flies 20 of the 747-400 passenger model, which Boeing manufactured from 1988 and 2009. Delta Air Lines Inc., the other U.S. operator, is also parking the jumbo jets this year. Cathay Pacific Airways Ltd., ANA Holdings Inc., Singapore Airlines Ltd. and Air France are among carriers that have retired their 747-400 jetliners this decade amid a shift from four-engine aircraft.

Twin-engine wide-bodies like Boeing's 777 and the Airbus A350 can haul almost as many people over vast distances as aviation's behemoths, the 747 and Airbus Group SE's A380 superjumbo. United's jumbos burn about 20 percent more fuel per seat than its newest 777s and require special handling from maintenance technicians. Sourcing spare parts is becoming a headache as more airlines retire their jumbo fleets, according to the airline.

United spokesman Luke Punzenberger wouldn't say which wide-body aircraft would replace the planes that have served as the airline's workhorses on trans-Pacific routes for two decades. The carrier has taken delivery of the first of 14 Boeing 777-300ERs it has ordered for long-range flying.

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The airline also has ordered 35 Airbus A350-1000s, but is weighing converting those twin-aisle jets to the smaller -900 variant or the mid-sized A330, United Chief Financial Officer Andrew Levy said in a November interview.

The airline plans to move pilot and flight attendant crews assigned to the 747 transition to other aircraft, Kirby told employees. "Our forward-looking fleet plan will cover 747 replacements and anticipated growth opportunities," he said. "And of course, we'll honor the 747 with an unforgettable retirement celebration."

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## How Much Longer Will The Boeing 747 Be Flying?

By Chris Kjelgaard



With 747 orders slowing down and retirements picking up, questions have arisen over exactly how much longer the Boeing widebody will be operating in the world's fleets. Chris Kjelgaard looks at its future prospects.

A topic MRO companies the world over may find of distinct interest is how long the Boeing 747 will remain in service. The prototype Boeing 747 having first flown on 9 February 1969, the 747 – the original "Jumbo Jet" – has now been in continuous production for nearly 48 years and every 747's size, mechanical complexity, parts count and occasional need for interior refits or freighter conversions continue to provide important opportunities for heavy checks and other base maintenance.

The first 747 to enter service, a Pan American World Airways 747-100, operated its first commercial flight on 22 January 1970, which means that in just three months' time the 747 family will have been in commercial service for 47 years. The introduction of the 747 into commercial service, carrying up to 400 passengers as it did, immediately revolutionized air travel, making it possible for the first time for much of the world's population to fly long distances affordably.

But a much more important 747 consideration for MRO facilities will be how long the 747 will continue to keep flying. The latest indications are that 747s could, just possibly, still be flying more than 40 years from now. In other words, the 747 might only now be reaching the halfway point in its remarkable, world-altering flying career.

Although many airlines worldwide have retired their fleets of passenger-carrying Boeing 747-400s in the past five years – having retired their 747-300s, 747-200 and 747-100s long ago – a surprising number of airlines still operate 747s in passenger configuration. Many of these aircraft are 747-400s – British Airways being the largest remaining operator of the type, with around 40 in service (BA has another 11 or 12 stored) and no early complete retirement of its 747-400 fleet planned. In fact, BA recently performed a major interior refurbishment program on its 747-400 fleet, updating all the cabins on all the remaining in-service aircraft and thus indicating it saw at least a medium-term future for the type in its fleet.

Probably the oldest Boeing 747s still in service are the four E-4B Advanced Airborne Command Post 747 platforms based at Offutt Air Force Base in Nebraska and operated by the U.S. Air Force since 1974. The fact the U.S. Defense Department hasn't indicated any time recently that it plans to retire these aircraft – no other type has yet come along which is capable of exceeding the E-4B's capabilities in doing its specialized job – suggests the four E-4Bs could end up being the longest-serving 747s of all. But such aircraft are not of interest to the MRO community at large, because commercial MRO facilities are very unlikely ever to be called upon to perform work on military-operated 747s which perform a role whose details remain largely classified.

Instead the MRO community casts its eyes towards the substantial fleet of commercially operated 747s which are still in service – and the many 747-8 Intercontinental passenger aircraft and (particularly) 747-8 Freighters which have only recently entered service or are still yet to do so. The numbers of 747-400F, 747-400ERF and 747-400 Boeing Converted Freighters remaining in revenue service are high and the revenue-service days of the 747-200F (and perhaps even the 747-100F) aren't entirely over.

Kalitta Air and several other cargo carriers still fly the 747-200F,

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*Continued from previous page:* one Kalitta Air 747-200F being photographed on final approach to Prestwick Airport in Scotland as recently as 26 October. The scarce 747-300F (all of which were conversions from passenger aircraft) may still be in service too, with one known to have been flying for Belarusian carrier Transaviaexport early 2016 on commercial and humanitarian charter cargo flights.

Although the 747-8 Freighter is a more capable aircraft than the 747-400F, Boeing 747-400 freighters, particularly purpose-built 747-400Fs and 747-400ER Freighters are likely to remain in service for many years yet. They still represent the workhorses of the world's long-haul commercial freighter fleet, even though one day the 747-400F inevitably will cede market dominance to its younger, larger sibling. Surely 747-400Fs will be a familiar sight at cargo terminals at the world's major commercial airports for at least a decade to come and perhaps for much longer than that.

However, for several years, until this year, the world's air cargo markets were mainly flat, as export markets for high-value items failed to rebound from the big downturn the global economy began to experience in early 2008. Worries about the state of global air cargo markets multiplied as aircraft increasingly flew sectors almost bereft of revenue payloads, particularly on westbound transpacific flights.

So Boeing's recent public announcements that it was set to reduce production of the 747-8 to just six aircraft a year by 2019 seemed until very recently likely to herald the end of production of the mighty 'Queen of the Skies' just as the 747 assembly line was reaching half a century in operation. However, new hope for 747 production continuing well beyond the 50-year mark is now evident. Boeing announced in July that Russian air cargo specialist Volga-Dnepr Group had ordered a batch of 20 747-8 Freighters and the manufacturer followed this on 27 October, with the extremely good news that UPS Airlines had placed an order for 14 747-8Fs and had optioned 14 more. The news will become all the better if UPS Airlines exercises those 14 options.

The big question now is whether the air cargo market will continue to turn up in the long term. The 2016 global-market growth trend has been positive, according to IATA. If the encouraging 2016 cargo-market performance is a harbinger of times to come, perhaps Boeing may not shut down the 747-8 production line for many years, because new 747-8Fs might be needed to handle increased air cargo demand. That would be good news for Boeing and GE Aviation, it would be good news for the air cargo industry, it would be good news for commercial-aviation MRO facilities – and it would be good for everyone who just loves the mighty 747, one of the most graceful aircraft ever to have flown despite its massive size. Perhaps the world might yet see the 747 achieving a century of flight.

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## **US airlines report after-tax net profit for 14th consecutive quarter**



The 25 US scheduled service passenger airlines reported an after-tax net profit as a group for the 14th consecutive quarter. In addition to the after-tax net profit of \$3.8 billion based on net income reports, the scheduled service passenger airlines reported a \$7.2 billion pre-tax operating profit in the third quarter of 2016, down from \$7.9 billion in the second quarter of 2016 and down from \$8.8 billion in the third quarter of 2015. The airlines reported a pre-tax operating profit – as a group – for the 22nd consecutive quarter.

Net profit or loss and operating profit or loss are two different measures of airline financial performance. Net profit or loss includes non-operating income and expenses, nonrecurring items or income taxes. Operating profit or loss is calculated from operating revenues and expenses before taxes and other nonrecurring items.

Total operating revenue for all U.S. passenger airlines in the July-September third-quarter of 2016 was \$44.4 billion. Airlines collected \$33.3 billion from fares, 75.1 percent of total third-quarter operating revenue. Total operating expenses for all passenger airlines in the third-quarter of 2016 were \$37.2 billion, of which fuel costs accounted for \$6.1 billion, or 16.4 percent, and labor costs accounted for \$12.7 billion, or 34.3 percent.

In the third quarter, passenger airlines collected a total of \$1.1 billion in baggage fees, 2.5 percent of total



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operating revenue, and \$731 million from reservation change fees, 1.7 percent of total operating revenue. Fees are included for calculations of net income, operating revenue and operating profit or loss.

Baggage fees and reservation change fees are the only ancillary fees paid by passengers that are reported to BTS as separate items. Other fees, such as revenue from seating assignments and on-board sales of food, beverages, pillows, blankets, and entertainment are combined in different categories and cannot be identified separately.

From domestic operations, U.S. scheduled passenger airlines reported an after-tax net profit of \$2.6 billion in the third quarter of 2016, down from \$3.3 billion in the second quarter of 2016 and down from \$5.7 billion in the third quarter of 2015.

In addition to the after-tax net profit of \$2.6 billion based on net income reports, the scheduled service passenger airlines reported a \$5.4 billion pre-tax operating profit from domestic operations in the third quarter of 2016, down from \$6.1 billion in the second quarter of 2016 and down from \$6.2 billion in the third quarter of 2015. The airlines reported a pre-tax operating profit from domestic operations – as a group – for the 22nd consecutive quarter.

From international operations, U.S. scheduled passenger airlines reported an after-tax net profit of \$1.2 billion in the third quarter of 2016, down from \$1.3 billion in the second quarter of 2016 and down from \$3.6 billion in the third quarter of 2015.

The 17 U.S. scheduled service passenger airlines that operate internationally reported an after-tax net profit from international operations as a group for the seventh consecutive quarter.

In addition to the after-tax net profit of \$1.2 billion based on net income reports, the scheduled service passenger airlines reported a \$1.8 billion pre-tax operating profit from international operations in the third quarter of 2016, unchanged from \$1.8 billion in the second quarter of 2016 and down from \$2.6 billion in the second quarter of 2015. The airlines reported a pre-tax operating profit from international operations – as a group – for the 18th consecutive quarter.

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## **Will U.S. airlines continue their winning streak?**

Madhu Unnikrishnan | Aviation Week & Space Technology

It was not that long ago that experts wrote off the U.S. airline industry as moribund and skilled only at losing money. In fact, Warren Buffett, the legendary investor who heads the Berkshire Hathaway investment fund, in a 2007 letter to investors said, “If a farsighted capitalist had been present at Kitty Hawk, he would have done his successors a huge favor by shooting Orville Wright down.”

What a difference a few years makes. Buffett himself changed course, and in November invested more than \$1.3 billion in the four largest U.S. carriers, American Airlines, Delta Air Lines, Southwest Airlines and United Airlines. Wall Street now thinks, after years of industry consolidation and a new generation of management that is focused on making money rather than grabbing market share, that the airline industry has turned a corner. And U.S. airlines buoyed that confidence again in 2016 by turning another year of profits across the board.

Airline management concurs. Delta compares itself not to airlines but to other “high-value” industrial companies. And American CEO Doug Parker’s confidence is almost unbridled. “This is dramatically different,” Parker says of the industry. “I think it’s highly unlikely you’ll ever see losses in this business again,” referring to systemic, long-term losses. “We’re in a whole new world.”

But can the good times continue to roll? In 2008, U.S. Coairlines reeled from oil prices that spiked to almost \$150 per barrel, but for many years since then benefited from crude oil prices that hovered around \$40 per barrel. But now oil prices have begun to creep upward and signs suggest they may continue to rise, most recently after the Organization of Petroleum Exporting Countries (OPEC) cartel announced in November that it would cut production to mop up what it calls a glut of oil in the global market. Still, analysts believe most U.S. airlines are basing their business models on oil prices of \$70-80 per barrel, so even the recent rise may not affect next year’s profits.

*Continued on next page*

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*Continued from previous page:* Airlines, of course, benefited from the consolidation that created four mega-carriers at the top of the market, but that is only part of the story. The other piece has been capacity discipline, as management teams focus on matching supply with demand. In the first four months of 2017, the U.S. industry is expected to add only 3% more capacity, according to an analysis by Wolfe Research analyst Hunter Key. The exception to this is Southwest, which, due to fleet up gauging from the retirement of Boeing 737 Classics to larger Boeing 737-800s, is expected to increase capacity 4% next year.

The three big international carriers—American, Delta and United—have been proactive in adjusting their networks outside the U.S. All three have trimmed capacity into Latin America, as economies there continue to sputter. They have expanded service in Asia and rebalanced their networks in the region toward China. United and Delta are continuing to scale down their operations at Tokyo’s Narita International Airport in favor of direct flights to China and elsewhere in Asia. And American, which had long lagged the other two in the region, is focusing more on Asia-Pacific routes, particularly from its gateway hub in Los Angeles.

The transatlantic market remains overserved, especially as European low-cost carriers such as Norwegian and Wow Air and the three Gulf-based airlines increase service on those routes. U.S. carriers are expected to draw down capacity across the Atlantic by 2% in the first four months of 2017, Key notes.

And then there is Southwest, which is busy expanding its relatively new international network. The carrier plans to add routes to Mexico, the Caribbean and the northern tier of South America in 2017. And in a first for the company, it will begin interlining and codesharing with other airlines, which will increase its reach in “far international markets,” says Dave Harvey, Southwest managing director of business development.

Prudence about capacity and keeping an eye on costs is maintaining the industry’s success, but that success is the result of consolidation. And on this front, the industry still has work to do. Delta started the wave of consolidation in 2009 with its merger with Northwest, and it is the carrier whose merger is most complete. The other three are in various stages of completion. American is putting the finishing touches on its 2013 merger with US Airways. In 2017, the carrier will cut over its crew scheduling and maintenance operations. Southwest also is in the final stretch of its 2010 merger with AirTran Airways. One of the final pieces of the puzzle will fall into place in 2017 when the Dallas-based airline will centralize its current domestic, international and legacy AirTran reservations systems into a single system. Even United, thought to be the laggard of the bunch, appears to be turning a corner under the management of CEO Oscar Munoz. Munoz, who was on the job just one month in 2015 before health issues sidelined him, returning to the carrier in March 2016 after a heart transplant. This summer, United stole a march on American by hiring away that carrier’s president, Scott Kirby, to serve in the same role.

That is the top of the industry, but one tier down consolidation may be just beginning. Alaska Airlines and Virgin America are set to merge, now that the Justice Department has approved the deal, creating a carrier with a strong presence on the West Coast and on transcontinental flights in the U.S. The Virgin America-Alaska merger is the first in the middle tier of airlines, which also includes JetBlue Airways and Hawaiian Airlines.

“There is still room for a fifth airline,” PwC’s Jonathan Kletzel said last June. “There is probably more room in [this middle tier] for consolidation.” Regulators are unlikely to approve one of the four largest airlines acquiring a smaller competitor, but the middle tier remains fair game. JetBlue, for instance, lost out to Alaska in acquiring Virgin America. The New York-based carrier has declined to say whether another acquisition target is in its sights, but analysts believe it could be looking for a new partner.

Among the ultra-low-cost carriers, such as Spirit Airlines, Frontier Airlines and Allegiant Air, PwC’s Bryan Terry says mergers could be a few years off: “Those airlines are still in growth mode.”

### **I am a Seenager. (Senior teenager)**

**I have everything that I wanted as a teenager, only 60 years later.**

**I don't have to go to school or work.**

**I get an allowance every month.**

**I have my own pad.**

**I don't have a curfew.**

**I have a driver's license and my own car.**

**The people I hang around with are not scared of getting pregnant and they do not use drugs.**

**And I don't have acne.**

**Life is great.**

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## US passenger airline employment up



US scheduled passenger airlines employed 4.3 percent more workers in September 2016 than in September 2015, the US Department of Transportation's Bureau of Transportation Statistics (BTS) reported. September was the highest monthly total (414,591) since July 2005 (414,923) and was the 35th consecutive month that US scheduled passenger airline full-time equivalent (FTE) employment exceeded the same month of the previous year. Month-to-month, the number of FTEs rose 0.1 percent from August to

September. Scheduled passenger airline categories include network, low-cost, regional and other airlines.

The four network airlines that collectively employ two-thirds of the scheduled passenger airline FTEs reported 2.6 percent more FTEs in September 2016 than in September 2015. United Airlines, Alaska Airlines, American Airlines and Delta Air Lines increased FTEs from September 2015. Month-to-month, the number of network airline FTEs was virtually unchanged from August to September. The network airlines employed 5.5 percent more FTEs in September 2016 than in September 2012. Network airlines operate a significant portion of their flights using at least one hub where connections are made for flights to down-line destinations or spoke cities.

The six low-cost carriers reported 10.7 percent more FTEs in September 2016 than in September 2015. Allegiant Airlines, Spirit Airlines, Frontier Airlines, JetBlue Airways, Virgin America and Southwest Airlines increased FTEs from September 2015. Month-to-month, the number of low-cost airline FTEs rose 0.6 percent from August to September. The six low-cost airlines employed 21.2 percent more FTEs in September 2016 than in September 2012. Low-cost airlines operate under a low-cost business model, with infrastructure and aircraft operating costs below the overall industry average.

The 12 regional carriers reported 2.9 percent more FTEs in September 2016 than in September 2015. Nine regional airlines – Republic Airlines, Compass Airlines, PSA Airlines, Mesa Airlines, Endeavor Air, GoJet Airlines, Envoy Air, SkyWest Airlines, and Horizon Air – increased FTEs from September 2015. The others reported decreases. Month-to-month, the number of regional airline FTEs fell 0.6 percent from August to September. The 12 regional carriers reporting in September 2016 employed 0.8 percent fewer FTEs in September 2016 than the 15 carriers reporting in September 2012. Regional carriers typically provide service from small cities, using primarily regional jets to support the network carriers' hub and spoke systems.

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## Denmark officially scraps archaic bank check



The country that uses online payments for even the smallest transactions, Denmark, has officially scrapped the old-fashioned check, calling it outdated. Starting from January 1, Danes will only be able to cash checks at issuer banks.

Checks were commonly used in the country up until the 1980s, but are now much less popular. Danes now use the national Dankort debit card or smartphone payment systems like MobilePay. "They had their time, but it's over now," Ann Lehmann Erichsen, a consumer economist at Nordea, told news agency Ritzau.

According to Erichsen, there are no reasons to regret the decision. "There are much better, faster and safer alternatives and that's why there is pretty much no one who uses checks today," she said. "It takes several days to process checks, while one can electronically transfer large amounts in just seconds today," Erichsen added. Some 600,000 checks were processed in Denmark this year, but these were mostly business-to-business transactions, the agency said.

By the second half of the 20th century, as check processing became automated, billions of checks were issued annually. However, they have been ousted by online payment systems and are considered archaic in many countries. However, the world's biggest economy, the United States, still heavily relies on checks. As of 2012, an estimated 18.3 billion checks were cashed worth \$25.9 trillion.



**SUN-n-FUN FLY-IN**  
**Lakeland Linder Airport**  
**Lakeland, Florida**  
**Thursday 6 April 2017**

**Location:** OX-5 Club House made available through the hospitality of the Mid West Florida Wing of the OX-5 Club; located on the airfield next to the QB's Club on Clubhouse Path (very close to the large Food Court).

**What you get at the Club House:** Coffee, snacks, rest rooms, porch, gathering place and central location to static displays, food court and flight line.

**Transport from handicap parking:** Call the Club House at 863-644-2431 ext. 178 and the Club will send their golf cart to pick you up.

**Cost to use the Club House:** None; however, donations gladly accepted; nominal charge for hot dog lunch.

**RUPA Group Photo:** In front of Club House about 1:00 pm.

**ALL WELCOME - A FRIENDLY PLACE FOR EVERYONE!**

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 Web site for Sun 'n Fun: [www.sun-n-fun.org](http://www.sun-n-fun.org)

## Boeing begins final assembly on first 787-10 Dreamliner



Boeing teammates in North Charleston, S.C., started final assembly of the first 787-10 Dreamliner, marking yet another on-time milestone for the development program. The first 787-10 will cycle through Boeing South Carolina's Final Assembly facility as all major sections are joined, interior and exterior components completed, power turned on and production tests begin. The first 787-10 is expected to fly in 2017 and first delivery is scheduled for 2018.

“As we enter the next phase of the 787-10’s development, we eagerly watch our first airplane come to life,” said Ken Sanger, vice president and general manager, 787 Airplane Development, Boeing Commercial Airplanes. “This is the result of years of preparation and solid performance by our Boeing teammates and supplier partners. This achievement is another example that demonstrates Boeing’s ability to develop great airplanes in a disciplined fashion in order to meet our customer commitments.”

The 787-10 is the third member of the super-efficient, passenger-pleasing 787 Dreamliner family. As a stretch of the 787-9, the 787-10 will retain 95 percent commonality while adding seats and cargo capacity, setting a new benchmark for fuel efficiency and operating economics – 25 percent better fuel per seat and emissions than the airplanes it will replace. To date, Boeing has received 154 787-10 orders from nine customers.

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## LiLou the pig: Hamming it up at SFO

By Joan Morris



LiLou is the latest therapy animal to be added to San Francisco International Airport's Wag Birgade. LiLou is a Juliana breed pig. This has certainly been the year for flying pigs, but the San Francisco International Airport has the first official one.

Although LiLou, a Juliana breed pig, doesn't actually fly, she does hang around with humans who do. She is the first swine to join the airport's team of therapy animals and is believed to be the only airport porker in the country. She's part of the airport's Wag Brigade, which includes about 300 cats, dogs and rabbits who help make the strains of travel a bit easier.

The brigade was formed in December 2013, and all of the animals are trained by the San Francisco SPCA and certified to be animal assisted therapy (AAT) animals. The pets are carefully selected for their temperament and airport suitability, and they wear vests that read "Pet Me!" to encourage interaction with airport guests.

"Since its launch in 2013, the SFO Wag Brigade has become a favorite amenity among travelers," Christopher Birch, director of guest experience, said in a news release announcing LiLou's admission to the team. "With the addition of LiLou, we can look forward to more moments of surprise and delight for guests at our airport."

LiLou was chosen for her winning personality, and her overall cuteness, which is off the charts. She'll be greeting travelers in a series of costumes and with perfectly manicured "nails."

Officials says LiLou loves performing tricks for her audiences, and when not on airport duty, she visits several other facilities in San Francisco, including senior centers and hospitals.

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## FAA: Drone registration marks first anniversary



Over the last year, the Federal Aviation Administration (FAA) has made great strides toward integrating unmanned aircraft – popularly called "drones" – into the nation's airspace. The first big step took place December 21, 2015 when a new, web-based drone registration system went online.

During the last year, the system has registered more than 616,000 owners and individual drones. As part of the process, applicants receive and must acknowledge some basic safety information. That means more than 600,000 drone operators now have the basic aviation knowledge to keep themselves and their friends and neighbors safe when they fly.

The FAA developed the automated registration system in response to a rule requiring owners of small unmanned aircraft weighing more than 0.55 pounds (250 grams) and less than 55 pounds (approx. 25 kilograms) to register their drones. The rule and the registration system were primarily aimed at the thousands of drone hobbyists who had little or no experience with the U.S. aviation system. The agency saw registration as an excellent way to give them a sense of responsibility and accountability for their actions. The agency wanted them to feel they are part of the aviation community, to see themselves as pilots.

The FAA developed the web-based registration system to make the process easier for first-time users compared with the traditional paper-based "N-number" system. Then and now, hobbyists pay a \$5.00 fee and receive a single identification number for all the drones they own. Commercial, public and other non-model aircraft operators had to use the paper-based registration system until March 31, 2016, when the FAA expanded the system to non-hobbyists. The automated system has had one other benefit. Several times, the agency has used the system to send out important safety messages to everyone who registered.

Unmanned aircraft registration has been an unqualified success. The FAA is confident the system will continue to help drone pilots – experienced or newcomers – recognize that safety is everybody's business.

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## Lack of In-Flight Entertainment Options?

By Mark Scott/The New York Times



What airline passenger hasn't felt the letdown? You board a long-haul flight, ready to settle in for hours of binge-watching a popular television series or movie franchise, only to discover the plane's onboard entertainment is stuck in a time warp, offering outdated content or — in a throwback to the 1990s — communal television screens for the whole cabin. For a public increasingly accustomed to nearly ubiquitous internet access, with on-demand video and continuous social media feeds, the airline cabin too often feels like a final, frustrating frontier.

But David Dicko, a French entrepreneur, is among the many taking aim at in-flight entertainment ennui. His start-up, SkyLights, has built a virtual reality headset that allows travelers to watch the latest 3-D Hollywood releases at their seats. The device, with a six-hour battery life, is coupled with noise-canceling headphones. "People on planes are hungry for different entertainment options," said Mr. Dicko, whose small team of developers, split between California and France, has been testing the headsets on flights for nearly a year. Last week, XL Airways — a low-cost, long-haul French carrier — became the first airline to offer a commercial version of SkyLights service to passengers for \$16 a flight. "Putting virtual reality headsets inside an aircraft is an idea as old as virtual reality itself," said Mr. Dicko, who previously worked as a pilot for Air France-KLM, referring to the decades-old hope of offering passengers 3-D-style entertainment.

Mr. Dicko's 3-D headset is part of an industrywide push to bring carriers' in-flight entertainment up to the standards that many passengers now expect when they travel by car or train. The onboard efforts include beaming high-speed internet directly to cabins, as well as new partnerships with Netflix and other content streaming services. It is all in recognition of how media-dependent today's travelers have become. Many, even most, are accustomed to almost universal internet access through home broadband and mobile internet packages. They are also likely to have subscriptions to video services like Hulu or music services like Spotify. And because many travelers now carry smartphones and tablets on planes, they would like to have the option of viewing and listening to such content, even at 30,000 feet.

Analysts say that digital access and entertainment could help airlines, particularly American carriers that are completing a decade-long restructuring, differentiate themselves in an increasingly competitive domestic and international market. Consumers can easily shift allegiances if a rival airline offers new amenities like high-speed onboard Wi-Fi. "For the legacy carriers, imitating passengers' experiences at home is their vision," said Diogenis Papiomytis, an aerospace analyst with the technology research firm Frost & Sullivan in Dubai. "They want to provide seamless connectivity from airport, to aircraft, to when you land at your final destination."

But technical challenges remain. In the past, experts say, airlines' attempts to bring connectivity to aircraft have been hampered by telecommunications technology that soon became outdated or was quickly overwhelmed by unexpectedly high consumer demand. Until very recently, internet services on Delta and American Airlines, among others, were sluggish at best, although airline executives say connectivity speeds are improving. And many of the in-flight entertainment services on decades-old planes have not been upgraded to keep pace with what many travelers can readily gain access to on their smartphones or other mobile devices. "The quality of screens on the latest tablet is as good, if not better, than what you get on a seat-back display," said Oliver Drennan, general counsel for SitaOnAir, a company in Geneva that provides onboard internet and movie-streaming services for airlines including British Airways and Emirates. "Wireless entertainment will continue to grow enormously," Mr. Drennan said. Much of this momentum is because of multimillion-dollar investments from Gogo, currently the largest onboard Wi-Fi provider, and its competitors, which aim to approach or even match internet speeds available on the ground.

About 2,600 commercial aircraft currently use Gogo services. And by the end of this month, about 75 of those planes will have been upgraded to give users internet speeds comparable to what their smartphones can provide on the ground, according to John Wade, Gogo's chief operating officer. As many as 450 additional planes are to receive similar improvements next year, he said. The new high-speed services are available on

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aircraft from Delta and Virgin Atlantic, among others, and represent a significant upgrade to Gogo's existing connectivity options, which have mainly been limited to sending emails or checking social media.

ViaSat, another access provider, can offer something better. Currently, 550 planes, including those from JetBlue's fleet, use the company's high-speed satellite network, which already offers speeds similar to those available on people's smartphones. The satellite-delivered service is typically free for streaming Netflix and other internet content, no matter where the planes are in the sky. Travelers can pay hourly to upgrade if they want to use faster speeds for online gaming and other bandwidth-heavy activities. ViaSat plans to expand internationally next year with deals with the likes of Qantas and SAS, and extend its global coverage through two additional satellites by 2019. "Wi-Fi is becoming part of a carrier's amenity package," said Don Buchman, vice president for ViaSat's commercial mobility division. "If drinks and peanuts are free, why shouldn't Wi-Fi?"

And what might the in-flight entertainment system of the future look like? Anaïs Marzo, head of aircraft interiors marketing at Airbus, the European aircraft giant, said that passengers now wanted almost constant access to their social media feeds, email accounts and other digital services. But she said that would not detract from traditional onboard options and seat-back television screens, particularly in business or first class where large high-definition displays are now the norm. "More and more people are relying on their own devices on board," Ms. Marzo said, adding that about 60 percent of Airbus's worldwide fleet, or 16,500 planes, will have some sort of internet connectivity by 2025. But having a smartphone, she said, "doesn't exclude using a back-of-seat display."

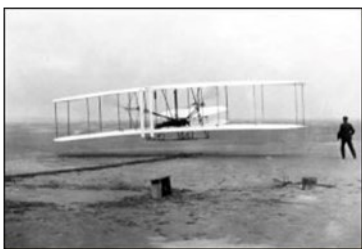
Others are not so sure. Some airline executives say that travelers' increasing reliance on their own devices is making carriers review their existing onboard entertainment options. Heavy built-in screens and the miles of fiber-optic cable that serve them, they note, can add significant weight — and cost — to every flight. Vincent Tomasoni is head of product at XL Airways, the French carrier that, along with offering passengers SkyLights' new 3-D headsets, also rents tablets to its onboard customers. He says the ability to offer streaming content over in-flight Wi-Fi represents a change for many airlines. Passengers can continue using their own devices while accessing a larger pool of movies, television shows and radio programs, he said, enabling airlines to consider scrapping traditional in-flight entertainment hardware and reducing the cost and complexity of such services.

"The world of seat-backed entertainment is over," Mr. Tomasoni said. That is where Mr. Dicko hopes to step in with his SkyLights 3-D headset. Since Mr. Dicko's company was founded 18 months ago, he and his team have flown thousands of miles to test the headset with passengers. They also are looking to sign more content partnerships beyond those SkyLights currently has with 21st Century Fox and DreamWorks, to offer a larger number of 3-D movies — and potentially other virtual reality content — to travelers.

"Airlines are difficult players to deal with because they are risk-averse and slow to innovate," said Mr. Dicko, whose team has tested the SkyLights system with seven carriers worldwide, including Air France-KLM. "We needed their own passengers to tell them that they liked our headset," he added. "At first, people would only use it for 15 minutes. But now, they're using it for four hours."

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## First flight: Dream of ages became reality 113 years ago



A dream of the ages became reality 113 years ago On December 17, 1903 on a windswept beach at North Carolina's Outer Banks with Orville Wright at the controls.

There, the Wright brothers made the world's first powered, heavier-than-air flight. With Orville and Wilbur alternating as pilot, the plane made four flights that day. The first flight lasted 12 seconds and covered 120 feet. The longest distance covered that day was 852 feet in 59 seconds — an average speed of 31

miles an hour.

In only a few decades, the airplane became an important part of America's economy and defense, as well as a form of transportation relied upon by an increasing number of people. Now, aircraft manufacturers in the U.S. do just over \$123 billion of business annually.

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## US looks at high-speed trains to replace aging passenger fleet



The Federal Railroad Administration (FRA) today proposed updates for the passenger train safety standards used in the United States as the country looks to add high-speed trains that can travel up to 220 miles per hour and replace its aging passenger fleet. The proposed updates represent nearly a decade of work by FRA's passenger rail division.

“As several regions of the United States build faster passenger rail service, the trains on those tracks must keep passengers safe,” said U.S. Transportation

Secretary Anthony Foxx. “To do that, we want to allow manufacturers to innovate and achieve all-new levels of safety. These proposed changes put us on track to do just that.” The proposed updates would establish a new category of passenger equipment, Tier III, for trains traveling up to 220 mph. The updates would offer an alternative method for evaluating how well passengers and crews are protected in an accident, often called crashworthiness. The public, railroad industry, railroad labor, manufacturers and other stakeholders will have an opportunity to provide feedback and comment on the proposed rule during the next 60 days.

In addition to measuring a train's crashworthiness based on whether it meets current prescriptive strength standards, the proposed changes would allow a train's crashworthiness to be evaluated based on it meeting an equivalent level of safety achieved through crash energy management technology or other innovative engineering methods.

“We look forward to hearing from everyone on how this proposal can help our country build a stronger passenger rail network – one that is not only faster but allows for new technologies to make passenger trains even safer,” said FRA Administrator Sarah E. Feinberg.

Although Tier III trains will be required to have exclusive track to operate at speeds above 125 mph, the new standards will allow Tier III trains to safely share track with current Tier I and Tier II commuter, intercity and Acela trains. Compatibility between equipment types is a key strategy to allow trains to share existing corridors to reach downtown stations.

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## Gulfstream G650ER continues record streak



Gulfstream Aerospace Corp. announced the company's flagship Gulfstream G650ER recently claimed two more city-pair records. The achievements highlight the aircraft's superior performance and the company's commitment to providing customers with high-speed travel options. The G650ER took off from Ohio's John Glenn Columbus International Airport and landed at Shanghai's Pudong International Airport 14 hours and 35 minutes later, covering 6,750 nautical miles at an average cruise speed of Mach 0.85. Following that flight, the aircraft flew

6,143 from Taipei Taoyuan International Airport to Arizona's Scottsdale Airport, cruising at Mach 0.90 the entire trip. The total flight time was just 10 hours and 57 minutes.

“The G650ER is the only business jet that could make the demanding trip from Columbus to Shanghai nonstop,” said Scott Neal, senior vice president, Worldwide Sales, Gulfstream. “When you talk to customers, what many of them need is more time. These records demonstrate the G650ER's ability to give our customers just that. We know time is precious, and opportunities are best met when customers arrive quickly and refreshed.”

The G650ER and its sister ship, the G650, hold more than 60 records combined. In January 2015, the G650ER completed the farthest flight in its history. The aircraft traveled 8,010 nm/14,835 km nonstop from Singapore to Las Vegas in just over 14 hours.

The G650ER can travel 7,500 nm at Mach 0.85, while the G650 can travel 7,000 nm at Mach 0.85. Both have a maximum operating speed of Mach 0.925.

The aircraft feature the largest purpose-built business-jet cabin, with a number of amenities to make life on board comfortable and more productive, including wider seats, the largest windows, the quietest cabin sound levels, the lowest cabin altitude and 100 percent fresh air.



Pass Travel UPDATE December 1, 2016

## 1) Get Google Trips; it's free

"Google Trips" is a new app to help you travel; especially to new places! Download the app to your IOS or Android mobile device; select a destination and it will show you lots of useful information including suggested sights, day plans, getting around, money, tipping, food, emergencies, etc. Add your own reservation info and friends' recommendations then click "download" to have it all accessible on your phone or tablet without using wifi! Get the app and more information here: <https://get.google.com/trips/>

## 2) Get the free Mobile Passport app

"Mobile Passport" is a new app to help you speed through US Customs and Border Protection at 20 US airports when returning from abroad. It enables travelers to submit their passport and customs declaration information via their smartphone instead of the traditional paper form. The "Mobile Passport" app is free to download and free to use! For more information and to download visit: <http://mobilepassport.us/>

**Note:** "Mobile Passport" is different than Global Entry or other Trusted Traveler Programs that may include TSA PreCheck. More information on TT Programs, including how to link your KTN (Known Traveler Number) in employeeRES and MileagePlus, is here:" <https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/Integration/links/trustTravelerPrograms.jsp>

## 3) Reminder from the ETC: myUADiscount and space-available

"Retirees and their pass riders are reminded of these three important guidelines when booking myUADiscount travel:

1. Do not hold a confirmed reservation (myUADiscount, revenue, mileage) and spaceavailable booking over the same routing for the same trip.
2. You cannot travel standby on the same day that you have confirmed reservation for the same routing or same trip.
3. Once purchased, you may not cancel the confirmed reservation to revert back to a spaceavailable listing on the same day, same trip.

## Have you seen our RAFA website?!

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

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

For other Pass Travel Topics: [Previous Travel UPDATES](#)

Compiled by Kirk Moore, RAFA Travel Benefits Committee

## PICKLES | Brian Crane



# Flying the “HUMP” one last time to China in a C47/DC-3

By Larry Jobe/President - Flying Tiger Historical Organization



On November 19, 2016 our restored C47 “Buzz Buggy” landed in Guilin, China. A 10-day trip took 3+ months - an adventure that turned into an epic and then a saga. It turns out crossing the Himalayas is harder than anyone can imagine.

Obstacle and barrier after barrier loomed in our path, from mechanical to political and weather; each was overcome in turn. We met a few along the way we would have preferred not to meet but then we met many, many more people who lent a hand and encouragement along with a lot of ordinary people who helped us financially when we needed it most. This truly turned into a flight of friendship and relationship building as we progressed along the nearly 7,000-mile route in a 72-year old aircraft. Different cultures and religions pulled together to help make this mission a success, much as different nations pulled together in WW II to defend China and defeat Japan.

Our all-volunteer crew was comprised of 4 Australians (2 pilots and 2 engineer/mechanics) and 2 American pilots (besides myself was Tom Claytor who lives and flies in Thailand). Five of the 6 of us are all in our 70s and the 6th one is 54. Our Australian crew members cannot be praised long or loud enough for their perseverance and professionalism in seeing this through to the end. They all gave up huge portions of their lives and time away from their families. Their personal sacrifice should not be underestimated and can never be thanked enough by mere words. If I had been given the chance to hand pick a crew with the insight of God I could not have done better. So that all should know their names: Pilot in Command – Captain Alan Searle; Second in Command - Captain Robert Small; Engineer/Mechanic – Barry Arlow; Engineer/Mechanic - Michael O’Grady - all have done Australia proud. It was and is an honor to be associated with such men and fellow professionals.

We started this trip with just enough resources to get the plane from Bathurst, AU (near Sydney) to Guilin, China - that is, if we didn’t experience any major mechanical failure. The worst-case scenario was a complete engine failure requiring a new engine. That happened twice. We were about half way to Guilin, China, over the ocean an hour and a half out of Bali on the way to Johor/Baharu (Malaysia) when we blew a cylinder off the left engine (right through the cowling) resulting in a fire in that engine. Shutting down and handling the fire successfully, plus feathering the prop, we made a beeline for Surabaya, Indonesia, the nearest suitable airport for landing. Thus began the worst part of the trip as we were treated as though we had committed a crime rather than had an emergency. As soon as we cleared the runway, the Surabayan authorities were trying to figure out what they could charge us with. This is one of the most corrupt places it

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has ever been my displeasure to visit and they were looking for anything that would make us pay them a bribe or ransom. Getting the engine replaced and out of Surabaya is a story in and of itself. I won't relate it here other than to say it took us six weeks and a great deal of money (much of that from emergency donations) and stress to get airborne again.

Having escaped Surabaya, Indonesia, we went to Singapore (Seletar) where we were able to properly adjust and fix the replacement engine. The people at Seletar, in particular the Republic of Singapore Flying Club, couldn't have been more helpful and accommodating during the 5 days we were there. They waived fees, provided transportation and rooms plus saw to it that we had good places to eat.

With both engines running well we went to U-Tapao and Chiang Mai, (both in Thailand), then Mandalay (Myanmar – old Burma) without incident and on over the Himalayan Mountains (the “Hump”) to Kunming, China – just as so many in WW II did. About 10 miles out of Kunming we lost the second engine when the number 1 cylinder head loosened up causing the engine to vibrate violently and spewing oil all over the nacelle and wing. Finding lots of metal in the oil filter, we knew we now needed to replace this engine also. The Lingui County authorities took care of all the financial needs for this which is the only thing that allowed us to eventually get the plane to Guilin. We had first class help from three Chinese mechanics who deserve a lot of credit as they had never seen a round engine before but were marvelous at working on it.

Our biggest concern was the plane was due to run out of annual inspection on November 24, 2016; so if we didn't get the engine replaced and then have the weather to fly to Guilin before that date, a whole new set of major problems would come up. Fortunately, on November 19, 2016 we had good weather and made the flight completing the mission we had set out to do.

The aircraft will be repainted to authentic livery for WW II and placed on permanent display at the huge new Flying Tigers Guilin Heritage Park & Museum there (at the site of Gen. Chennault's Command Cave) and will be dedicated during a very special ceremony on March 25, 2017 attended by US and Chinese dignitaries. A special tour group from the USA is being formed to attend as well.

In the weeks ahead, as I recover from this odyssey, I will try to give a more complete accounting of all that happened through emails and newsletters. Until then, thanks to all who made the impossible dream a reality. We met our goals of honoring the men and women of WW II, helped shine a light on their history and promoted friendship and understanding along the way.

## **The 2017 Directory has been mailed to you**

**Now would be an excellent time to open it up and check your information to make sure that what we have in our database is correct.**

**We've already had members contact us after they received the latest directory stating that their information is incorrect.**

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

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

**Or Snail Mail**

**RUPA**

**PO Box 400**

**Vineburg, CA 95487-0400**

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# Loneliness is a Health Hazard, but There Are Remedies

By Dhruv Khullar/The New York Times



Social isolation is a growing epidemic — one that's increasingly recognized as having dire physical, mental and emotional consequences. Since the 1980s, the percentage of American adults who say they're lonely has doubled from 20 percent to 40 percent. About one-third of Americans older than 65 now live alone, and half of those over 85 do. People in poorer health — especially those with mood disorders like anxiety and depression — are more likely to feel lonely. Those without a college education are the least likely to have someone they can talk to about important personal matters.

A wave of new research suggests social separation is bad for us. Individuals with less social connection have disrupted sleep patterns, altered immune systems, more inflammation and higher levels of stress hormones. One recent study found that isolation increases the risk of heart disease by 29 percent and stroke by 32 percent.

Another analysis that pooled data from 70 studies and 3.4 million people found that socially isolated individuals had a 30 percent higher risk of dying in the next seven years, and that this effect was largest in middle age.

Loneliness can accelerate cognitive decline in older adults, and isolated individuals are twice as likely to die prematurely as those with more robust social interactions. These effects start early: Socially isolated children have significantly poorer health 20 years later, even after controlling for other factors. All told, loneliness is as important a risk factor for early death as obesity and smoking.

The evidence on social isolation is clear. What to do about it is less so. Loneliness is an especially tricky problem because accepting and declaring our loneliness carries profound stigma. Admitting we're lonely can feel as if we're admitting we've failed in life's most fundamental domains: belonging, love, attachment. It attacks our basic instincts to save face, and makes it hard to ask for help. I see this most acutely during the holidays when I care for hospitalized patients, some connected to I.V. poles in barren rooms devoid of family or friends — their aloneness amplified by cheerful Christmas movies playing on wall-mounted televisions. And hospitalized or not, many people report feeling lonelier, more depressed and less satisfied with life during the holiday season.

New research suggests that loneliness is not necessarily the result of poor social skills or lack of social support, but can be caused in part by unusual sensitivity to social cues. Lonely people are more likely to perceive ambiguous social cues negatively, and enter a self-preservation mind-set — worsening the problem. In this way, loneliness can be contagious: When one person becomes lonely, he withdraws from his social circle and causes others to do the same.

Dr. John Cacioppo, a psychology professor at the University of Chicago, has tested various approaches to treat loneliness. His work has found that the most effective interventions focus on addressing “maladaptive social cognition” — that is, helping people re-examine how they interact with others and perceive social cues. He is collaborating with the United States military to explore how social cognition training can help soldiers feel less isolated while deployed and after returning home. The loneliness of older adults has different roots — often resulting from family members moving away and close friends passing away. As one senior put it, “Your world dies before you do.”

Ideally, experts say, neighborhoods and communities would keep an eye out for such older people and take steps to reduce social isolation. Ensuring they have easy access to transportation, through discounted bus passes or special transport services, can help maintain social connections. Religious older people should be encouraged to continue regular attendance at services and may benefit from a sense of spirituality and community, as well as the watchful eye of fellow churchgoers. Those capable of caring for an animal might enjoy the companionship of a pet. And loved ones living far away from a parent or grandparent could ask a neighbor to check in periodically.

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But more structured programs are arising, too. For example, Dr. Paul Tang of the Palo Alto Medical Foundation started a program called linkAges, a cross-generational service exchange inspired by the idea that everyone has something to offer. The program works by allowing members to post online something they want help with: guitar lessons, a Scrabble partner, a ride to the doctor's office. Others can then volunteer their time and skills to fill these needs and "bank" hours for when they need something themselves. "In America, you almost need an excuse for knocking on a neighbor's door," Dr. Tang told me. "We want to break down those barriers." For example, a college student might see a post from an older man who needs help gardening. She helps him plant a row of flowers and "banks" two hours in the process. A few months later, when she wants to cook a Malaysian meal for her boyfriend, a retired chef comes by to give her cooking lessons. "You don't need a playmate every day," Dr. Tang said. "But knowing you're valued and a contributing member of society is incredibly reaffirming."

The program now has hundreds of members in California and plans to expand to other areas of the country. "We in the medical community have to ask ourselves: Are we controlling blood pressure or improving health and well-being?" Dr. Tang said. "I think you have to do the latter to do the former."

A great paradox of our hyper-connected digital age is that we seem to be drifting apart. Increasingly, however, research confirms our deepest intuition: Human connection lies at the heart of human well-being. It's up to all of us — doctors, patients, neighborhoods and communities — to maintain bonds where they're fading, and create ones where they haven't existed.

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## A widow's perspective on Post-Medicare Secondary Insurance



We have home owner's insurance, because the bank, insists if we have a mortgage. We have auto insurance, because many states require it to protect others from us, and protect us from our own actions.

When it comes to health insurance we have choices, because no one but us has a financial interest when it comes to our health. Medicare forces us to have some medical insurance, and after that we are on our own.

Our health this very minute is a known quality. What the future holds, we can only imagine. Insurance protects us from the unknown.

The Aetna plan has a \$1,500 maximum out of pocket for each family member. Yes, we often see very small payments from Aetna, after the Medicare payment is made to the doctor, etc.

Last year was a very bad and short year for my husband. By the end of January, he met Aetna's \$1,500 out of pocket with a three day stay in emergency and then hospital. The bill was \$34,520.57. We made no more payments to any doctor or hospital, or physical therapist for the rest of the year. We did not pay the \$37,954.69 for the helicopter that transported him from one hospital to another at the end of March. The bill for the intensive care from 4/8 until his death on 4/13, was \$99,875. No outstanding responsibility to be paid by me. The approximate total for his medical treatment from 1/1/2016 through 4/13/2016 was \$184,572. I wrote checks for \$1,500, and that was the end of our out of pocket cost. Insurance is a necessary evil, but when we need it, it is nice to know it is there.

In an additional exercise, and because maybe I've been looking at this the wrong way, I went to the website of United Healthcare and looked at prescription costs. My 2015 prescription cost with Aetna were \$1,948. The projected cost on the United Healthcare website for the same prescriptions was over \$6,900.



# LETTERS

**BOB BEAVIS**—Sea Girt, NJ

Greetings. Year and years are passing too quickly. Barbara and I are well.

We left Fort Lauderdale on a 30-night cruise this past April 20th with Phil & Deb Foss. We arrived in Southampton May 20th. Great time and port calls in Great Britain, France and Germany. Took another positioning cruise from Brooklyn to FLL in October. We try to utilize the cruise companies for travel to and from Florida.

Our middle child, Pete, exited the USCG August 1st and reported to United training August 23rd. He is now EWR based flying B-737 and is a year junior to his four-year younger brother Paul (also ex-USCG). Paul is also EWR based on the airbus and living in Wall, NJ about :10 minutes from our home. Pete and family have been living with us since August. Our daughter, Patti, resides in Col Springs but now that her brothers are in NJ is visiting us often in Sea Girt. She works for Wells Fargo out of her home or wherever there is a computer.

We spend most of the year in Sea Girt, NJ. We continue to sail our Hunter 340 out of our small Club on the Manasquan River and fly small singles with the Jersey Aero Club out of Lakewood airport (N12). Have not found anyone to pay me for my aviation skills since we sold the owner's Citation II in June of 2014. It was a ten-year gig that saved our home and provided us with just enough to continue our life style. It was both fun and challenging to manage and fly N550JC for a great family.

We spent this past weekend in Key West and are now settling into our Juno Beach, FL condo until

**I hate it when I see an old person and then realize that we went to high school together.**

sometime in April or May when we trek north to NJ. If you plan to be nearby, please give us a warning.

S/F, *Bob and Barbara Beavis*  
c: 732-213-7515; bbeavis@optonline.net

**HARLIN E. BELL**—Mineta, VA

WOOOOF AND WOW, and other expressions if great glee. the next one(?) is number 93, which means I've been retired over 32 years. If I'd known I'd live this long I sure would have taken better care of myself. however, still vertical and able to take a little "nourishment now and then ("now" seems to come around more often)

Hanging by the skin of my teeth, (yes, still have then) my sight is going, and hearing is on the same path. Lost something else but can't remember what it was.

Three injections in the left eye on a scheduled basis, (wet macular), and the \$\$\$%\_&'&&\_%\$## hearing aid is worthless, keeps falling out of my ear, but-- I have the word "HUH" down in three different languages. If anyone out there is getting any medication for wet macular and having any improvement, please drop me a line. I'm getting three injections of "lucentis" on a scheduled basis, not seeing its effectiveness.

Getting harder to recognize any names in the letter column anymore, but that "flown West" bit bring back some fine memories. I had it at the best of time, the DC3 through the DC10, 727s, Convair, Caravelle, and Viscount, and some of the finest men and women it was my pleasure to know. God Bless,  
*Harlin*

**ED CHAPMAN**—Jordan, MN

Cleve: Here we go again...already! Dues submitted separately for the coming year...and hoping that it's a bit better than 2016 for weather in Minnesota!

I fly hot air balloons (over 40 years) and my normal 50 hours plus per year was reduced to about 30 hours by breezy conditions. Flew a balloon in the Austrian Alps in January (25th Year) for about 10 days...great flying and food!

In July I was elected to the Minnesota Aviation Hall of Fame (MAHOF) with induction scheduled for April, 2017. My thanks to Braniff, Midway and United pilots I've flown with over the years who helped to make this happen.

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Keep up the good work...there are always multiple gems in every issue! *Ed, ORD*

**NEIL DAHLSTROM**—Danville, CA

Many thanks to Cleve and staff for putting out the *RUPANEWS*. It is very nice to read about old friends and their adventures or non-adventures.

Not much change during 2016. Granddaughter, Julie, left for her church mission in May for 18 months in Reynosa, Mexico. It's located across the Rio Grande from McAllen, Texas, about an hour from the Gulf of Mexico. Grandson, Zach, is in the Air force and graduated in December from the Navy Language School in Monterey, California. After 18 months studying "Farsi" they have him scheduled for survival school in January in Washington State.

We are planning a Scottsdale, AZ trip at the end of January to take care of our grandkids. Then a visit to the Navy Museum at Pensacola in May.

Till next year, go Warriors! *Neil & Tammy*

**GEORGE FOXE**—Carol stream, IL

Greetings to all. I've been thinking for several years that someone, somewhere, might be wondering what happened to George Foxe, so I've decided to write this letter.

Not much has happened, really, at least nothing spectacular, or disastrous. Velda and I have been married 60 years, as of last Sept. I'm 84 now, and she's a couple years younger. We still live in the same house we had built in 1968. We try very hard to live our lives in a way that God can approve of, and to glorify His name.

How do we spend our time?---well, gardening, in the warm months, and taking care of the house and the yard seems to keep us pretty busy. I burn lots of wood in the fireplace during the winter. No motor-home trips or cruises to tell you about. We did take a trip to California and back last winter, on Amtrak! That was an education, but it was mostly enjoyable. The trains stayed right on the tracks, as they're supposed to, and were for the most part on-time. A couple of automobile trips to Connecticut, where we both grew up, and that's about it. Haven't been on an airplane in at least 10 years, and if we do have to make a hurry-up trip sometime we'll buy a ticket. It was nice while it lasted.

Health?---We're both doing pretty well, considering our age. Aches and pains, yes. But we both have

all the original parts, no heart attacks or strokes, and as near as we can tell, no Alzheimer's. Forgetful, but most of the older people I know are about the same.

That's about all there is to the story. Wish everyone could be as fortunate as I've been. Time to sign up for another year---check's in the mail. Thanks to those who make the news possible. *George*

**PETER FRIEDMAN**—Edgewater, MD

think I missed last year (in more ways than one)!!! Hopefully, this was a happy and healthy year for everyone.

It is hard to know what to say. So much has changed. We are mostly members of the "old" United. It is interesting to watch how our seniority changes on a daily basis. Mine used to be back in the 1960's. Now, it is like 1988 for passes. I guess we are lucky that they still offer us medical insurance.

Marcia and I are still out there walking and jogging on good days. We are still spending most of the winters in Utah for some recreational skiing and summers in Annapolis, Md. Mostly, we take the lift up and ski down to the restaurant and visit with old friends. Talk about the days when the powder was over our heads. It still is fun, but more moderate.

I keep myself current as a CFI, and bi-annual flight reviews. I guess I'm hoping one of the grand kids wants to learn to fly or take a ride. It sure is hard to pay \$100/hr + for a small Cessna after we got paid to fly big metal. It is fun to bounce around.

I still have an old Capitol buddy here in Annapolis, Lane Haley, 85 and he is doing great. I hear from Craig Willis DCA, Don Clements LAX, and Ron Blash, TK once in a while. It is fun to keep in touch.

Best to all. Sure is interesting times. *Pete*

**DEKE HOLMAN**—Oxford, NC

RUPA readers, 92 and still going strong (not too) health has been good for my age. Merle is not so good. I am now a full time caregiver so no golf.

We are living on my daughter's farm just outside Oxford, NC. We have a 2-bedroom apt. with green houses on all sides. My daughter is a vegetable farmer so I try to help when possible, then she can correct My help.

My cell is: 707-853-0780 *Deke*

**LARRY HORTON**—Port Orange, FL  
Another year has gone by like a blur. Twenty-six years into retirement and I enjoy life more with each passing year. There is always something I want or need to do on my Bonanza. That keeps my hands and arms bruised and my muscles sore, but it keeps me off of the streets and out of the bars. I am also fortunate to live in a flying community where I am surrounded by friends who fly and share other common interests.

I have seen about every nook and cranny of this country from the air, but there are still many places I want to visit on the ground. We enjoy getting away in our motorhome so this past September we drove to Virginia for a family reunion then with many stops along the way, into West Virginia, Ohio, Kentucky and Tennessee before returning home to Florida just in time to prepare for the arrival of hurricane Matthew. Though we had no power, we were fortunate to weather the hurricane with only minor damage. The highlight of the trip was spending time with John and Barbara Alden (DCAFO) as they showed us around the beautiful Amish country in eastern Ohio where they spend their summers.

All of this to say....it was a busy year. Janet and I continue to be blessed with good health and the desire to get out and go somewhere.

Many thanks to all of the volunteers and RUPA staff who make this magazine possible. *Larry*

**AL JOHNSTON**—Seneca, SC  
Hi U all, how does time fly so fast, 92 years young on thanksgiving day, still living in a senior citizen facility (Belvedere commons Seneca SC). We are in the independent living section, but have the assisted living section across the street if or when we need it. Have a nice end unit with attached garage



kitchenette living room, 2 bedrooms & 2 bathrooms. Belvedere has a nice dining room with meals included.

I'm still in good health thanks to my wife, JoLee, being a retired RN who acts like a master sergeant making me take my vitamins & prescriptions on time.

Found out how to shoot my age. I, play only 9 holes and 2 play a par three.

Happy holidays to all.

Al Johnston @ aljohn37@ yahoo.com

PS famous last words, "the check is in the mail."

**DON JOHNSON**—Elizabeth, CO

It's hard to believe it's been 21 years since I left the cockpit for the last time. The older one gets, the faster time seems to go by. There was a show on the science channel about time awhile back and the perception of time moving faster for older people seems to be a common perception. The good news is that both my wife and I are in relatively good health. We took a couple of driving trips to Arizona and Arkansas early in the year and a cruise from Venice to Athens in September. We flew into Venice and Athens to Newark nonstop and had no problems.

My wife has a cousin who is a full colonel in the Marine Corps. After about 35 years in the corps, he is on his last assignment before retirement. He is assigned to Hawaii and is the Director of the Asia Pacific Region for the Defense POW/MIA Accounting Agency, DPPA. This agency was established on January 30, 2015 at the direction of the Secretary of Defense and passed by congress and formally created one agency responsible for the recovery and accounting of missing service members from past conflicts. This agency brings together the former Defense Prisoner of War Missing Personnel Office, the Joint Prisoner of War Missing in Action Accounting Command, and the Life Sciences Equipment Laboratory. Another officer is the director of the Atlantic, Europe, Africa and Middle East areas.

The DPPA Laboratory is the largest and most diverse skeletal identification laboratory in the world. We were privileged to be given a tour of the lab. It is in a new modern building with a state of the art lab which holds 99 tables and on many of the tables were the bones of recovered service personnel. I was not allowed in the lab because of the chance of



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contamination of the DNA but there were large windows which allowed a view of the lab. There are about 600 personnel including anthropologists, archaeologists, forensic odontologists, medical examiners, and researchers just to name a few.

One of Colonel Gann's jobs is to negotiate with the various countries for permission to dig up the remains. Recovery teams are under the direction of the on-site anthropologist and use standard field archaeology methods. Standard recovery missions last from 35 days to 60 days depending on location and recovery methods used. Every inch of soil that comes out of the recovery site is screened for any possible remains, life support equipment or material evidence. Many times local laborers are employed to help with the manual work. Recently, the remains of those killed on the battleship Oklahoma on December 7th were exhumed. Several sailors were buried together and now the bones are comingled so it will take time to sort them out. Upon arrival at the lab, all remains and physical evidence are signed over to an evidence coordinator and stored in a secure area. Forensic anthropologists are responsible for the analysis of the remains and material evidence and are not the people who were in the field. They operate in the blind so as not to be influenced by the information that led to the recovery of the remains. Two separate examinations are made in the blind to remove any error. Once identified, the families are notified.

If you are a maternal or paternal relative, you can donate a DNA sample by contacting the service causality office for information on how to donate a sample. The DNA is treated as a medical record, given a number, and only certain scientists can access it.

**LOWELL JOHNSTON**—Port Orange, FL  
Another year gone and number 23 since setting the parking brake. Anne and I are doing well. She was pretty much in the recovery mode from cancer surgery and treatment for the last year so we did very little traveling.

Scheduled a cruise for Christmas and New Year this month (December) and will probably do a little more now that Anne is feeling better.

Thanks for all the work you are doing for the retiree community. Glad to see the company is at least listening to your input on passes and pensions. Good

work.

Renewed online. A very easy process. separate check to the Foundation.

**CARL B. JORDAN**—Port Charlotte, FL  
Well, here I am, 84 years old - - already! Where DOES the time go? It was 61 years ago that, as a Korean War vet and 23-year-old fighter pilot recently released from the Air Force, I hired on as an eager DC-3 copilot for Capital Airlines. At the time my dad was a 21-year veteran with American Airlines. He started flying with them in 1935 in Curtiss Condors and Stinson Trimotors. When the DC-3 came along, he declared it to be "the ultimate airliner!" And, even though I had accumulated seniority with American that came about when I began to work for them as an 18-year-old licensed aircraft mechanic, Dad urged me to eschew my five years of accumulated company seniority with American, and begin anew with Capital. This was due to Capital's expansion of flying resulting from the purchase of a bunch of British Viscounts, the first "jet-prop" airliner to fly in the U.S. It became very popular with the traveling public.

Dad said I'd probably make captain in three years instead of five. Actually, it took ten years to move from the right seat into the left seat. At least I didn't have to spend any time in the third seat. In the meantime, we did that merger thing with United Air Lines. (It was three words back in 1961, and not yet United Airlines – two words.) EXO was located at about 59th and Cicero adjacent to MDW. ALPA HQ was at 55th and Cicero. At that time Midway Airport was actually the world's busiest airport. Incidentally, my dad was a charter member of ALPA. I didn't have to be urged to join.

Nowadays, it's rare that I recognize any names in the *RUPANEWS*, not even on the Flown West page. Most of those belonging to "my era" have flown west a while ago already. It makes me wonder how many pilots are still around that remember the Barry Marlin fiasco of some decades back. He actually managed to promote a clever Ponzi scheme. And a lot of pilots lost a lot of money – millions, in fact. He did get nailed but then he turned "state's evidence" against others of his ilk. He was given a new identity and released from prison never to be heard of forever more.

My daughter, Cathy, a third generation airline cap-

tain, will officially retire from Southwest at the end of the year. She will utilize Southwest's "Age 60" option, even though age 65 is now available. There must be some mistake, here. How can I have a daughter who is that old already? My gosh, I've even got TWO great-grandkids! I wonder what they'll see when they get to be my age? I can't even begin to imagine! Like as though four daughters and seven grandkids weren't enough. And, even though I lost a wife of 60 years, I find that I've gained four mothers! I'm sure they do mean well, but being bossed by my kids still seems a bit strange to me. I'm no longer allowed on the roof of the house, and I'm even forbidden to use a stepladder. Also, they vehemently nixed my plan to acquire a 29-year-old, female, live-in medical assistant – like as though I would ever actually be that lucky! Like I say, I'm sure that they mean well.

*Carl*, MDW, ORD, LAX 1956-1993

**DON KYTE**—Fort Myers Beach, FL

Hi Cleve, Twenty-eight years since setting the parking brake for the last time. Actually the "Official" one was on October 12 when my Flight Manager met my flight in from Hawaii with all the bells and whistles. The crew desk called me the next day and said they had a trip for me! I thought they were kidding, but NO. They said I really didn't retire until my birthday on the 15th and they needed me badly to fly a 747-100 to ANC with the Para-pelagic athletes going to the Olympics, because the 747-SP

**I swear if my memory was any worse, I could plan my own surprise party.**

that would have made it non-stop to Korea was unavailable. The crew who would have flown it was waiting for the airplane in ANC.

The weather was terrible in ANC. Blowing hard with snow and about a twenty-degree crosswind. I sweated out the landing thinking to myself, "I can see the headlines now, Captain on his final flight slides off the runway at Anchorage with a plane load of Para-pelagic athletes". The landing wasn't smooth, but it WAS firm and DIDN'T slide off the runway.

Fort Myers Beach has been undergoing major road and utility improvements for the past year or so. The work will continue for another few years so all my neighbors have been selling to short-term rental companies. We decided to move to nearby Boardwalk Caper and accomplished that during the past week or so. Now we can relax a bit.

Thanks to all of you who do such fine work on the *RUPANEWS*. It just gets better and better. *Don*

**GEORGE MENDONCA**—San Mateo, CA

Well here it is three months late, normal for me.

I have been getting the annual for the Kitfox completed. Also working with the FAA medical has been a comedy, my doctor missed filed it and was a month late to them. I like to say the FAA moves at about one tenth the speed of a glacier. I am all healed from the accident. It was good to get back into the air!

I hope all is going well for everyone. For now keep the blue side up.

*George*, SFO DEN SFO 1965/1994  
B727 S/O B737 F/O & CAPT

**TOM PURRINGTON**—Bronx, NY

Greetings Ruparians, I think I missed a couple of years.

It is now approaching 19 years since I last turned off the Fasten Seat Belt sign switch. Life has been good for me. I have a warm loving lady in my life, a loving family and am reasonably healthy. I was fortunate enough to only lose 50% of my pension.

I would like to recommend two aviation related books to the group. Many will have read "Sully." I found it full of memories of my own career and a well written, well thought out description of one professional pilot's life including his focus on the

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vagaries of aircraft safety. Sully, seems to be the kind of person we would have enjoyed flying with. The other book, "Going Solo", by Roald Dahl, was a Christmas gift from one of my sisters. I was most surprised to find that, Dahl, he of Willy Wonka fame, was also an RAF pilot during WW2. I think he writes of aviation as well as St.-Exupéry. Both books are available through Amazon. Stay safe and stay well. *Tom*, JFK, EWR, IAD

**DARRELL RADER**—Woodstock, IL

It's been another great year full of wonder, blessings and, yes, surprises. The yard was aglow with Marlene's flowers of every color and type and the vegetable garden produced bountifully. Her winter time joy is decorating the whole house for Christmas, so there are nativities, most times many, in every room. I couldn't indulge in some of the things I wanted to do this year due to too many grandkid's weddings and other conflicts, but I made the Wood Carving Congress in Iowa and gained more skills working on two projects. We drove the '57 Nash to Moline, IL to see the end of The Great Race, 50 antique cars on a timed rally from California to the Mississippi River – total insanity!!

At the end of September, Marlene had an appointment with her ophthalmologist and found her right eye had developed wet macular degeneration. The morning of that same day, I passed out while talking with workers that had just finished shingling our porch roofs! Marlene is showing very good improvement with corrective shots in the eye. My story is the same as 3 ½ years ago, all tests show I'm in perfect health. They find no cause or damage – most frustrating.

Stop in, give a call or send a note, we want to hear from you. *Darrell*

**ED RIPPER**—Palm Harbor, FL

Cleve and Fellow Ruparians, Since tomorrow is #76 for me, I guess it's time to add my 2 cents worth. Online dues payment sent last week.

On the unpleasant side, last February I finally decided to have my left foot fixed. I had developed a bunion and the large toe had migrated completely under the two adjacent toes causing both of them to hammertoe. Well, the 2-hour outpatient procedure managed to straighten all that mess out but the rehab was most unpleasant, and it involved wearing a

full boot 24/7 and not being able to put any weight at all on the foot for 2 weeks, then an additional 6 weeks wearing the boot while walking, then an additional 2 weeks in a surgical slipper. Not a fun way to spend two and a half months.

The month of June was a highlight for me. My oldest son, Adam, had finally gotten hired by United about 3 years ago when the new hire program started again. Prior to that he spent 15 years flying for Express Jet and finished with them as a LCA. Anyway after being hired by UAL he was a B737 FO based in EWR. Last May he started B757/767 FO transition training and was scheduled to finish toward the end of June. While there he got permission from the powers that be for me to come out and sit in on one of his sim sessions, so I flew out in June for that event. Now I had not been back in Denver since I retired in Dec., 2000 so I was blown away by all the changes. He was staying at the Cherry Creek Holiday Inn on Colorado Blvd., the same one we used as overflow back in the day, right across the street from Shotgun Willies which has been completely remodeled and now has a marijuana outlet right next door. The old Cherry Creek Inn is no longer there, the high rise part has been turned into a Hilton Garden Inn and the low rise portion has all been replaced with restaurants, retail, and condos. Stapleton and all the area around DENTK likewise has all turned into restaurants, retail, and housing. TK itself, except for the newer annex where the Mainliner store is located, is undergoing a complete rehab. They were also in the process of adding several more simulator bays in preparation for the ones being moved up from Houston. I met Adam's sim instructor and he warmly welcomed me to their session, which was going to be a 767-300 loft from LAX to HNL. The briefing lasted about 2 hours during which time lots of new acronyms and procedures were being tossed around, and I guess the instructor could tell by my quizzical looks that I was being left in the dust so he was very careful to point out the differences from what I had been used to and what is being used now. So, on to the simulator and it was very interesting for me to observe the many changes from where I had left off 16 years ago. The two students finished up their required maneuvers with about 30 minutes of sim time remaining, so the instructor looked at me and said okay Captain, get in the left seat and show us what you can do! Wow, even after retiring off of the 767,

but not having touched the controls since the end of 2000, I was afraid I might really embarrass myself, but it's a lot like riding a bicycle in that you don't forget how. So for the next several minutes I got to shoot several approaches to touch and go landings with my son as my copilot, something that will never happen again. (Even greased a couple on!) It was indeed a very special and memorable time for me.

In Sep. I went to visit my younger son who lives just north of Reno near the Reno-Stead airport. That week was race week so we bought pit passes and on Wed. went to see those beautiful flying machines up close and personal. Then on Sat. we went back to see the Blue Angels perform. This was their first show with all six since they lost one of their solo flyers earlier in the year. It was as usual an outstanding performance. Then the following weekend I spent in Monterey, CA attending a West Coast Navy VP Officer reunion at the Hyatt hotel. Prior to UAL, I was with VP-46 based at NAS Moffett Field so it was good to see some of the guys again after many years.

I returned home just in time to wonder what the approaching Mathew was going to do to us but it turned out to be strictly an East Coast event, and we were thankfully not affected at all.

In October our monthly Tampa area RUPA luncheons started again and as usual it's always good to see those familiar faces. Now here it is Dec. 12. I wish for all of you a very healthy and prosperous

**HUSBANDS ARE THE BEST  
PEOPLE TO SHARE  
SECRETS WITH.  
THEY'LL  
NEVER  
TELL ANYONE,  
BECAUSE THEY  
AREN'T EVEN LISTENING.**



2017. A special thank you RUPA leaders for all that you do. Take care everyone.

**Ed**, ORD, SFO, LGA, EWR, CLE, DEN, LAX, IAD, ORD, IAD. 1967-2000

**RANDY RYAN**—Tucson, AZ

Dear Cort, Bob, Cleve, Leon and Larry, Thanks for all the hard work you have done for all of us throughout the year.

2016. What a year! You may remember that I was diagnosed with liver cancer in October of '15 and started infusions of Opdivo and Yervoy in November and December. That seems to have worked as the cancer has grown smaller throughout '16.

Meanwhile, though, my heart stopped on January 6th. Somehow, I was saved by Pam and the EMTs and a pacemaker was installed immediately. But those infusions also shut down virtually every system in my body, from losing hair to my eye pupils becoming oval instead of round, to many hospital stays while they worked hard to keep me alive, to getting home and being able to sit in a chair, to homestay visits from nurses and speech therapists, to getting up unassisted from that chair and using a walker, to going outside to pick up the newspaper at the front door, to using only a cane, then after another week, getting all the way to the mailbox, then to around the driveway, then to not even needing that cane, to regaining the 40 pounds lost during this ordeal, to re-growing hair, all the time worrying about what the next CT scan would reveal.

While the cancer continued to shrink, we planned and in September we took a 74-day cruise around South America, Miami to Miami, with a lot of help from Bob and Diana Engelman who took care of our car while we were at sea. And finally, Pam and I flew to Kona with our daughter, Kathy and her husband, Ken, for a week over Christmas.

None of this return to good health would have happened without the support I had from not only Pam (of course!) but from all the prayers, cards, phone calls, visits, and letters from so many friends throughout this ordeal. I even received a shawl made by a friend of our daughter's that I continue to use even now. It is a reminder of where I was and how lucky I am to be where I am now. I can never thank all of you enough for that support, but it worked!

So, keep those prayers going and rest assured that

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Pam and I thank each and every one of you for your support during 2016. Oh, yes, on December 31st our car was broken into and Pam's purse and camera were stolen. So, we are really looking forward and hoping that 2017 will be a much better year than '16 was.

**Randy** Randyryan40@msn.com

**RICH & ANN SELPH**--San Francisco, CA

The highlight of our year occurred in June when David and Christine presented us, bravely, with gorgeous and precocious Isabelle Ann. (Most call her just Isabelle, but not Ann.) In addition to being number 7, she will likely be number last. Our calendar featured several visits to Darien where Ann delighted in holding a baby again. Lucas and Amelia are thrilled to have a baby sister and there has been no talk of sending her back.

Pushinka, the tiny white ball of fur that most of you know, who infiltrated restaurants, airline cabins, movies, art galleries, and Alaskan biker bars, was iconic at the MH front desk and elsewhere. She left us two years ago (and Rich was hoping she was irreplaceable...). Ann needed time. Many candidates did not make the cut. Each time Rich gave a sigh of relief. But Chloe came to Nana's rescue, finding a black miniature poodle who had been abandoned, pregnant, by a puppy mill after a mauling. She lost an eye and almost an ear. A vet repaired as best he could and gave her to the Milo Foundation where she had two puppies. One puppy was spoken for, but Chloe got the other and Nana got the perky one-eyed mom whom she renamed Star. Star has adapted well from the outdoor cages to Nana's down comforter without therapy or having to miss any exams.....

Thanksgiving in Vail was lovely, but green lovely instead of white lovely for the first time in four years. Two thirds of the family came and we had a great time, but little skiing. There is snow now and most of the mountain is open, finally. This will, sadly, be our last Christmas letter from Vail. After 23 years of enjoying three vacations a year here (how do you vacation from retirement???), we are selling our little unit in Mountain Haus. We knew this day would come and it is the right time for us for a combination of reasons, but we will both extremely miss the MH, the friends, the village, and the mountain. The end of an era.

Thirty-one years ago, we moved from peaceful

Kirchberg im Tyrol, Austria to San Francisco. The city is as eccentric, progressive, and beautiful as ever, but it has become even more extreme in some areas. Dear friends, the Warriors, the Commonwealth Club, the views, the parks, and the bay continue to delight. Cost of living and extreme traffic, however, have affected the quality of life. Epic Roadhouse serves a \$43 cocktail, with vodka made with water captured from SF fog. The LGBT sandwich is popular (Lettuce, Guacamole, Bacon, & Tomato). While we wait for the self-driving car, thirty thousand UberLyft drivers provide efficient service, but clog the roads. The Golden Gate Bridge toll is rung up about 8 days a week when we commute to the Mill Valley kids/grandkids. I have fantasized about a flying car since I was a kid, but we need it now more than ever. (Come on Fred!

The progression of time continues to provide ample material. Looking at my forearms the other day, I happily noticed that they had not withered as much as I thought. Then I realized that I was wearing my magnifiers! Just yesterday, I absentmindedly dipped my hand into my wine glass instead of the peanut can. I remain polypharmaceutic.

Not wanting to be left behind tech-wise, I am trying to become an SME on emoji. Gender neutrality is so critical. One of my big achievements has been the 'MerPerson' emoji. Also, I've taken a deep dive into 'big data', drilling down until I could hyper localize some disruptive algorithms. 'Bots' are useful for many tasks and I have developed a few. For example, I have one for data collection and storage. Ann is so tech limited that she perceives my 'bot' as only my stack of papers.... Really?!? (SME = Subject Matter Expert)

We add our appreciation for the *RUPANEWS*, always a cover to cover read for both of us.

**Rich & Ann Selph**, SFO '86-'01 (FOPA)

**JIM WHITELEY**—Reno, NV & Honolulu, HI  
Hope everyone that publishes this and all you readers too, had a Merry Christmas.

As some of you know, I'm one of the few that started as a cargo handler for Capital Airlines in CLE and ended up a HNL based 747 Captain. Between 18 and 60 I worked for TWA as an agent then moved to LAX as a Crew Scheduler. Left TWA for Piper Aircraft in LGB. Thought about slipping in the back door until the Jets showed up. TWA fur-

loughed 1/3 of their pilots. Piper gave me my Instructor and multi engine rating then sent to HNL to Manage Hawaiian Aircraft Sales. Flew charters around the islands and did a lot of flight instruction. ALOHA picked me up as a DC3 co-pilot in January 1960 then laid me off in September. Starting Aerial Mapping. We did Kaanapali on Maui, the new Kona Airport and Hawaii Kai on Oahu. We used a Howard DGA15P, Beech AT-11, and a B-25. Had so much fun the company went broke. Moved to SBA with Mark Hurd who had 4 P-38s, and 2 AT-11s. United came up to Santa Barbara looking for pilots and I was able to start school on April 20, 1964. Spent 30 years flying great 3 man airplanes out of LAX, CLE, DEN, SFO and HNL. If any one remembers me they played in one of the UAL tennis tournaments which I started in 1965 and lasted for 25 years. Or maybe you raced on the UAL SKI Team. Claim to fame, first to go from second officer to captain and first to land a full size 747 at Wellington, NZ. Sure had fun and never got into too much trouble.

Nest year I'll tell you about my 23 years of retirement. ALOHA, *Jim*

**DICK WOODIN**—Kenai, AK

My birthday isn't until March but I'm doing the unthinkable and writing 5 months early. Main reason is the happy memories that come to mind when I see Neil Johnson's name in the list of regular attendees at the Seattle Gooney Bird luncheons. Neil was a junior Captain in SEA during the late 1950s when I was a junior co-pilot. To get to fly with him was always a great pleasure. Not only was he a good mentor in the cockpit, but we had fun on the layovers. We often flew the Convair run between SEA and SFO with stops in Portland, Salem, Eugene and Medford, with layover at the Ben Franklin. We would borrow the car, which Mr. Best provided for no charge, and drive south to one of the good restaurants that Neil knew of and have a nice dinner. Then come back to the hotel for some pool or ping pong. One evening I went up to the game

**Dear Auto-Correct,  
Please Stop Changing My  
Rude Words Into Nice Ones.  
YOU PIECE OF SHUT!**

room and found Art Derby beating all comers at ping pong. I had never met Capt. Derby but I knew of his reputation. He was the senior Capt. in SEA and perhaps number one on the seniority list and most of his crew members were intimidated by him. One of the bystanders set me up to challenge him, not explaining that Capt. Derby was not to lose. I manage to beat him. Twice. Several years later, I was still a junior co-pilot in SEA and was assigned a trip in a DC-6 with Captain Derby. He treated me just fine. Apparently I had earned some respect at the ping pong table. One more memory of Neil Johnson was watching him bouncing around his patio on a pogo stick. Bet you haven't done that in while, Neil. Thanks for the memories.

On another subject, In the November issue of *RUPANEWS*, the article titled How Safe is your Pilot, lists reasons that would make a person unfit to fly. Among those named is use of sleep aids. Here comes another memory. When we first started the SEA-HKG route in the DC-10-30 I would have a hard time sleeping in Hong Kong. Some flight attendant suggested I go talk to Jimmy at the drug store around the corner from the Royal Garden Hotel about some special sleeping pills for pilots. When I found Jimmy he dispensed 6 little pills from a plastic bag he carried in his pants pocket. With some trepidation I took one and was well rested for the trip home. I'm convinced I was safer than flying sleep deprived but I guess the FAA would say I was in violation. In case some Fed. sees this, the statute of limitations has run out.

It has been 28 years since I retired and moved to Alaska. Have had some great adventures flying around in my floatplane. Got involved with CAP and participated on several lifesaving missions. Flew many hours in DHC Beavers - a great airplane on wheels or floats. And I have found many new friends. My only regret is being so far from my old friends in Washington. At age 86 it seems time to hang up my spurs so have sold the airplane and dropped my CAP qualification. I wish I could travel to SEA for some of the Gooney Bird lunches but I'm a full time care giver for my wife, Miriam, who is in fragile health. I can get out for a few hours to go fishing close by and to play bridge at the senior center once a week, but an overnight trip is out of the question.

I appreciate this connection to my past through RUPA. Thanks guys. *Dick*

## **\*What was it like in 1916, 100 years ago\***

The average life expectancy for men was 47 years.  
Fuel for cars was sold in drug stores only.  
Only 14 percent of the homes had a bathtub.  
Only 8 percent of the homes had a telephone.  
The maximum speed limit in most cities was 10 mph.  
The tallest structure in the world was the Eiffel Tower.  
The average US wage in 1910 was 22 cents per hour.  
The average US worker made between \$200 and \$400 per year.  
A competent accountant could expect to earn \$2,000 per year.  
A dentist \$2,500 per year.  
A veterinarian between \$1,500 and \$4,000 per year.  
And, a mechanical engineer about \$5,000 per year.  
More than 95 % of all births took place at home.  
Ninety percent of all Doctors had NO COLLEGE EDUCATION! Instead, they attended so-called medical schools, many of which were condemned in the press AND the government as "substandard."  
Sugar cost four cents a pound.  
Eggs were fourteen cents a dozen.  
Coffee was fifteen cents a pound.  
Most women only washed their hair once a month, and, used Borax or egg yolks for shampoo.  
Canada passed a law that prohibited poor people from entering into their country for any reason.  
The Five leading causes of death were:

1. Pneumonia and influenza.
2. Tuberculosis.
3. Diarrhea.
4. Heart disease.
5. Stroke.

The American flag had 45 stars.  
The population of Las Vegas, Nevada was only 30.  
Crossword puzzles, canned beer, and iced tea hadn't been invented yet.  
There was neither a Mother's Day nor a Father's Day.  
Two out of every 10 adults couldn't read or write.

And, only 6 percent of all Americans had graduated from high school.

Marijuana, heroin, and morphine were all available over the counter at local corner drugstores.

Back then pharmacists said, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach, bowels, and is, in fact, a perfect guardian of health!"

(Shocking?)

Eighteen percent of households had at least one full-time servant or domestic help...

There were about 230 reported murders in the ENTIRE U.S.A.

## ***IN MEMORIAM***

### **HUGH LAWRENCE "SLIM" BERRY**

Hugh Berry, 85, passed away December 5, 2016, in Lincoln, CA.

Hugh was born in Anahuac April 11, 1931. He attended Southwest Texas State College, in San Marcos, TX (now known as Texas State University



-San Marcos) on a football and basketball scholarship. The 1951-52 basketball team was inarguably the program's finest season, finishing with a 30-1 record and went to the NAIA National tournament in Kansas City. In 1988, he was inducted into the "T" Association Hall of Honor. Hugh joined the Air Force cadet program in 1952, followed by 4 years in the USAF Strategic Air Command in the re-fueling division. In 1956, he was hired by United Air Lines where he enjoyed a 35-year career as a pilot.

On June 4, 1953, he married JoBeth Allison in San Antonio, TX. During their life together they resided in Broomfield, CO, until 1969, when they moved to Saratoga, CA. In 2000, they re-located to Sun City Lincoln, CA.

He was extraordinarily dedicated to friends and family, interested in people, their occupations, their health and willingly carried their burdens. He participated in farmer's-market gleanings and was a dedicated hospital companion and sat with families while their loved ones were having surgery. Hugh was mechanically gifted, Mr. fix-it-all and was athletic, relishing windsurfing, fishing, water and snow skiing and golf. He enjoyed landscaping and gardening, music and square dancing, cars, trucks,

boats and all things that go, including houseboats, motorhomes, and airplanes.

Affectionately known as Papa Berr, he was the family patriarch and spiritual leader, consistently sharing his faith with others and relying on Jesus for his salvation and daily direction. He was dedicated to his church and served as an elder, usher and in many other roles. In his later years, he developed a strong interest in technology and served on the audio-visual team at his church.

Hugh is survived by his wife of 63 years, JoBeth; three children; eight grandchildren and four great-grandchildren.

Memorial contributions can be made to Teen Challenge in Lincoln, CA. <http://www.teenchallenge.ws> or

Lincoln Hills Community Church, <http://www.lincolnhillscommunitychurch.org>

### **MONTY K. BLATT**

Monty Blatt, 82, of Sycamore, IL, died peacefully on November 8, 2016, surrounded by his dear family. He had dealt with autonomic peripheral neuropathy on and off for several years.



Monty was born in Norwalk, Ohio, on December 24th 1933, and held a childhood dream of flying an airplane someday. As a boy, he jumped off the chicken coop, flapping his arms, thinking he would fly, but - at the time - had to settle for riding his pet pig around the barnyard. He graduated from Norwalk High School, worked in the family concrete business for several years before joining the army, where he earned a medal as a sharpshooter. After being honorably discharged, he graduated from The Ohio State University with a Bachelor's Degree in Business. He spent several years working for Recordak as a top salesman but this never satisfied his dream of flying, and so he pursued his vision and was eventually hired by UAL. At age 48, Monty required back surgery and was told he would probably never fly again; however, nine months later he was back in the cockpit until his retirement in December of 1998.

Upon retirement he enjoyed spending winters in Bonita Springs, Florida, with Joane, the light of his life. They traveled throughout the United States and Europe, and one of his greatest delights was to visit his daughters in the Southwest and help them with their home improvement projects. When home,

Monty made sure the birdfeeder was always full since bird-watching was a favorite pastime.

Monty is survived by his wife, Joane, three daughters and three stepchildren. He will be greatly missed by his ten grandchildren and three great-grandchildren.

### **DAVID RAYMOND HENRY**

David Raymond Henry, 79, of Myrtle Beach, SC, passed November 13, 2016. He was born December 14, 1936 in Mount Zion, Illinois.

David proudly served his country in the United States Navy as a Fighter Pilot. He retired from United Airlines after thirty-three and a half years of dedicated service.

David is survived by his wife, Peggy, five children, nine grandchildren.

In lieu of flowers, memorial donations may be made in David's memory to St. Jude Children's Research Hospital by mail to: 501 St. Jude Place, Memphis, TN 38105 or online at: [www.stjude.org](http://www.stjude.org) or to the Shriners Hospitals for Children by mail to: 2900 N. Rocky Point Drive, Tampa, FL 33607 or online at: [www.shrinershospitalsforchildren.org](http://www.shrinershospitalsforchildren.org).

### **DONALD JAMES KARAIKOS**

Donald (Donnie) J. Karaiskos, 86, took his final flight to the West on December 19, 2016.



Don was born at home in the Kenmore district of Akron, OH. He graduated from Garfield High School in 1948 and joined the USAF December 1950 during the Korean War. He was honorably discharged in September of 1954. With the help of the Korean G.I. Bill and landing a job with the Goodyear B Squadron, he managed to graduate from Kent State University in 3 years. In 1957 he was hired by the Akron Public Schools as a history teacher for seven years. He also earned a Master's Degree, earned his flying licenses and became an instructor at Fulton Airport during those summers. Donald and Beverly (Vincent) were married in 1964. They left Akron so that Donald could take a position as Instructor in the school of Technology At Purdue University and then he was appointed Assistant Professor at Western Michigan University, School of Engineering Technology in Kalamazoo, MI. In 1966 Don was hired by United and was



based in Los Angeles, Chicago and Cleveland. He retired in 1992 as Captain on the B-727 with 26 years of service.

Donald and Beverly resided in Wooster, Ohio for 35 years where they raised their children who are all graduates of Wooster High School. They were members of Zion Lutheran Church. Donald was active in the Boy Scouts and was Scoutmaster of Troop 65 sponsored by the church, The Elks, RUPA, and American Legion. He was active in building and flying radio control aircraft. For the past 30 years, they spent their winters in Green Valley, Arizona and recently relocated to Westerville, Ohio.

Don is survived by his wife, Beverly, of 52 years, four children, and five grandchildren. In lieu of flowers, memorial contributions in Donald's memory may be sent to The Salvation Army, 437 S. Market St., Wooster, OH 44691 or the Koberacker Hospice House, 800 McConnell Dr., Columbus, OH 43214.

### **JEROME FREDERICK KEEFE**

Jerome Frederick Keefe, 76 of Naples, FL died December 24, 2016.

Jerome was a graduate of the University of Notre Dame and served as an officer in the U S Army. He joined United in 1967 and retired as a Captain in 2000 after a 34-year career.

Jerome is survived by his wife, Joan; of Naples, three children and ten grandchildren.

Donations in his memory may be made to the Multiple Myeloma Research Foundation at [themmrf.org](http://themmrf.org)

### **JOSEPH FRANK MAHONEY JR.**

Joseph Frank Mahoney, 91, passed away December 25, 2016 in Burnsville, NC.

Joe was born January 26, 1925 in Trenton NJ. He was a Veteran of the US Army Air Corps. He was first, a pilot for Capital Airline and then for United after the Merger. Joe worked tirelessly for his fellow pilots through the Airline Pilots Association, having served as Council Captain Representative and Chairman for Council #5. He also served on the Grievance Committee as a member and Chairman and participated in the formative years of the Employee Assistance Program and continued in



this capacity until his retirement. Several pilots owe their lives and careers to Joe's efforts on their behalf.

He was well known for being able to face issues head on very effectively. Jose's talent as a pilot was well known as was his ability to mentor and pass on his experience and skills to those who flew with him, a Captains Captain. After retirement Joe continued to help others by becoming part of the Prison Ministry and continued in that endeavor until very recently when his health became an issue.

Joe is survived by his wife, Rachel, who was a former Flight Attendant, and four children. His son, Peter, is a Pastor and officiated in his service.

Joe was a man of great Faith and will be missed by all who had the privilege of knowing him.

### **PAUL ALMA WHITBY**

Paul Alma Whitby, 89, of San Diego, CA passed away surrounded by his loving family in Winter Park, FL on November 16, 2016. The cause of death was congestive heart failure and lymphoma.



Paul was born on July 5, 1927 in Carey, Idaho. Paul graduated from Logan High School where he excelled in basketball, gymnastics and boxing. Upon graduating he enlisted in the Navy at age 17. After completion of boot camp WWII ended and he was assigned to the Admiral's staff in San Francisco. After Paul's discharge from the Navy and later, with the rising challenge of the Soviet Union in Berlin and the Korean War, he enlisted in the Air Force and was stationed in Weisbaden, Germany, flying air transport throughout Europe. He returned to Salt Lake City after his Air Force service and taught the first Civilian Air Patrol cadet program in a local high school.

Paul joined United in 1955 and retired as Captain after 32 years. The first jet he flew was the B727 which he flew it for 15 years. He always said it was the "best airplane he ever flew." Between the Air Force and United Air Lines, Paul flew for 38 years.

A deeply religious man, Paul was a kind, gentle and a very generous benefactor to many who needed a helping hand. He volunteered for the La Jolia Meals On Wheels, was an accomplished piano and organ player and a member of the San Diego Playback Theater Company for 7 years.

In retirement, Paul, who was an avid environmentalist and hiker, became a trail guide/docent at Mission Trails Regional Park and Torrey Pines State Nature Preserve. He was a lifetime member of the Torrey Pines Docent Society.

The love of his life, Bobbie, preceded him in death in 2014. He is survived by his three sons, four grandchildren, and five great grandchildren.

In lieu of flowers, donations may be made to the Christward Ministry at Questhaven Retreat (<http://questhaven.org/home/?p=Support>) or the Torrey Pines Docent Society (<http://torreypines.org/index.php/gallery/2-content/what-we-do>)

### **RICHARD EDWARD WIESNER**

It is with sad, but grateful hearts for his long life and love that we report the passing of our beloved dad Dick Wiesner on November 18, 2016.

Dad was born on March 14, 1919 on the family farm on Silver Lake near Castle Rock, WA. He was a loving son, husband, father, grandfather, great grandfather and friend. He grew up in South Tacoma, graduated from Lincoln High School, Pacific Lutheran College (PLU) where he sang in the Choir of the West and the Ambassador Quartet. He also attended the College of Puget Sound, but left before graduating in order to learn to fly. Subsequently, he was hired by United Airlines in 1941 and enjoyed a wonderful career as Captain and Flight Manager in Seattle until his retirement in 1979. He had the privilege of flying many different types of equipment beginning in the DC-3 and completing his career in Seattle as captain and flight manager on the DC-8's and DC-10's. His grandsons and great-grandsons love the story about him breaking the speed record between Seattle and Chicago in a DC-8: 2 hours 30 minutes ground to ground on November 20, 1962. The flight was scheduled to take 3 hours and 25 minutes. Later Dad became a proponent of fuel efficiency and economy, as the many stories go.

While growing up, his family was active in the church. He met Genevieve (Genny) at a church convention. They were married June 12, 1943 and enjoyed 50+ years together. They lived in Tacoma, Denver, and then back to Tacoma-Seattle. Both spent many years serving the Lord at Prince of



Peace Lutheran Church in South Seattle (now known as SeaTac). Dad sang bass in the choir and served in many leadership roles. Mom and Dad enjoyed entertaining and had many wonderful travel experiences here and abroad. Mom passed in 1994.

Two years after Mom's death, Dad married Marie Dolacky in 1996. They lived in the Burien and Des Moines areas until they moved to Judson Park Retirement Home in 2008. They also enjoyed many wonderful trips and family times. Marie passed in 2010.

Dad lived 97 years. He almost lived as many years after retirement as years he flew. One more year would have done it! He enjoyed flying for United immensely. He often referred to his years with United as the "glory years." We "kids" enjoyed the "perks" as well.

Dad is survived by 3 daughters, 8 grandchildren, and 18 great-grandchildren. He is also survived by 3 stepchildren, 4 grandchildren, and 1 great-grandchild.

Memorial gifts may be made to Prince of Peace Lutheran Church, or Reaching Out With Hope (a Uganda ministry) c/o Prince of Peace. 19030 8th Ave S. SeaTac, WA 98148.

### **MIKE O WILLIAMS**

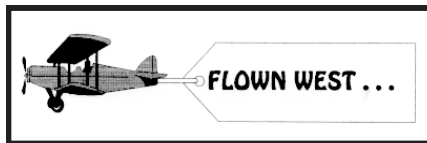
Mike O Williams, of Broken Arrow, Oklahoma, died December 1, 2016, after a long battle with Parkinson's Disease.

Mike joined United Airlines in 1965, flying the Viscount and DC6. He flew a variety of aircraft, including the 737, 727, DC10 and 747. He ended his career in 1998, with a route from Tulsa to Denver. His daughter, Vicki, was a CSSD in Tulsa, and the entire station and airport took part in the celebration.

In addition to his professional career, he was an avid outdoorsman; just as comfortable in the saddle exploring Wyoming, as he was in the cockpit. Known for his quick wit, strong and calming presence and his wry smile, he will be missed immensely.

Mike is survived by his wife of 59 years, Patti, their two children, six grandchildren, and four great grandchildren. He was loved and admired by them all.





Hugh L. "Slim" Berry	Dec. 05, 2016
Monty K. Blatt	Nov. 08, 2016
*John E. "Ed" Carroll	Nov. 12, 2016
David R. Henry	Nov. 13, 2016
Donald J. Karaiskos	Dec. 19, 2016
Jerome F. Keefe	Dec. 24, 2016
*Richard E. Killer	Dec. 16, 2016
*Ronald F. Lewis	Sep. 2016
Joseph F. Mahoney	Dec. 25, 2016
*Samuel C. Planck	Dec. 12, 2016
Paul A. Whitby	Nov. 16, 2016
Richard E. Wiesner	Nov. 18, 2016
Mike O. Williams	Dec. 01, 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

February, 2017 Edition

**From:**

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



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

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**RUPA's MONTHLY SOCIAL CALENDAR**

**Arizona**

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

**California**

Dana Point CA (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant*—949-496-2691  
Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - Location TBA — 310-541-1093 — 310-869-4444  
Monterey Peninsula (2<sup>nd</sup> Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP*—831-622-7747  
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615  
San Diego Co. (2<sup>nd</sup> Tuesday)—*San Marcos CC*—760-480-7420  
San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590  
San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946  
San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*  
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

**Colorado**

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

**Florida**

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

**Hawaii**

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

**Illinois**

Greater Chicago Area Group (2<sup>nd</sup> Tuesday, March, July and November)  
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)  
The Joe Carnes RUPA Group Luncheon (2nd Tuesday, January, May and September)

**Nevada**

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

**New York**

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

**Ohio**

Cleveland Crazy's (3<sup>rd</sup> Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

**Oregon**

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

**Washington**

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

**Washington D.C.**

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