
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Rumors and truth: There was an email circulating last month that the chance of restoring some sort of semblance to Legacy UAL treatment of retirees for pass purposes, was DOA. After a note was sent to our liaison within UAL HR regarding said rumor, I received a subsequent phone call two days later.

Our UA liaison said, not only was this rumor unfounded, but the Vice President of HR wanted to have a phone discussion regarding this subject. This phone call is set for late February, so any debrief will have to wait for the April issue or by RUPA "E-Blast" notification. In the interim, HR stated it would be most helpful if individuals have comments regarding policies, to send them through RUPA leadership, rather than directly to Oscar. It makes it much easier for them to address said issues coming from one source.

Furthermore, Oscar Munoz wants to have another meeting as promised in our initial Oct. 2016 gathering to continue discussion on retiree issues and suggestions. The retiree groups including RUPA have been asked to poll their members on what is of importance. Please feel free to pass on comments to one of your RUPA officers. RUPA will be sent official notification of the agenda by the time you receive this issue of the RUPANEWS.

The fact that we have the ear of CEO Munoz is nothing short of amazing. Please remember, RUPA is a social organization and not a union. Our bargaining power is very limited and any positive changes will come from the good will and sense of fairness toward retirees, by United Management. At the Oct. meeting, our focus was to have a seamless transition from active employee to retiree with regard to pass travel. The idea of "equity" appeared to ring home with Oscar. While he promised nothing, he said he would consider it. The DOH vs YOS debate is contentious and there appears merit to both depending on one's perspective.

As to other issues, we are certainly open to suggestion. Again the pension loss is something that IMHO is better left with either the Congress or the courts.

We are pleased to announce a new group being formed in the DFW area. Contact retired UA Capt. Herbert "Terry" Blake for more information: terryb50@msn.com. Terry, just retired in 2015, stepped up and contacted the executive committee about forming a group in his area. This is the type of volunteerism that makes RUPA flourish. Please consider doing this in the area where you live.

The RUPA Executive Committee would like to welcome the following new members:

Alan "Scott" Bietry (ORD) Louisville, KY./ Capt. Martin K. Craig (DEN) Parker, CO

Capt. Jean M. Forni (ORD) Spring Grove, IL / Capt. William "Bill" Meyers (DCA) Fairfax, VA

Capt. Thomas C. Palmer, Gilbert, AZ / Capt. Gary L. Redmann (SFO) Davis, CA

Capt. Dave E. Seymour (SFO) Evergreen, CO / Capt. Archer A. "Arch" Watkins (ORD) Goldsboro, NC

Capt. Michael F. "Mike" Willits (IAH) Ormond Beach, FL

We would like welcome back to RUPA:

Capt. Jack D. Wolfe (DEN) Evergreen, CO

Until the April issue of RUPANEWS, all the best.

Warm regards,

Cort

Mail your dues check to:

RUPA

PO Box 400

Vineburg, CA 95487-0400

Or

Go to our website www.rupa.org and pay with you Credit Card

Vice President's Letter

I want to update everyone on the status of S. 3275, The Pilot Pension Relief Act of 2016. If you aren't aware of it, Senator Mark Kirk (R-IL), who was not re-elected, presented this bill on July 14, 2016, at the urging of some of our members who were his constituents. You can Google the name of the bill to read it in its entirety. You'll see that it's specific to the United pilots' terminated A-Plan and seeks to remedy some of harms done by the PBGC's handling of it, not least of which is the five-year penalty for those who retired "early" at age sixty.

No action was taken on the bill by the end of the last legislative session so it died. It will have to be re-introduced, i.e. sponsored, and a group of us are working on that now. We'll also need as many co-sponsors, from both parties, as we can get. This is how APAAD, Airline Pilots Against Age Discrimination, got the retirement age raised, and we'll be using a similar strategy. First, however, things in DC need to get past the current transition period and the bills that are necessary to govern. Once things calm down, we'll be updating those who have contacted us and we'll re-start our lobbying efforts.

We've had more than fifty retired United pilots contact us for an info packet we put together. It includes the bill and documents that include how to request a meeting with you senators, or their staff, as well as talking points to use in those conversations. We got some excellent results and expect more support once we crank up again. We need more of you to get involved if we are to succeed. Even if it doesn't affect you personally, there are many retired United pilots who are getting just a few hundred dollars a month from the PBGC, and they need all of us to help.

There are two of us you can contact for the packages. Once you do that, we'll put you on our email list so we can send you updates as things move forward. You can reach me at engeljet@comcast.net. Your other point of contact is Don Wolfe, a RUPA member who's still flying at United. His email address is:

fourbigpratts@aol.com

Wolfman floored a resolution last year at Council 34 (SFO) to direct the UAL MEC to endorse and support this bill. It passed unanimously, and a member of the Legislative Affairs Committee was there and he was enthusiastic about it. The same resolution passed unanimously at Council 12 (ORD), so we've gotten strong support among the active pilots, and once we get some co-sponsors in Congress, expect to see that support as a real benefit. And that's the key. Getting lots of sponsors/co-sponsors.

I sincerely hope that all of you are getting through the harsh weather around the country with no injuries or property damage, and that you're all avoiding the flu bug.

Until next time, ~~Bob~~

Dana Point RUPA Luncheon

Our Group managed to tuck in a great meeting on Deck at the Wind and Sea Restaurant. The rains had departed and the Deck was bathed in sun. The 11:30 start time seems to be a good time to beat some of the parking problems, so let's make the New Start Time of 11:30 AM.

Our crew consisted of: Bill Rollins, Bill Stewart, Bob Fuhrmann, Bob McGowan, Bruce Dunkle, Denny Giese, Jim Grosswiler, Joe Udovch, John Grant. And Ted Simmons.

Some of the talk: Wheels for our Flight bags and carryon bags. Pilots seemed to be reluctant to use them. Ok for the back of the plane, but not for the 'macho' pilots. Those long trips to the orient brought the guys over to wheels on our bags! Coke as a cleaner for cleaning car windows... it still works even without the cocaine or the early days of the last century. Some talk on marijuana... question, if good people do not smoke weed, then supporters are not good people? Costco new auto car wash the water pressure so great it take parts off!.. at least at our local Costco. They had two large barrels full of spare parts when I went looking for a trim part.

So the talk went. My son found a Gel Eye Mask you can use it for hot or cold. Good for itchy eyes. Place it in a microwave for 15 second intervals great for taking a Nap. For cold put in a freezer for 1Hr. It works at least for 'Naps...' Relaxing and to calm both the mind and body--as the lapel says. Cheers, *Ted*

About the Cover

Boeing's 747 jet program gets reprieve

By Andrew McIntosh/Puget Sound Business Journal



Boeing has taken its 747 jet manufacturing program off of life support, saying the Queen of the Skies is doing much better.

Last July, Chicago-based Boeing revealed in a regulatory filing that it is "reasonably possible that we could decide to end production of the 747." However, Boeing CO, Dennis Muilenburg, said Boeing's Everett-based jumbo jet manufacturing program has stabilized and the Queen is out of intensive care. "On the 747 program, we are encouraged by the modest recovery in the air cargo market and the October order from UPS for 14 747-8 Freighters with options for an additional 14," Muilenburg said on a conference call Wednesday. "This order helps to fill the production skyline for the foreseeable future and significantly de-risks 747 program," the Boeing CEO told financial analysts and aerospace reporters. United Parcel Service said it was buying 14 Boeing 747-8 freighters and acquired options on 14 jumbos in a deal worth \$5.3 billion at list prices in October. Muilenburg's brief update was good news for 747 program workers, suppliers and 747 lovers throughout the Puget Sound region, all who've suffered several jumbo jet setbacks in recent months.

In January, United Airlines said it plans to fly its last 747 jumbo late this year, retiring its largest airplanes a full year ahead of schedule. In 2016, Delta Air Lines Inc. cut its fleet of 747's to nine aircraft as the Atlanta-based airline prepares to retire its own fleet entirely by the end of 2017. Air France, Cathay Pacific Airways Ltd., All Nippon Airways, and Singapore Airlines have also retired 747 fleets in recent years as parts become more difficult to obtain and alternative, more technologically advanced wide-body jets like the 787 Dreamliner make flying large numbers of passengers a lot cheaper.

The most recent Boeing long-term aircraft market forecast calls for e-commerce companies such as Amazon to drive explosive demand for air freighter versions of the 747 in future years. There are currently 1,770 air freighter airplanes flying the world.

Last year, Boeing estimated a demand for 3,010 more air freighters — an increase of 70 percent — by 2035 to support growing international trade, but that prediction was before Donald Trump was elected president on promises to torpedo and renegotiate several international trade deals. The most recent forecast predicted demand for 930 new and 1,440 converted air freighters over the next 20 years, including 550 new large wide-body jets like the 747 and 777 jets.

The Columbia River Geezer's RUPA Luncheon

February 8 saw just 4 Geezers at our monthly lunch on a rainy and cool NW day.

Attending were: Rich Warden, Doug Howden, Mike Thomas, Lew Meyer and Tony Passannante.

While a small group, the conversation was no less lively (and actually, easier to keep track of!). While the general topics rarely change much, there is always new information and stories to relate, so it never gets stale. At least not to a gaggle of, shall we say, "seasoned" airman. Besides the usual airline and travel subjects and personal updates, we almost always find a subject or two that pops up out of, seemingly, nowhere and this time we managed to generate a few technical questions regarding F-101s and F-4s, which Mike was able to answer, drawing from his many years flying both those classic fighters. Other pop-ups included the Battle of Midway, some humorous experiences while performing mechanical work on various aircraft, and US Navy carrier flying in the late '50s and 60's as related by Lew and Doug. Rich remains actively engaged in corporate flying and I'm fortunate enough to still be flying the occasional Boeing gig, so that always generates a story or two as well.

That's it for now, Ron Blash was unable to attend account being down with some sort of flu bug, but is hopefully recovering nicely.

Remember, drop-ins are always welcome, we meet on the second Wednesday of every month @ 1100 hours, Clackamas California Pizza Kitchen (SE of PDX and just west of I-205, Sunnyside Road exit). Hope to see you there! *Tony Passannante and Ron Blash*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In 1954 interested audiences gathered when United's Mainliners landed or departed. This photo at Los Angeles International Airport was a typical Main Line scene. The 1954 181 airplane fleet was the largest in United's history. United set all-time records in the Spring and Summer of 1954 as daily Passenger Seat Miles rose 28-1/2% and Cargo Ton Miles rose 20% over the previous year's seasonal totals.

The 1954 Fall and Winter flight schedules United Air Lines offered Passenger and Cargo customers were the greatest in history. Sales, Advertising and Publicity launched strong merchandising campaigns on all fronts to "fill the spaces" offered. The daily Seat Miles available totaled 14,834,000 and 634,000 Ton Miles of Cargoliner services were ready for shippers.

The new DC-7 Mainliners entered service June 1, 1954 and by October already accounted for 17% of total passenger operations. Other passenger operations percentages were: DC-6 first-class, 36% - DC-6 air coaches, 20% - Convairs, 17% - DC-4 coaches, 6% - Stratocruisers, 2-1/2% and DC-3s 1%.

By Marvin Berryman, DENTK Retired, from the October 1954 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.

The RUPA Washington D. C. Area Eddie O'Donnell Luncheon

Our January 19, 2017, luncheon was held at the J.R. Stockyard Inn located in McLean, Virginia. We had a nice member get together before the start of the "official" luncheon.

The served lunch consisted of a mixed salad followed by a grilled chicken breastplate with sliced zucchini and rice and peas. Dessert was vanilla ice cream on a large cookie.

After dining, we were pleased to have E.K. inform us about a fairly new pilot training program being used by Jet Blue and United. We also had a very interesting discussion about what kind of future meetings we wanted to have and where to have them. We also voted to change the meetings to occur on the third Wednesday of the meeting month.

It was very nice to have Jerry Goebel with us again after not seeing him for a long period. We welcomed two new members, Dave Strider and Bob Wilkerson. A special thanks to Gary Cook and Hal Cockerill for handling the check-in and E.K. Williams for his excellent performance as our local host.



Left to Right: Dave Strider, Paul Gilson, Ed Miller, Don Reinhard, Bob Wilkerson, Gil Coshland, Fred Streb, Bernie Schwartzman, Tony Keffer, and Jerry Goebel.



Left to Right: Bernie Schwartzman, Mike Frank, Gil Coshland, Hal Cockerill, Gary Cook, Gene Couvillion, E.K. Williams and Jon Beckett. Attendee, Sim Stidham, is not in the pictures.

Our next scheduled luncheon will also be at J.R. Stockyard Inn on Wednesday, April 20, 2017. It will be for members and guests. *Jon P. Beckett*

Common Tools and Their Uses

OXYACETYLENE TORCH: Used almost entirely for igniting various flammable objects in your shop and creating a fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

The Big Island Stargazers RUPA Luncheon

It was a great January day in Kailua-Kona to start off our first meeting in 2017. Our routines are getting back to normal after the holidays, and the town is crowded with snow birds and tourists who have escaped the big chill on the mainland. Former Stargazers, Rich and Maureen Hurst told their friends, who were vacationing on the island, to join us and we extended a warm welcome to Mike and Sandy Noreen. Mike was a mechanic in the Air Force and shared old Air Force stories with the group, plus how to avoid the rush hour commute over the Tacoma Narrows Bridge. (Luckily, we don't have to deal with it!)

Other topics of conversation included the airlines' need for pilots, the end of the era for UAL's 747s and traveling in Scandinavia. Missing the camaraderie were Dick and Grace Slinn, who flew to Florida to visit family. Walt Wells and Linda Morley-Wells flew off to California to attend a very important wine club meeting that involved extensive tasting of cabernet sauvignon wines.



Left to Right: Guests Mike & Sandy Noreen, Don Diedrick, Lauren & Bill Cochran, Gerry & Joan Baldwin, Linde & Al Rimkus & Beth Raphael.

Winter is a great time to visit the island and enjoy some fun in the sun. Please join us on the third Thursday of the month at The Fish Hopper restaurant on the waterfront in downtown Kailua-Kona.

Linda Morley-Wells, Scribe

Denver Good ol' Pilots' RUPA Luncheon

Per past practice and procedure 31 Good Ol' Pilots and guests met on Jan 17, the third Tuesday of the month, at the Tin Cup Bar and Grill in Aurora for lunch, hangar talk and social/happy hour. After lunch our coordinator Ted Wilkinson informed the group that Mike Williams, a former Denver pilot, has flown west.

Ted introduced a first time attendee, Jim Lee. Here are some details of Jim's 42 year flying career. After graduating from Colorado State in 1971 Jim joined The Air Force that summer. He went through OTS then on to pilot training. In his career in The Air Force he was rated in both fixed wing and rotary wing aircraft. He had extensive flying time in the F-4 and the A-10 eventually serving in a staff position as program manager for the A-10. Also, he attended safety school becoming an Air Force staff officer in that field. After 20 years in The Air Force Jim was hired by United in February 1992. He flew a brief stint as DC-10 S/O followed by 2 years F/O on the 737-300. He then worked in the Training Center as a Pilot Instructor on the 737-300 and 777. After returning to the line flying 737-300 Captain for two years he moved to the Training Center as 737-300 and Air Bus Standards Captain. In 2004 he returned to line flying as Air Bus Captain until his retirement 1 Feb. 2014.

Attending were: Mike Anderson, Rick Beebe, Stanley Boehm and Marilyn Gifford, Ray Bowman, Chris Bruce, Jon Carter and Kristin Dearborn, Joe Collard, Jack Davis, Bill Ford, Denis Getman, Nick Hinch, David Horwitz, Steve Jacques, Ron Juhl, Dick Kobayashi, Mark McGurk, Dan Romcevic, Rob Schmidt, Dick Shipman, Rick Steele, Ted and Rose Wilkinson, Mack Connelley, Bill Hanson, Bob Crowell, Ross Wilhite, Jim Adair, and R.J. Wolf. Your co-Scribe, *Tom Johnston*

SAC Valley Gold Wingers RUPA Luncheon

This was the best luncheon of the year. We had some new members and guests and a tremendous turnout for our February luncheon.

The new members included Gene and Sid Langford, Rob and Mindy Spies, and Gary Redmann. We also had two guests of Al Fink, Ross and Tina McCoy. Rob and Mindy are active employees of United. Rob is an Airbus Captain and Mindy is a United flight attendant. We also had two very special guests, JoBeth Berry and her daughter Kris Ann Howard visiting from Colorado. JoBeth's husband, Hugh, passed away this past December. Hugh was an integral RUPA supporter and Gold Winger supporter. JoBeth and her daughter were presented with an engraved wooden box and bottle stoppers that were designed and produced by RUPA member, Harry Stonelake. I might add Bob Lynch gave a wonderful commentary about the type of person and Captain Hugh Berry was when he flew with him at United. A very touching tribute to Hugh.



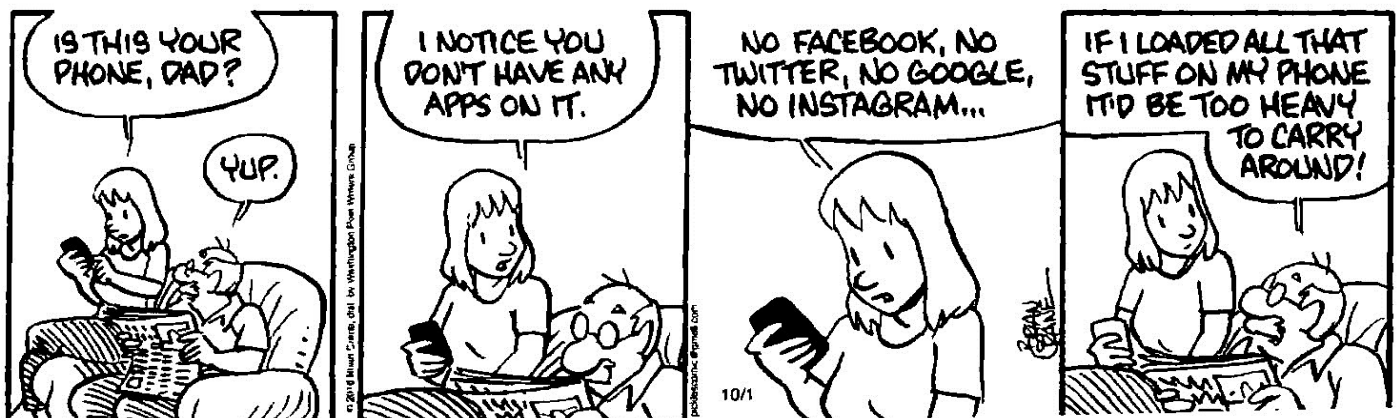
Front row left to right: John Gorczyca, Sharon Gorczyca, Al Fink, Gene Langford, Sid Langford, Kathy Lynch, JoBeth (Jobie) Berry, Tina McCoy, Steve McBride, Ross McCoy, Judy Whittington, Linda Akin, Tom Wright.

Second row L to R: Bill Authier, Gary Redmann, Karl Winkelbrandt, Mike Kozumplik, Lori Muir, Bob Lynch, Kris Ann (JoBeth's daughter), Dave Leippe, Rob Spies, Mindy Spies, Jake Jacobson, Jim Whittington, Ed Akin, Tom Wright.

My discussion and group discussion items included the celebration of life details for JD Whitlach, RUPA dues, the 2016 annual per diem reports, and the latest pass travel information from both RAFA and RUPA. We also discussed the announcement about the company retiring the 747s earlier than expected. And finally, we discussed the difference of inflight procedures between an engine failure on a two engine aircraft vs a four engine aircraft over water.

A fun time again with much camaraderie and congeniality with the group from Northern California. With that being said "Fly it until the last piece stops moving." And Still Flying High, *John Gorczyca*

PICKLES | Brian Crane



Hawaiian Ono Nene's RUPA Luncheon

The Hawaiian Ono Nene RUPA lunch group gathered on Thursday, January 19, 2017 at Mid Pacific Country Club in Lanikai, on the island of Oahu. It was a beautiful day and the colors of Kailua Bay were spectacular. It had been a while since our last gathering so there was much to catch up on. The food was good and conversational topics were varied and informative.



Top: Curtis Kekoa, Diane Becker--2nd Row: Carol Schmus, Yuz Morita-- 3rd Row: Yasuko Morita, Jim Whiteley -- 4th Row: Diane Whiteley, Richard Kaapuni -- 5th Row: Clarita Kaapuni, David Crooks, Leon Scarbrough (RUPA Secy-Treasurer) -- Far Left: Larry Becker

Ohio Cleveland Crazies RUPA Luncheon

As expected for January, our meeting was less well attended. Even so we had another great time together. Jerry Cox had given us a picture from a Crazies outing in the 1980s and we had fun trying to match a name to all the young faces in the picture. We also had an update from Dick Sanders on Bev Karaiskos and our donations in Don's name. As our Treasurer he also asked us to refill our chapter funds. Ken Wheeler provided us with some jokes to keep us all laughing. Our luncheon and service were excellent as usual.



Standing L to R are: Phil Jach, Rich McMakin, Bob Olsen, Pat Morris, John Hochmann, George Bleyle, JoAnne Orr, Dick Sanders, Harvey Morris and our wonderful waitress Shayla.

Seated L to R are: Kristi Deem (Ken's daughter), Ken Wheeler, and Diane Johnson. Cheers, *Phil Jach*

Los Angeles South Bay RUPA Luncheon

February 9 brought sunshine and warmer temperatures. It was welcomed after a lengthy period of grey skies and rain clouds, something not common to us spoiled Californians.

The venue was Sammy's Wood-Fired Pizza Restaurant. We have met there for a year except for the Christmas Party in December and have been very happy with their restaurant. We were also delighted by the nice turnout of many of our regulars and even some newcomers.

12 attendees gave us a good number for stories with a few humorous ones as well. We also discussed the promising change in United's policies and plans which would benefit us all. Many other conversations continued with Bill Meyer, Loyd Kenworthy, Adrienne Short Sharon and Don Crawford, Dick McKay, Tom and Helena Reidt, Bob Gillette, John Joyce, Sue von Nordenflycht and myself. It was great to see Perry Cockreham who took time from his job in the office at LAX to drop in and join us. Helena, in turn, introduced us to hers and Tom's 4-year-old granddaughter, Lia Bosch. We enthusiastically welcomed Lia to become the youngest RUPA member. She loved the pizza and the French fries.



Reading the calendar, our next luncheon meeting is planned for April 13th 2017. I noticed it is also Thomas Jefferson's birthday! In checking with the Proud Bird, they are still not open so we will most likely continue at Sammy's P izza. We'll see you the n. Cheers: *Arvi* arvidvn@gmail.com or call 1 (310) 869-4444.

San Francisco Bay-Siders RUPA Luncheon

Valentine's Day brought twenty-six Bay-Sider's out for lunch at the Redwood City Hofbrau. Our in-house cupids provided a gift for the ladies and candy for all.

Those present were: Rich & Georgia Bouska, Jerry Delisle, Dennis Dillon, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Carol Gillette, Barry & Ginny Hamley, Bill Hartman, (caregiver Ruby, son-in law Pete Sotos), Geri Johnson, Kal Kalpin, Barbara Marshall, Jan McNaughton, George Mendonca, Bill O'Connell, Cleve & Rose Spring, Jerry & Krista Terstiege, and Larry & Pat Wright.

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

PICKLES | Brian Crane



S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As we usually do in February (Valentine's ya know) - our Ladies were invited and many joined us for our February RUPA Luncheon at Sailor's Return where we have been before for these special occasions. (BTW, we do it in December as well in recognition of the Holidays.) Sailor's is an upscale Restaurant located on the St. Lucie River in a gorgeous Marina with many phantastic Yachts. Everyone had wonderful time with great food, wonderful service and terrific conversations. It's always GR8 to have our Ladies join us and it certainly changes the 'chemistry' & 'dynamics' of the typical lunches that we have over at Shrimper's.



From L to R: Dick Starita, Evan Miller, Dave Hoyt, (in the back row) Bill Cole, Jane Jefferson, Bebe Owen, Dave Damon, Betsy, Dick Baese, Linda Collins, Barbara Duplisea, Hellevi Osinski, Ellie Hoyt, (in the front row) Don Jefferson, Bob Langevin, JoAnn Pinter, John Pinter, Lulu Cole and Ted Osinski.

After a Welcome Greeting was extended to all by our Host, Bob Langevin, and the meal orders were placed with our servers...the conversations started and the Adult Beverages were consumed. We had a total of 20 at the Luncheon, and 2 were new comers to our group. Evan Miller joined us with his neighbor, Bebe. Bebe's husband, Curly, was a UAL pilot who passed away several years ago and she happens to be Evan's neighbor. Evan's wife, Heather, was supposed to join us but wasn't quite ready to make the trip down as she is recovering from Major Surgery. BTW, Bebe's daughter, Pam, is an American Pilot and she was going to join us as well, but a conflict came up and she couldn't make it. Hopefully, they will all join us again sometime soon.

That's about all there is for now, however if you happen to be in the Stuart area on Tuesday, March 14th, come on over to Shrimper's at 11:30 AM and join us.....we'd love to have you. Valentine's Day has come and gone but your Stuart UAL 'Brother's' wish you a Happy St. Patrick's and hope that you will have a few 'Adult Beverages' as you Honor *The Blarney Stone*. Cheers and Best Regards, *Bob Langevin*

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

The Ham Wilson Gold Coast SE Florida Luncheon was held on a beautiful Florida day at Galluppi's on Thursday January 12th.

Joe Jenkins showed up from his winter in Sweden and remarked that our winter was much nicer. RUPA Vice President, Bob Engleman, one of our regulars was present. Jim Goode flew in to Pompano Beach in his plane from Naples. The regular Miami Capital Airlines group: Ed Wheeler, Ham Oldham, Jerry Bradley and Mike Ward passed around some old interesting Capital Airline's memorabilia.

The rest of us: Ned Rankin, Jim Morehead, Bob Beavis, Richard Farmer, Bartlett Rolph, San Baumwald NWA, and myself, Lyn Wordell, enjoyed the war stories, good cheer, and the luncheon.

The Next luncheon will be on Thursday February 9, 2017 at 11:30 AM at Galluppi's overlooking the Pompano Beach Golf Course. *Lyn Wordell*

Today is the oldest you've ever been, yet the youngest you'll ever be, so enjoy this day while it lasts.

The FAT Flyers (January) RUPA Breakfast

The small but loyal group from the Fresno area managed to navigate thru the Tule fog and find the Yosemite Falls Cafe in Clovis on Friday the 13th for a nice breakfast.

As is the usual case, there were 6 of us and at least 3 separate conversations ranging from Trump, California's insane politics, who recently flew west, the weather, the rain, grand kids, and kids hoping to be hired by United. All fun over good food and coffee.



From left to right: Paul Nibur, Wayne Thompson, Errol Mullins, Andy Bender, Eric (son of Errol) Mullins, Richard Jordan, Rick Pamplin and Randy Bushore. *Paul*

The FAT Flyers (February) RUPA Breakfast

Our diverse group of aviators includes RUPA members, QB members, WWII vets and now the Eric Mullins, son of RUPA member Errol Mullins. Eric is currently attending Fresno State and building time on the family airplane. We are a small but inclusive group with more than 70 years separating our youngest and oldest member.

But - breakfast is always good at the Yosemite Falls Cafe in Clovis where Anna knows you, and brings your coffee, decaf, hot water or tea without needing to ask. We even had the pleasure of Tom Rayl making the drive from Merced, about 60 miles of highway, accidents, road closures and floods to finally find us again after forsaking our company for the joys of the golf course for the last several months.



Seated clockwise left to right: Eric Mullins, Wayne Thompson, Paul Nibur, Randy Bushore, Scott Gjerman, Richard Jordan, Tom Rayl.

Come join us for good food and great company on the second Friday of the month at 0730. Call me at: 559-289-2626 or send me an email at p.nibur@gmail.com any time you plan to be in the area. *Paul Nibur*

San Francisco North Bay RUPA Luncheon

The January meeting of the North Bay RUPA group was held on the 4th of January at our favorite Sheraton Tolay restaurant in Petaluma. It was a blustery day, in line with our run of wet weather, that is getting us out of the drought we have been living with the past few years. We had a good turnout in spite of the weather and, along with the usual suspects, had some guests join us: Patricia Hise, widow of our dear departed comrade, George Hise; Sarah Jane Staats, daughter of George and Patricia, along with Michele Wagner, guest of Larry Whyman.

A highlight of the meeting was a presentation to Pat Hise of a memory box beautifully crafted by Harry Stonelake, in memory of George.



In attendance were: Barney Hagen, Dick Lammerding, Woody Lockhart, Bill Wheadon, Don Madson, Sarah Jane (Hise) Staats, Patricia Hise, Leon Scarbrough, J. R. Hastings, Bill Smith, Jules Lepkowsky, Robert Grammer, Galen Wagner, Jim Mansfield, Michele Wagner, Larry Whyman, Bill Greene, Bill McGuire, Dan Bargar, Ken Corbin, and Wayne Heyerly.

San Francisco East Bay RUPA's Luncheon

Our group assembled at the appointed time for our monthly luncheon. We were a rather small group but we sure had a good time. As you can see from the picture, we hung around the table re-living old times till well after all the other customers had cleared out. Steve Filson entertained us with his story of his 70th (just a kid) birthday in Las Vegas, with his son and his son's doctor buddies. They all survived in spite of their best efforts. We all chipped in to educate him about the ills of old age. B.S. Smith returned from his trip to the land down under and filled-us-in about the glider world championships held there.



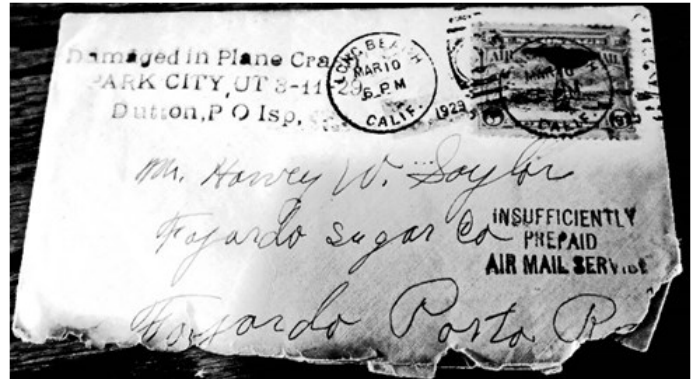
Seated around the table from the left: Neil Dahlstrom, Georgia Bouska, Steve Filson, B. S. Smith, Jerry Udelhoven, Rich Bouska and Tammy Dahlstrom

Until the 2nd Wednesday next month and every month, if you are in the area, come join us. *Rich Bouska*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Winter greeting to you all! The high country around here is VERY white which, I'm sure, will bring smiles to the water resources managers...and most especially after several years of drought.

We had a great lunch in January on our third Thursday gathering. The group was treated to a 'show and tell' session by Harvey Saylor. He brought a letter from his grandmother to his father, dated in 3-11-1929 that was not only old, but shows signs of fire as it is charred on one side. On it is stamped a note by the US Post Office saying, (Damaged in Plane Crash, Park City, UT, Dutton, PO Isp). Someone way back had found that the accident in question was in a Boeing 40-B near Park City, Utah caused by icing. The aircraft had crashed and burned but the pilot had escaped and had saved some of the mail. On enquiring farther, Harvey found that the pilot was one R T Freng, who joined United as a pilot in 1927, and flew west in 1952. Many in our group, I'm sure, will remember the DC-8 "RT Freng," #8004. It was built with JT3C-6 engines in 1958 (an early 8) but later converted to JT4A-3 engines in 1962 I believe. Fascinating to hold the letter in your hand and realize the history and the continuity to all in our very special family of RUPA. Does anyone remember Capt. Freng and better yet, have any one of us flown with him and perhaps did he recall the accident?



Flu bugs hit this month and cut down our numbers, but those attending were:



Seated, Marty Niccolls, Pam and Art Iumley and Scot Lee.

Standing are: Harvey Saylor, our wandering Floridian, Bill Monfort and lastly, Bob Niccolls. Cheers, ~~Bob~~

RHYMES WITH ORANGE | Hilary Price



Seattle Gooney Birds (January) RUPA Luncheon

Our Goonies met on Jan 19th. Smaller group than usual, though weather is getting a little better. Five of the ladies waited out our meeting in the main dining room. I can see a merger coming sometime in the future.



Clockwise from bottom left: Jack Brown, Bill Brett, Hank Kerr, Chuck Westpfahl, Bud Granley and Dave Carver.

Top: Herb Marks, Mark Gilkey, Fred Sindlinger, Neil Johnson, Jim Barber.

The Ladies L to R: Jill Johnson, Bev Sindlinger, Carol Granley, Mary Breivik, Jan Gilkey.

Regards, **Bud Granley**

Seattle Gooney Birds (February) RUPA Luncheon

Those present were: Dave Carver, Bud Granley, Chuck Westpfahl, Hank Kerr, Jack Brown, Jim Barber, Neil Johnson, Fred Sindlinger, Mark Gilkey, Herb Marks, and Bill Brett. We occupied one table in a dining room with seating for twenty.

The conversations covering a variety of subjects kept us busy and entertained until the plates had been collected and the bills paid and then Herb Marks came up with some good jokes. Hank Kerr announced that he was going to help Brent Revert with the E Mails and had revised the old list for that purpose. Hank then told a good political joke.

Everyone seemed to have a good time, maybe next month we can fill the other table.

See you there, **Bill Brett**



3rd JUNE 2017

Lovely Ladies Dashing Aviators Airplane Stories

CRAZIE'S Summer Gather



Directions (you should know by now)

From I-77 or I-71 go west on I-480 and then...

or

From I-80 to I-71 North to I-480 West and then...

To Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Parking will be there, or at our house 1 block east, in the drive.

However, drop offs are always available.

Former CLEVELAND CRAZY Flight Attendants and Operations Folks are always welcome!

At Richard and Carol McMakin's Home
24926 Nobottom Road
Olmsted Township, OH 44138

RSVP to Carol or Richard--Phone: 440/ 235-7595 E-Mail: rmc makin@sbcglobal.net

We will start at approximately 4:00 pm. Come early and stay late!!!

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH, AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE.
PLEASE BRING YOUR OWN BEVERAGE SELECTION.



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!

Point of Contact: Dot Prose Phone: (941) 966-4538 Email: proседа@yahoo.com
Web site for Sun 'n Fun: www.sun-n-fun.org

United Airlines' New Spirit in the sky set to take flight



This month, a brand-new United Airlines plane will push back from the gate with a new name: "New Spirit of United." This special aircraft is also the company's first Boeing 777-300ER featuring the United Polaris all-aisle access, lie-flat seat. It represents a commitment to the future and the commencement of an exciting new chapter for the company as it builds the best airline in the world.

"This aircraft symbolizes the new spirit, the energy and enthusiasm that I have seen in our employees who take great pride in the work they are doing to take care of our customers and one another," said Oscar Munoz, chief executive officer of United Airlines. "The new 777-300ER fleet will play a crucial role in connecting our customers to far-away destinations and to the moments that matter most."

The "New Spirit of United" is exemplified by the significant progress the company made in operational reliability last year – achieving its best full-year on-time performance in company history, the elevated customer experience and the completion of new agreements with every domestic unionized work group in 2016. As United Airlines continues to build on this momentum, this new aircraft serves as a symbol of the hard work, professionalism and dedication of the entire United team to our customers. This is the first of 14 777-300ER aircraft United expects to place into service in 2017.

30 Years Ago: People Express Merged into Continental Airlines



Who said that flying in this day and age does not offer some amount of nostalgia that flyers back in the 1980s relished? Sure, today's college student, seated in 13B, may be wearing sweat pants instead of a coat and tie, but he may have just taken advantage of a recent Spirit deal—"What Will He Tweet Next"—in which roundtrip airfares were as low as \$70. Even if he paid for a cup of coffee and to check a bag, it can still be a very good deal compared to other airlines.

Sure, People Express may not have had cheeky ads like Spirit, but it had something else in common with today's Ultra-Low-Cost-Carriers (ULCC) like Spirit and Frontier—the cost of airfare is/was typically much cheaper than its competitors. People Express quickly became known for slashing airfares and making it more affordable to fly; for example, it was praised by Philadelphia Daily News in September 1983 when the airline announced it would begin flying five daily round-trip flights between Newark and Houston at 70% less than the existing ticket prices.

Cheap right? Guess, what? People Express has a little bit more in common with today's ULCC.

Customers had to pay extra for soft drinks and snacks on-board. Plus, if they wanted to fly with more than a garment bag and one piece of luggage, it would cost them \$3 for each additional bag. People Express was a bit of a different airline and embraced it. All other airlines in its ads were referred to as "ordinary airlines" because People Express believed that it was "the first airline that's smart enough to respect your intelligence."

When a customer purchased a ticket on People Express, they just got a ticket at a low price as well as the ability to bring on a carry-on and personal item. However, if they wanted any other frills, they had to pay for it, which basically made it an unbundled fare. Even when it came to its employees, the airline was different. There were no unions, and it offered a bit of a different culture. Many people who were recruited to join the company did not have much, if any, airline experience, and the employees also rotated and performed other jobs in addition to their normal jobs. Even with an unorthodox work culture, people jumped on the People Express bandwagon, and it became the fifth largest airline in the United States by early-1986, and it was one of the first airlines to offer customers an unbundled fare.

THE BEGINNINGS: People Express was born in the wake of the Airline Deregulation Act of 1978, which spurred the creation of more than 150 new air carriers, although most of these did not survive more than a few years. In 1980, several former key people from Texas International Airlines (TIA) came together through a joint-venture to form People Express. The airline was based out of Newark, and commenced operations on April 20, 1981 to Buffalo, Columbus, and Norfolk. Over the next several months, the airline continued to grow more, focusing on avoiding head-to-head competition with larger carriers and keeping its fares low. Once again, the airline made headlines as tickets started at just \$149 one-way, and the airline was filling its flights left and right.

THE CHALLENGES: People Express was growing rapidly, and was planning to have a fleet of 76 aircraft by 1985. Donald Burr, the CEO and founder of People Express, believed that growth was key, but analysts began to focus more on how the growth was going to push the airline further into debt and cause issues in the long run. But the low fares helped stimulate demand for air travel immensely. For example, Harold Pareti, People Express's president and chief operating officer, told the New York Times in 1984 "that when the airline began to fly to Boston in 1981, airlines on the New York-Boston route carried 1.4 million passengers a year. [in 1984], 3.8 million [began flying] the route." The airline began entering into larger markets such as Chicago, Los Angeles, and Minneapolis/St. Paul all from Newark; this meant it began going head to head with bigger carriers, which marked a significant change in the carrier's strategy. When the airline commenced Newark-Chicago service in 1984, other airlines such as American and United started matching People Express' fares, but not just out of Newark. Both airlines matched People Express' fares on their own flights to Chicago from LaGuardia, Kennedy, Islip, and White Plains, and they offered many more flights than People Express, which posed a challenge for the carrier. With airlines trying to out-price People Express and still make money, many airlines started investing a lot of focus into developing stronger revenue management systems. This immensely hurt People Express due to its basic fare structure.

AIRLINE ACQUISITIONS: In October 1985, it was announced that People Express would purchase Frontier Holdings for \$300 million dollars. At the same time, Texas Air Corporation also bid to purchase Frontier for a lower price, but the labor unions at Frontier and others backed the People Express deal which meant that Burr defeated his former colleague Frank Lorenzo. Plus, Denver was believed to be a good location for People Express to focus on growing in the western half of the United States. After its acquisition of Frontier, the carrier faced many issues trying to integrate Frontier's employees as they were unionized. The airline was also challenged with trying to switch the former Frontier customers to the no-frills state of mind. Also in 1985, People Express acquired Britt Airways and Provincetown-Boston Airlines; these acquisitions opened up more of the Midwest, New England, and Florida for the carrier. Trying to integrate the carriers was costing the airline a lot of money, and the airline was feeling more pressure from the debt it added to the books with its acquisitions. The airline clearly over stretched itself growth wise, and it became known as "People Distress." So, the airline changed its philosophy once again. Although the airline was known as the "backpacker's airline," the airline started going after business travelers. It began offering first class service on its transatlantic, transcontinental, and Newark/Denver flights operated with 747s, and the airline also began installing first class on its other aircraft. People Express also added a frequent-flyer program and switched to a more traditional form of pricing like its competitors were using. However, the airline continued to feel more pressure from its debt, and it was still facing many issues trying to integrate Frontier.

FLYING INTO THE SUNSET: The airline attempted to sell Frontier to United in 1986, but the deal fell through. However, the airline continued to search for a buyer to buy all of itself or just parts. In August 1986, Frontier Airlines filed for bankruptcy and ceased operations. The following month, Texas Air Corporation purchased People Express and also gained Frontier's assets. Both carriers (and New York Air) were merged into Continental, and it helped strengthen Continental's route network quite a bit as the airline emerged from bankruptcy just a few months earlier. On February 1, 1987, Frontier, New York Air, and People Express ceased to exist as they were officially part of Continental Airlines.

THE DISTRESS CONTINUES: Even with the three carriers being merged on February 1st, Continental faced many issues in the proceeding months. They had to integrate more than 300 jets, maintenance schedules, service standards, and employees. In a Chicago Tribune story from 1988, it points out that when the carriers merged that the "fleets had 32 galley arrangements and 75 seating arrangements that complicated the training of flight attendants and scheduling of crews." Plus, there were many weather problems that caused lots of operational issues. The airlines' costs rose as it tried to integrating the airlines, and it had to raise fares to try to re-coup some of the loss; this caused the airline to lose its low-fare image. By mid-1988, things started looking up for Continental. The FAA deemed that the airline was operating within safety standards, revenue was up, and it was able to move into a new home in Terminal C at Newark.

A FAILED ATTEMPT TO TAKE OFF AGAIN: Back in February 2012, People Express was founded by Michael Morisi who once worked for the original People Express back in the 1980s, but the two airlines were unrelated. However, they did share some similarities. The new People Express was also planning to target no-frills, budget flyers, and the airline made a home at Newport News/Williamsburg International Airport. The airline had some trouble getting off the ground initially with getting an operating certificate. When it commenced operations, it would be operated by Vision Airlines doing business as People Express. On June 30, 2014, the airline took to the skies flying between Newport News and Newark, NJ with Boeing 737-400s. The airline added several destinations over the next few months, but on September 26, 2014, the airline announced that it would have to suspend operations. It targeted to be back in the air by October 16, but the date came and passed. It was announced that the airline was evicted from Newport News/Williamsburg International Airport on November 12 as the airline owed \$100,000 in passenger facility charges to the airport, and it never took to the skies again.

Lots of furloughed UAL pilots flew at PEOPLExpress and lots of PEX pilots, who merged with CAL, wound up at United after that merger. There is a People Express reunion planned for October 6-8, 2017, at the Newark Marriott. There are apparently over 800 already planning to attend. We've been told that anyone interested should contact: James Fuccello <flysmart@peoplexpressreunion2017.com

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

United CEO Vents About Small Planes, Washington Dulles

By Matthew/A travel consultant



United CEO Oscar Munoz has a message about Washington Dulles: we screwed up.

Fly between Newark and Washington Dulles — United’s two east coast hubs — and you’ll find yourself on a 37-seat turboprop (Bombardier Q200). Admitting that United’s share of traffic has steadily shrunk on the WAS-NYC market while competitors have increased, Munoz conceded, “And so now you’ve lost that market.” Indeed, customers do not like regional jets and have voted with their feet. Not only because of the uncomfortable plane, but because these regional jet flights are the first to be delayed or cancelled during inclement weather or other irregular operations.

In a discussion with Dulles employees last month, Munoz conceded that regional jets on less profitable routes ultimately do not make sense. In a remarkable moment of candor, he admitted—*We fully understand that flying to business markets with subpar product and subpar schedules doesn’t work. There’s a reason why you don’t make money — because no one likes to fly it.* Munoz admitted that United considered shuttering its Washington Dulles hub, but decided that is the wrong thing to do “if you want to be a business that’s enduring.” A \$50MN tax reduction (subsidy?) from the Commonwealth of Virginia also prodded United to sign a new lease that will run through 2024. Nevertheless, the “temporary” (since 1986) United terminals at Dulles remain and the airport requires at least \$100MN in infrastructure improvements — probably more like \$2BN. Munoz is angry about the “the train to nowhere” (great line), specifically that United has to pay \$5 for every passenger that uses IAD for a train...that still requires a long walk from the Terminal C station to the United gates. *It pisses me off to no end, because it’s just money that could be used in so many different ways if we wanted to do the right thing here.* And of course, Munoz is right.

United Modifies Aircraft Orders: United recently modified its order for 65 737-700s, deferring 61 planes and taking delivery of just four larger Boeing 737-800s. The remaining orders may well be converted into a handful of wide-body jets or Boeing 737 Max. Munoz added— *It’s simply adjusting very expensive acquisitions to make sure they are going to be with us for a long time, and we don’t wake up with a lot of aircraft five years or 10 years from now and somebody says, “What the hell did you buy these for?” These are assets that are with us for many, many years.*

United is also in talks with Airbus to modify its order of 25 Airbus A350s. The A350-1000 has supposedly faced numerous setbacks and many at United still feel introducing an Airbus widebody jet would make little sense in complementing United’s 100% Boeing wide-body fleet.

CONCLUSION: Munoz and I share the sentiment about Washington Dulles. It is a strategic hub that United should not abandon. Nevertheless, there are so many things that make it unattractive. While I don’t necessarily see the long-awaited new terminal going up in my lifetime (in all seriousness), I do think using larger planes, especially for hub to hub traffic, will encourage more connectivity in Dulles and ultimately help to make Dulles a more profitable hub. Munoz is also spot-on concerning aircraft orders. The 737-700s are already outdated. United must think ahead of the curve if it is reclaim lost territory squandered in the Smisek era.

PICKLES | Brian Crane



Tougher Times Ahead for U.S. Airlines

By Jens Flottau/Aviation Week & Space Technology



U.S. airlines have achieved one of the most astonishing comebacks in the past year. Once operating aging fleets with old and noncompetitive onboard hardware such as out-of-date business-class seats, the legacy industry has experienced a much-admired rebirth, thanks to a combination of low fuel prices and consolidation. In an industry struggling with falling yields for decades, many U.S. airlines are now thriving. So far so good, but that does not mean these carriers will continue on this upward trajectory. In fact, a look at the latest Delta Air Lines results indicates the boom could already be over and that many more airlines will soon find it much tougher to remain at

or near the current level of profitability over the coming years.

Delta was the first major U.S. airline to report earnings for fiscal 2016 and the fourth quarter. Two figures are particularly striking: In the fourth quarter, the airline's unit revenues declined by 2.7%, even though it added very little new capacity (0.9%). And unit costs, not counting fuel expenses, were up 11%.

On the cost side, Delta is not the only airline to experience a rise; in fact, that will be a trend for the entire industry. Why? One major factor is labor. U.S. airlines have benefited from much lower labor-related expenses following multiple bankruptcies over the past decade. Carriers have been able to terminate pension agreements and impose severe pay cuts unheard of in other parts of the world. It was not unusual to see some pilots willing to work for a 30-40% reduction in pay. While labor costs were deemed by most industry watchers to be too high before the bankruptcies, it is pretty much understood that it will be just a matter of time before unions try to regain some of the lost terrain.

Recent deals not only at Delta but also at Southwest Airlines and United Airlines show that the workforce's struggle has been lengthy, but ultimately successful. Massive pay increases are becoming the new norm.

Even low-cost carriers should not feel safe: Their own labor cost levels will rise over time related to what is happening in the legacy sector.

As labor costs are growing, another crucial part of the equation—fuel—is experiencing price creep as well. While it is difficult to predict how fast fuel prices will ultimately move, it is clear that the fuel-cost advantage enjoyed by most carriers since around 2014 has now bottomed out. OPEC late last year opted to curb oil output, but so far this has not led to the kind of steep increase that some may have expected.

However, even if kerosene stays at its current level, it can no longer be a driver of unit cost reduction. If the biggest driver of airline profitability in the recent past disappears, there is not much left that could bolster financial results.

Because the cost outlook is bleak, U.S. legacy carriers must be even more focused on reaching higher unit revenues. They can no longer afford the kind of reductions enjoyed in the fourth quarter, because they have nothing left to balance out the effect on the cost side. Ironically, higher fuel prices would actually not be such a bad thing for unit revenue, but they would ultimately result in little relative overall advantage.

The other mechanism that could work is the famous capacity discipline that contributed so much to the rise of U.S. carriers' fortunes. But how likely is it that substantial improvements can be reached in the domestic market? Or on Latin American routes, where many U.S. carriers have expanded? Or in the transatlantic market, which already suffers from significant overcapacity?

It seems that the legacy part of the U.S. airline industry has reaped all it can from extraordinary one-time factors. Retaining that profitability level is now the responsibility of management, which is facing far less-favorable circumstances. Although it is unlikely that the industry will revert to anywhere near the precarious position it was in 10 years ago, in this new age of consolidation it is even more important to match or surpass the profit margins met by the few remaining competitors.

Of the big four airlines—American, Delta, Southwest and United—the latter must feel particular pressure. It trails its two big legacy peers, Delta and American, and even though management promises that it is focused on closing the gap, the task will now become much harder.

United Airlines is targeting a major expansion at Los Angeles

by Michael Sasso/Bloomberg



United is targeting a major expansion at Los Angeles International Airport in an effort to reverse a slide that's left the airline languishing behind its biggest rivals at the busiest West Coast hub, said people familiar with the plans. President Scott Kirby told United pilots this month that the company needs more space and is studying plans to claim most or all of a future terminal, said the people, who asked not to be identified because the information is private. He didn't discuss a timetable, the people said.

United, once the leader in Los Angeles, has dropped to No. 3 behind American and Delta. United Chief Executive Officer Oscar Munoz is trying to win back passengers at key airports as part of a broader renewal effort, which includes plans to cut costs and catch up with Delta's industry-leading profits. Delta and American have been building international gateways in Los Angeles to compete with United's lucrative hub in San Francisco.

"Domestically, they would be doing it for the local market," Craig Jenks, an airline consultant, said about United. "Internationally, they would simply be doing it as a kind of blocking maneuver to counter American and Delta."

Kirby's Vision: Delta, which announced a \$1.9 billion project to relocate among terminals at the airport, known as LAX, handles almost more than 16 percent of passengers compared with United's 15 percent. American leads the pack with 20 percent and has announced five new Pacific destinations from Los Angeles since late 2015. Kirby, who joined United from American in August, discussed his vision for Los Angeles at a meeting of the Air Line Pilots Association in Rosemont, Illinois, earlier January. He told pilots he's confident the airline could win a major position or full use of a future terminal, people who attended the meeting said. Kirby also referred to a plan for what he called a new "Terminal 9" without providing details, the people said.

Los Angeles World Airports has held broad discussions with the Chicago-based carrier, said Nancy Castles, a spokeswoman for the airport operator. She didn't provide details. United spokeswoman Megan McCarthy declined to say what the two sides have talked about. "We are in discussions with LAWA about the future of the airport," McCarthy said. "We continue to invest significantly in LAX and are currently renovating all of our customer-facing space at the airport."

Construction Projects: United has 22 gates in Terminals 7 and 8, though two of the gates are closed for renovations. The airline is spending more than a half-billion dollars to spruce up its existing ticketing and gate areas and frequent-flier clubs there.

Any expansion by United would add to a flurry of construction at LAX. A new structure called the Midfield Satellite Concourse will add 11 gates in its first phase, while the airport also is considering a proposed new Terminal Zero and starting environmental reviews for a small Terminal 1.5. The latter building will have extra space for ticketing and baggage check-in but no additional gates, Castles said.

United and Avianca to Deepen Commercial Relationship



United Airlines today announced that it is working with each of Avianca Holdings S.A. and Avianca Brasil to enhance and deepen the companies' commercial and strategic relationships. United, Avianca and Avianca Brasil are members of Star

Alliance, a global airline alliance which provides service to 192 countries via 28 member airlines.

"United and Avianca have a long history of partnership through Star Alliance, and we look forward to enhancing our cooperation to provide even better service for our customers," said Scott Kirby, president of United. "Deepening our relationship allows us to expand on our existing Star Alliance and strategic partnerships in the region as we continue building a great network in Latin America."

United, IBM & Apple join together to bring mobility to the workplace



In February United announced a collaboration with IBM to deliver iOS apps that help unleash the power of the more than 50,000 Apple devices in the hands of our front-line employees.

Over the past several years, we have increasingly sought to put the unique capabilities of the iPhone and iPad in the hands of employees. This collaboration will further heighten that strategy, with IBM set to develop several IBM

MobileFirst for iOS apps for our growing number of iOS devices.

Our mobility strategy is designed to empower employees to better meet customer needs in real time. With the new apps, flight attendants will have greater visibility into which customers are connecting in order to assist them in finding their gates upon arrival. Customer service agents will have more freedom to move about the concourse assisting customers instead of being tied to a fixed position. Those are just some of the ways customers will enjoy a more tailored, customer-friendly travel experience once the apps reach the field.

"We want to put our employees in a position to deliver exceptional service at every step of the travel experience," said Operations Technology VP Jason Birnbaum. "We have incredible employees out in the field who rely on technology to help our customers."

FAA issues statement on NextGen program



The FAA has spent \$7.5 billion in congressionally appropriated funds on the air traffic modernization program known as NextGen over the past seven years.

That investment has resulted in \$2.7 billion in benefits to passengers and the airlines to date, and is expected to yield more than \$160 billion in benefits through 2030.

NextGen is one of the most ambitious infrastructure and modernization projects in U.S. history. Its successful, ongoing rollout is the result of rigorous acquisition, program and portfolio management, and stakeholder engagement with the airline industry and other members of the aviation community.

The FAA invited airline stakeholders to help develop the blueprint for NextGen and they continue to have a seat at the table in setting NextGen priorities and investments through the NextGen Advisory Committee.

Lufthansa's first Airbus A350-900 landed at the Rhine-Main airport



On February 7th a very special guest made its debut at Frankfurt Airport. The world's first Lufthansa Airbus A350-900 landed at the Rhine-Main airport. Staff on board the plane with the special flight number LH350 were busy testing ground and cabin procedures. Because in three days, the airplane would be taking off on its first scheduled flight from Munich to Delhi.

Captain and fleet commander Martin Hoell flew the A350-900 from Munich to Frankfurt and is thrilled: "The technical features of the A350-900 make it the most up-to-date aircraft a commercial pilot can fly." For the cabin crew, the A350 is also a "milestone that makes us especially proud," says Purser Hermann Astl.

Lufthansa will be basing its first ten Airbus A350-900 aircraft in Munich. Their first destinations will be Delhi and Boston. The aircraft can seat 293 passengers: 48 guests in Business Class, 21 in Premium Economy and 224 in Economy Class. A novel lighting concept will help adjust the circadian rhythms of the passengers while on board. As the world's most modern and eco-friendly long-haul aircraft, the A350-900 uses 25 percent less fuel, has 25 percent lower emissions and is much more quiet during take-off than comparable aircraft models.



New technology to help airlines and airports predict future events



Airlines and airports are investing in technologies to help predict and prepare for future events. This is according to *The Future is Predictable*, a report published by air transport IT provider, SITA. It outlines how efforts are being made to tackle the estimated \$25 billion cost of flight disruptions to the air transport industry by harnessing artificial intelligence, cognitive computing, predictive analytics and other progressive technical capabilities. SITA's analysis reveals that predictive tools using artificial intelligence and cognitive computing are likely to be adopted by half of airlines and airports over the coming five to 10 years. However, a few front runners are already trialing predictive modeling, machine learning, and data mining. These efforts are mainly focused on initiatives that will provide passengers with more relevant information about their journey to create more seamless and personal experiences.

Nigel Pickford, Director Market Insight at SITA, said: "There is a desire to remove as much uncertainty as possible during travel. Airlines and airports are focusing on technologies that will make them more responsive to issues in their operations. This will enable them to improve their performance and customer services. At SITA we are funneling investment into specific research around disruption management. Our technology research team, SITA Lab, is currently developing disruption warning and prediction capabilities using industry-specific and public data feeds such as Twitter, to help tackle this huge challenge and reduce this tremendous cost to the industry."

During 2017, SITA Lab will be validating delay predictions with airlines and airports and expects to complete up to five trials with its industry partners. The next stage will be to incorporate its delay prediction algorithm and disruption warning feeds into SITA's services to the air transport industry. In the report, leading airports and airlines share their experiences including Gatwick Airport where a seamless passenger experience from curb to gate is the goal. Here several different areas of airport activity are tracked to measure performance and move towards predicting it. Chris Howell, Head of Business Systems, Gatwick Airport, describing the work at Gatwick in this area, said: "We've moved from 'how did we do?' to 'how are we doing?' and can now also answer 'how will we do?'"

As artificial intelligence develops the importance of maintaining the human touch is not lost on the airlines and airports. Indeed, the combination of people and artificial intelligence is described as transforming the travel experience. In a case study on European low cost carrier, easyJet, Alberto Rey-Villaverde, Head of Data Science, easyJet, said: "AI plus the human element is more powerful than AI alone."

The science of artificial intelligence is developing quickly and airlines and airports are turning to the academic community to help them with predictive tools to tackle disruptions. SITA's report discusses research that is being carried out with scientists from Binghamton University, State University of New York; University of Nottingham as part the European Union-funded consortium PASSME; Carnegie Mellon University; Oxford University's Data Science Laboratory in the Mathematical Institute and University College London School of Management.

The Future is Predictable combines SITA's global industry experience and studies with commentary and case studies from airports and airlines that are investing in the latest research and technologies. Those featured include: Gatwick Airport, easyJet, Brussels Airport Company, Delta Air Lines, Emirates, Denver International Airport, KLM and Meridiana along with industry perspectives from International Air Transport Association (IATA) and Airports Council International (ACI).

Rules of Golf for Seniors (Modified PGA rules negotiated by Dr. Hannum)

Rule 8.k.9(s) Advertisements claim that golf scores can be improved by purchasing new Golf equipment. Since this is financially impractical for many senior Golfers, One-half stroke per hole may be subtracted for using old Equipment.

Please advise all your senior friends of these important rule changes.

The State of the Airline Industry according to IATA



The state of the airline industry was laid out by IATA, the International Air Transport Association Financial Monitor report for January 2017. The initial financial results for Q4 2016 indicate a continued solid performance for the air transport industry, albeit with ongoing signs that momentum in the profitability cycle has weakened.

Global airline share prices began the year on a positive note, rising 1.5% in January and a healthy 6.8% over the past year. However, the industry has lagged the overall performance of global equities on both measures.

Brent crude oil prices have been broadly stable around \$US55/bbl since the start of December and spent January trading in a tight range. Prices are expected to rise only gradually.

Downward pressure on industry-wide pax yields remains, despite increases in key cost components, particularly fuel and, in some markets, labor. The aggregate, however, masks differences in individual markets.

Both pax and freight demand ended 2016 on a strong note, delivering above-average growth for the year. Likewise, load factors also performed strongly in 2016, with the passenger measure registering a record annual outcome.

Premium airfares continue to generally hold up better than those of the economy cabin, helping to support airline financial performance.

Squeazy Jet? Seat space on board 14 major airlines compared



According to recent research by air intelligence company OAG, airlines are now fitting between 7% – 8% more seats into their aircraft than they were initially design to carry, potentially leading to a reduction in personal space on board.

To help passengers stay in the know prior to their flight, Airport Parking and Hotels (APH) has put together a guide comparing seat space across 14 major airlines. The research compares 14 major airlines, including British Airways, Delta Air Lines and Qatar Airways, and highlights seat configuration, seat width and recline, entertainment screen size and all-important legroom space for each airline's economy and business class cabins.

For travelers looking for privacy and aisle access, most of the airlines researched offer a spacious business class cabin. For example, the Premium Seat cabin on A330 flights with Aer Lingus offers a 1-2-1 seat configuration, and the Upper Class cabin on Boeing 787-9 Dreamliner flights with Virgin Atlantic, offers a 1-1-1 seat layout, averting any awkward squeezes to the cabin aisle. However, some airlines' economy cabins offer less space, since the economy cabins on board B777-300ER aircraft with Emirates and Boeing 747-400 aircraft with KLM feature a 3-4-3 seat configuration.

With regards to legroom, when flying in an economy seat the distance between the back of a seat and the rear of the seat in front (seat pitch) varies from 66cm for standard seats on easyJet flights, to 81.82cm with Singapore Airlines. Travellers should keep in mind that extra legroom space may be provided in the exit row of many aircraft, although there may be certain restrictions for passengers wishing to sit in these seats. For those travelling in business class seats, seat pitch varies from 94cm with First Class seats on board Delta's 757-200 aircraft, to 200cm with Business Class seats on board Qatar Airways' A320 aircraft.

In terms of elbow space in economy cabins, the distance between armrests (seat width) only varies slightly across the 14 airlines researched. In fact, there is just 4cm difference between Ryanair's measurements of 43cm and Singapore Airlines' measurement of 47cm. However, research shows that seat width varies across the airlines' business class cabins, from 49.53cm on board Emirates' Boeing 777-300ER aircraft to 76.2cm on board the same aircraft model with Singapore Airlines.

(Continued on next page)

For travellers aiming to enjoy a snooze during their flight, nine of the airlines researched provide economy cabin passengers with reclining seats, including British Airways and American Airlines, which offer a seat recline of 5.08cm and 15.24cm respectively. Alternatively, for those looking for more of a recline, nine of the airlines researched provide an option for flatbed seats, including Business Class seats with Aer Lingus and Upper Class seats with Virgin Atlantic. Travellers should also note that economy seats on board five of the airlines researched, including Ryanair and WOW air, do not offer the option to recline.

In-flight entertainment is becoming something most passenger expect to enjoy on their travels, and 11 of the airlines offer a personal entertainment screen for certain cabins on board selected flight routes. Of these, the size of the screen ranges from a diagonal width of 22.61cm with Economy Seats on board Qatar Airways' A320 aircraft, to 43.18cm with Business Class seats on board Emirates' Boeing 777-300ER. Travellers should be aware that three of the airlines researched, easyJet, Ryanair and WOW air, do not currently offer entertainment screens on board any flights and that in-flight entertainment may not be provided during short-haul routes.

Evolution of Flight: Frankfurt Airport

By Colleen Morgan/Source: ©The Moodie Davitt Report



GERMANY. What do octopuses and rockets have in common? How have pterosaurs inspired the design of gliders? A new exhibition at Frankfurt Airport aims to answer these and many other questions concerning flight and its ties with nature.

Evolution of Flight, jointly hosted by airport operator Fraport and Senckenberg Gesellschaft für Naturforschung (Senckenberg Natural History Museum), opened 26 January, 2017 in Terminal 2. The exhibition is aimed not just at travelers but at all the estimated 200,000 people who pass through the airport every day. Fascinating facts about

flight are presented in texts, pictures and videos on two 'science cubes' underneath large models of ancient flying reptiles.

Fraport Airside & Terminal Management Unit Senior Executive Vice President Dr Pierre Dominique Prümm said: "Frankfurt Airport is always an experience for guests and passengers, thrilling them again and again with new events, tailored services, leading-edge facilities and surprising activities. "The exhibit isn't something you would normally expect at an airport, but it makes a striking and memorable impression. Our excellent collaboration with Senckenberg is yet another example of how Fraport creates a Sense of Place to make Frankfurt Airport even more attractive by distinguishing it from other, more anonymous airports.

"Here two of the city's foremost institutions, namely Frankfurt Airport and the Senckenberg Natural History Museum, have joined forces for the first time in a project with great public appeal." The exhibition aims to show how humans were inspired by nature – by insects, reptiles, birds and animals – to invent a variety of flying machines. It compares the machines with their archetypes to show how similar they are.

For example, a helicopter rotor is reminiscent of dragonflies, which are powerful and agile aviators.

According to the exhibition organizers, species of the Aeshnidae family (known as hawkers or darners), fly at speeds up to 50km per hour while beating their wings 30 times a second. They can also accelerate 30 times faster than what is induced by the earth's gravity, thus outperforming a state-of-the-art jetfighter by a wide margin. "The lift-generating wings of aircraft are an ingenious feat of engineering that was inspired by pterosaurs, bats and birds. Interestingly, it is also possible to 'fly' in water: octopuses, for example, swim by jet propulsion, the same method that is used to drive spacecraft," the exhibition organizers stated.

Senckenberg Natural History Museum Director General Prof. Volker Mosbrugger said: "The findings of our studies of the forms and functions of living organisms aren't only of interest to a small group of specialized scientists. As the exhibit shows, they also have practical applications, in this case for designing aircraft. We're therefore very pleased to be able to present this work not only in our museum, but also here at Germany's largest airport."

Evolution of Flight is open 24 hours a day near the platform of the SkyLine people mover in Terminal 2. Admission is free and Senckenberg Natural History Museum guides will show visitors around the exhibit on selected days.

Alaska & Horizon Air employees receive \$100 million in bonuses



Employees of Alaska Air Group companies Alaska Airlines and Horizon Air are receiving \$100 million in bonuses following a record fourth quarter and record full-year earnings announcement. For most employees, this equates to more than 8 percent of their annual pay in 2016. The company's annual bonus, called Performance Based Pay (PBP), is determined by meeting or exceeding specific company-wide goals for safety, customer satisfaction, cost control and profit. For the eighth year in a row, employees will enjoy a payout of about an additional month's pay. "We know it is our incredibly hard-working employees who truly make our airline the best in the industry, and we're thrilled to be able to say thank you with a bonus for outstanding performance," said Alaska Airlines CEO Brad Tilden.

The PBP bonus is in addition to the approximately \$15 million in 2016 operational bonuses that employees earned for achieving monthly on-time and customer satisfaction goals. The combined monthly and annual 2016 bonuses paid to employees totals \$115 million.

Starting this year, Virgin America employees are included in Alaska's PBP program. Alaska closed its acquisition of Virgin America in December 2016, with the goal of creating a national footprint and an unparalleled capability to serve the traveling needs of people living on the West Coast. Together, the airlines offer more flights to more destinations from the West Coast than any other airline.

A New Preflight Ritual? Sacrificing A Goat

By Salman Masood/The New York Times



Every superstitious passenger has ways of dealing with the existential uncertainties of air travel, but the ground crew of one Pakistani airliner raised the stakes on preflight rituals when it sacrificed a goat on the runway. The age-old custom in Pakistan for warding off evil and bad luck is simple: Slaughter an animal. For extra luck, make it a black goat.

Last month, just a few days after a Pakistan International Airlines propeller plane crashed, killing all 48 people on board, some members of the airline's staff felt the flying public could use some extra luck. A photo went viral of a group of men slaughtering a black goat on the tarmac of Islamabad's Benazir Bhutto International Airport, its blood staining the ground in front of an airplane.

Such rituals are common in Pakistan, a majority Muslim country, but the sacrifice was quickly ridiculed by the country's educated elites. It also seems to have had the unintended consequence of scaring passengers who worried that slaughtering goats was the airline's best effort at ensuring its planes were safe to fly.

"This is so beyond stupid," read a Twitter post by Adil Najam, a well-known Pakistani academic who is also the dean of the Pardee School of Global Studies at Boston University.

PICKLES | Brian Crane



THE 2017 RUPA CRUISE



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

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

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

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

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

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

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

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

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

Sample pricing per person for this 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 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.

You might be a redneck pilot if...

Your stall warning plays " DIXIE ."

Your cross-country flight plan uses flea markets as check points.

You think sectionals should show trailer parks.

You've ever used moonshine as Avgas.

Your 172's wheel pants have mud flaps with a chrome silhouette of a reclining nude.

Your toothpick keeps poking your mike.

You've ever taxied around the airport just drinking beer.

You wouldn't be caught dead in a Grumman Yankee.

You use an old sweet mix sack as a wind sock.



Update January 30, 2017

1) 1099 forms mean Imputed Taxes:

If you receive a 1099-Misc form from United in February it means your “taxable pass riders” accrued more than \$600 in pass tax value during fiscal 2016. You must declare that value on your 2016 income taxes. To see who flew when and where, you may generate a Pass Travel Report by going to FlyingTogether > Travel > Pass Travel Report.

For more information, read #2 on our RAFA page: <http://www.rafa-cwa.org/Costs-and-Imputed-Taxes!>

2) Don't want to call? Use USAW:

WHAT IS IT? United Service Anywhere.

WHAT DOES IT DO? It's a 24/7 information portal; like Google for UAL info!

WHO IS IT FOR? Employees and retirees.

HOW DO I ACCESS USAW? Go to FlyingTogether>Travel, scroll down right column. Use USAW to get answers about Pass Travel, HR policies and Employee Service Center items (retiree badge, name changes, etc). Requests may be submitted online, 24/7. Go check it out.

For example: How can my pass riders book their own travel? Go to USAW, click on the EmployeeTravelCenter tile, type that question in the search bar and a suggested article will pop up with the information. Basically you'll visit employeeRES >QuickLinks > EmployeeProfile and click “Activate” in the “Login” column of the Pass Rider Profile chart for the pass rider you want to have access. Then follow the directions.

3) Why should I join MileagePlus?

You'll accrue miles towards upgrades/free flights when you buy myUAdiscount tickets. It's free; anyone can join and you do not need a United Mileage Plus Explorer Visa card to be a Mileage Plus member. BEST REASON for retirees to join: If you link your MileagePlus number with employeeRES then you can use the United app on your smartphone/tablet to book spaceavailable flights and to buy myUAdiscount tickets. The app is easier and more convenient than using employeeRES. After you have linked your MP number in employeeRES, simply sign into the app with your MP number and password.

HOW DO I JOIN MP, LINK TO employeeRES AND GET THE APP? Easy! Just follow the 3 steps on RAFA page: <http://www.rafa-cwa.org/Use-Uniteds-app-for-travel>.

DANG, I FORGOT MY MILEAGEPLUS NUMBER/PASSWORD! No worries, to find it, go to united.com > Contact Us > MileagePlus (click on the link below) or call 1-800-421-4655.

FYI ON BAGGAGE: Remember, we get TWO FREE CHECKED BAGS (up to 70 lbs each) when flying space-available and when flying on myUAdiscount tickets. :-)

4) International SOS for retirees.

“International SOS” is a 24/7 global infrastructure of 27 call centers staffed by doctors and nurses, 32 clinics, 8,000 professionals and 60,000 providers. Free advice (both medical and security) for United employees and retirees is available online, via their app or just a phone call away. This could prove invaluable if you have an emergency when traveling the world. Visit the webpage on FlyingTogether > Travel > TravelPrograms (left column) >International SOS.

Print the cards with United's member number and International SOS phone numbers.

Put the cards in your passport! Download the app to have on your mobile device.

Check medical and security status of the country/countries BEFORE you go visit.

Note: Intl SOS may pay for emergency medical treatment of working crew-members, but not for retirees. However, the free information and advice they can provide us could be priceless; especially if

something bad happens. Click for International SOS Q&As.

5) Basic Economy is coming to United.

Basic Economy tickets will go on sale later this quarter for travel beginning in 2nd quarter on domestic and Latin America short-haul flights; no international at this time. Basic Economy tickets are non-refundable, no changes, no upgrades. Seat assignments are given at the gate, cannot be reserved ahead. Boarding in Group 5. Carry-on limited to one item that fits under the seat: 9”x10”x17”. Certain MileagePlus members will be excepted from boarding group 5 and carry-on restrictions. Checked baggage rules and onboard service remain the same for BE pax as regular economy pax.

For more information, visit [FlyingTogether >Company > Products&Networks > BasicEconomy](#).

Employees/retirees may buy myUADiscount tickets based on Basic Economy fares but will be subject to all BE fare restrictions and rules mentioned above (except we still get 2 free checked bags). myUADiscount tickets using BE fares must be purchased on [FlyingTogether](#) via [employeeRES](#) or the United app.

Q&A about Basic Economy: [FlyingTogether>News>RecentNews>Dec 21](#).

6) Faster buddy registration.

The 72-hour advance registration for regular buddies has been eliminated. Once you have registered your buddies, they will be able to fly within 24 hours, which is aligned with other pass rider registration processes.

Check out the Travel Benefits tab at: <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

2016 Flight cancellation, mishandled baggage, & bumping rates lowest in decades



In 2016, the reporting carriers canceled 1.17 percent of their scheduled domestic flights, an improvement over the 1.5 percent cancellation rate in 2015 and the lowest in the 22 years with comparable numbers, according to the Air Travel Consumer Report (ATCR) released today. The previous low was 1.24 percent in 2002.

The reporting carriers canceled 1.6 percent of their scheduled domestic flights in December 2016, an improvement over the 1.7 percent cancellation rate posted in December 2015, but up from the 0.3 percent rate in November 2016.

In 2016, the carriers posted a mishandled baggage rate of 2.70 per 1,000 passengers, down from 2015's rate of 3.13 and the lowest annual rate since DOT started collecting mishandled baggage report data in September 1987. The previous low was 3.09 in 2012. The U.S. carriers reporting mishandled baggage data posted a mishandled baggage rate of 3.58 reports per 1,000 passengers in December, down from December 2015's rate of 3.97, but up from November 2016's rate of 2.02.

The carriers posted a bumping rate of 0.62 per 10,000 passengers in 2016, an improvement over the 0.73 rate posted in 2015 and the lowest annual rate based on historical data dating back to 1995. The previous low was 0.72 in 2002. These carriers posted a bumping rate of 0.54 per 10,000 passengers for the quarter, down from the 0.69 rate for the fourth quarter of 2015.

The consumer report also includes data on on-time performance, tarmac delays, chronically delayed flights, and the causes of flight delays filed with the Department's Bureau of Transportation Statistics (BTS) by the reporting carriers. In addition, the consumer report contains a tally of aviation service complaints filed with DOT's Aviation Consumer Protection Division by consumers regarding a range of issues such as flight problems, baggage, reservation and ticketing, refunds, customer service, disability, and discrimination. The report also includes information about the total number of animals that died, were injured, or were lost during air transport in December 2016 and calendar year 2016, as filed by the air carriers with the Aviation Consumer Protection Division. In addition, the report introduces data about the total number of animals transported by airlines during the calendar year.

TSA announces reduction in TSA Pre✓® eligibility



TSA announced that, beginning in early February, it will significantly reduce access to TSA Pre✓® expedited screening lanes for travelers who have not enrolled in a Department of Homeland Security Trusted Traveler program to obtain a Known Traveler Number. The revision aims to enhance security by allowing TSA to focus more attention on higher-risk passengers and those it knows less about.

TSA strongly recommends that travelers who make at least three round trips per year enroll in a DHS Trusted Traveler program, such as the TSA Pre✓® Application Program or Global Entry, to obtain access to expedited screening when going through airport security. To share this message with our customers, we have updated united.com and are emailing affected customers. We are also creating additional in-airport and onboard messaging promoting Trusted Traveler programs. As a reminder, MileagePlus members also have the option to use miles to cover the \$85 application fee. The cost is 10,000 miles. For more information about that option, customers can visit our TSA Pre✓® redemption site.

To offer customers greater convenience when applying for TSA Pre✓® status, we have enrollment centers at all of our hubs. Walk-ins are accepted but appointments are highly encouraged, where available.

TSA has approved an enhanced TSA Pre✓® eligibility for SIDA-badged employees and crewmembers. IT is working on the programming needed to implement the change. We will communicate additional instructions on how to take advantage of this benefit later this quarter.

Rail journeys: A classic way to travel



These are some of my top picks for train trips around the world. The list is in no particular order – simply journeys added to my bucket list. Enjoy!
Rovos Rail Pride of Africa: Considered to be one of the most luxurious trains in the world, Pride of Africa takes guests between Cape Town, South Africa and Cairo, Egypt with magnificent journeys to the east and to the west also available. Pride of Africa combines the golden age of rail travel with modern amenities. Suites are ultra-deluxe, decorated in Edwardian period features. A well-stocked mini-bar is available, as is 24-hour room service. Lunch and dinner are multi-course affairs served on lovely china,

silver and crisp linens. Fresh local ingredients and traditional dishes are on the menu. All meals are served in one of two Victorian-era restaurant cars.

The Ghan: Named for the Afghan cameleers who once traveled this route, The Ghan has been traversing Australia for more than 80 years, taking guests from Adelaide to Darwin, in comfort and luxury. Large panoramic windows provide optimum viewing of the ever-changing Australian landscape. In the restaurant car, onboard chefs prepare menus that feature Australian and International cuisine.

The Danube Express: Headquartered in Budapest, Hungary, all itineraries through central Europe either start or go through Budapest. The Danube Express serves only 50 passengers in a combination of modern conveniences and traditional style. Deluxe sleeping carriages offer private compartments with en-suite washrooms, and two lower beds that fold up into seating during the day. There are windows that open throughout the train for maximum views. All meals are freshly cooked onboard by experienced chefs using local and seasonal ingredients.

Golden Eagle Trans-Siberian Railway: Need to see Siberia? This is the way to do it. Launched in Moscow in 2007, the Golden Eagle Trans-Siberian is an all-suite luxury train. Its route is the famous Trans-Siberian between Moscow and Vladivostok. Covering 9,258km (6,152 miles) and taking seven days, it is the biggest train ride in the world. For luxury travelers, two Imperial suites were added in 2012, providing 120 square feet of space, a fixed king-sized bed, en-suite shower, a dedicated dressing table and lounge area. Dining takes place in one of two restaurant cars offering a central buffet.

The Eastern and Oriental Express: This train runs 1,262 miles between Singapore, Malaysia and Bangkok and is one of the most beautiful in the world, conjuring up images of a bygone era filled with glamour and opulence. Dining on board this train is a highlight. Its French chef has developed dishes that have received international accolades for blending Western and Eastern culinary styles. Breakfast is served in your compartment, while high tea can be enjoyed wherever you prefer.

Being Green the old fashioned way

Checking out at the store, the young cashier suggested to the much older woman, that she should bring her own grocery bags because plastic bags weren't good for the environment.

The woman apologized and explained, "We didn't have this 'green thing' back in my earlier days."

The young clerk responded, "That's our problem today. Your generation did not care enough to save our environment for future generations."

She was right -- our generation didn't have the 'green thing' in its day.

Back then, we returned milk bottles, soda bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled. But we didn't have the "green thing" back in our day.

Grocery stores bagged our groceries in brown paper bags, that we reused for numerous things, most memorable besides household garbage bags, was the use of brown paper bags as book covers for our schoolbooks. This was to ensure that public property, (the books provided for our use by the school) was not defaced by our scribbings. Then we were able to personalize our books on the brown paper bags. But too bad we didn't do the "green thing" back then.

We walked up stairs, because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks. But she was right. We didn't have the "green thing" in our day.

Back then, we washed the baby's diapers because we didn't have the throwaway kind. We dried clothes on a line, not in an energy-gobbling machine burning up 220 volts -- wind and solar power really did dry our clothes back in our early days. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that young lady is right; we didn't have the "green thing" back in our day.

Back then, we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Montana. In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, we used wadded up old newspapers to cushion it, not Styrofoam or plastic bubble wrap. Back then, we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the "green thing" back then.

We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull. But we didn't have the "green thing" back then.

Back then, people took the streetcar or a bus and kids rode their bikes to school or walked instead of turning their moms into a 24-hour taxi service in the family's \$45,000 SUV or van, which cost what a whole house did before the "green thing." We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 23,000 miles out in space in order to find the nearest burger joint.

But isn't it sad the current generation laments how wasteful we old folks were just because we didn't have the "green thing" back then?

Please forward this on to another selfish "old" person who needs a lesson in conservation from a smartarse young person...

We don't like being old in the first place, so it doesn't take much to piss us off. Especially from a tattooed, multiple pierced smartarse who can't work out the change without the cash register telling them how much.



How the first Stewardess position came about



In 1930, Ellen Church applied for a job at Boeing as a pilot. In a single interview, she changed the course of aviation history. Church was a registered nurse and pilot, but given the social mores of the time, she was turned down for the position. However, the interviewing manager of the San Francisco Boeing Air Transport (BAT) office, Steve Stimpson, passed along a suggestion of hers, that Boeing should put registered nurses aboard planes to help calm the public's fear of flying.

Boeing Air Transport liked the idea and reached back out to Church, hiring her as their head stewardess (making her the first female flight attendant in the process) and tasking her with hiring other nurses to serve as Boeing stewardesses. Other airlines quickly followed Boeing's lead, also hiring their own army of registered nurses as flight attendants.

The work was difficult, as they not only performed current airline stewardess duties (like attending to passengers, serving food and drink, and so forth), but also helped refuel the planes, load luggage, and helped push airplanes back into the hangar at the end of the night. Despite how hard the work was compared with, say, clerical work, women flocked to apply for the job. Not only was it seen as glamorous, but it offered excellent pay—stewardesses were paid \$125 a month (equivalent to ~\$1,700 adjusted for inflation), which was more than women could earn in almost any other industry at the time.

A little History about Spin Recovery

In the pioneer days of aviation, pilots lived in fear of the mysterious spiral dive (known today as a spin). No one understood how, or why, an aircraft would inadvertently begin an uncontrollable spiraling descent—partly because no one had ever lived through such an ordeal to share it. No one, that is, until 22-year-old Lieutenant Wilfred Parke of Britain's Royal Air Force (RAF) survived a spin from traffic pattern altitude with several onlookers witnessing his actions.



Lieutenant Parke found himself at the controls of an experimental biplane, called the Avro G, on a windy, summer morning in 1912. Parke had a passenger that day, a fellow RAF pilot, who sat out the three-hour flight in the front seat of the Avro G. The aircraft was one of the first to feature a completely enclosed cabin. Without a functioning windscreen in the cabin, forward visibility was limited to looking out one of the side windows.

To compensate for his lack of windscreen and improve his visibility of the landing area, Parke was experimenting with higher than normal bank angles in the final turn. From an altitude of only 600 feet above the airfield, Lieutenant Parke throttled back and commenced a steeply banked descent. As his aircraft began the turn, Parke felt the aircraft shudder as one of the wings unintentionally dropped, twisting the biplane into the dreaded spiral dive. The young lieutenant found himself thrown against the right side of the cabin as his airplane spun violently to the left. Not knowing what to do, Parke opened the throttle and pulled back on the stick—exactly the wrong thing to do—this served only to tighten the spiral dive.

The centrifugal force of the spin caused Lieutenant Parke to release the controls as he desperately reached for anything in the cockpit to stabilize himself. It was during that desperate flail that Parke had the wild idea of applying full rudder in the direction opposite the spin. Parke managed to get his feet on the rudder pedals and apply what would be a life-saving control input. The aircraft immediately recovered from the spin and Parke regained control by the time the Avro G was a mere 50 feet above the ground.

Onlookers were stunned and rushed to greet the shaken, yet jubilant, Parke and his passenger. Word spread quickly of Parke's spin recovery, and an article documenting the experience was published in *Flight Magazine*. Thanks to Parke's recollection of his actions and the observations of the onlookers, the veil over the mysterious spiral dive began to lift. Spin recovery techniques were further honed, and less than five years later, spin recovery training was a standard part of each RAF pilot's flight education. The RAF began building a culture of safety by propagating critical flight safety knowledge throughout their flying community.

One in Eight Airline Pilots May Be Clinically Depressed

By Lisa Rapaport/Reuters Health Information/Dec. 16, 2016



Hundreds of commercial airline pilots worldwide may be flying with untreated depression because they fear being grounded or losing their jobs, a new survey suggests. The anonymous survey of about 1,850 pilots from more than 50 countries found that 14 percent of pilots who had worked within the past week had symptoms of depression. Four percent of pilots reported having suicidal thoughts within the past two weeks. The survey offers one of the first snapshots of mental health among commercial pilots, who often don't disclose this type of illness to airline officials or aviation regulators because they fear negative career repercussions, said senior study author Joseph Allen, a public health researcher at Harvard University in Boston.

"It's understandable that pilots are reluctant to fully disclose mental health issues because of the potential that they will be grounded or declared not fit for duty," Allen told Reuters Health by email. With roughly 140,000 active pilots flying more than 3 billion people worldwide each year, the survey results should put the airline industry on notice that many pilots need better access to mental health screening and treatment, Allen added.

The new findings come a year and a half after a Germanwings co-pilot who suffered from depression deliberately crashed a plane into the French Alps, killing 150 people. Globally, roughly 350 million people suffer from depression. Effective treatments exist, but many people don't get them - often due to stigma.

To get a better picture of mental health among airline pilots, researchers conducted an anonymous online survey between April and December of 2015. Questions touched on a range of topics related to work and health in addition to depression. Most respondents came from the U.S., Canada and Australia, according to the report online December 14, 2016 in Environmental Health. Out of nearly 3,500 pilots who participated in the survey, 1,848 completed the questions about mental health. Within this group, 233 (12.6 percent) met the criteria for likely depression and 75 (4.1 percent) reported having suicidal thoughts within the previous two weeks. Among 1,430 participants who reported working as an airline pilot in the previous seven days at the time of the survey, 193 (13.5 percent) met the criteria for depression.

A greater proportion of male pilots than female pilots reported that "nearly every day" they had experiences of loss of interest, feeling like a failure, trouble concentrating, and thinking they would be "better off dead." Women were more likely than men to have at least one day of poor mental health during the previous month, and were more likely to have been diagnosed with depression. The study also found that depression was more likely when pilots took lots of sleep medication and when they experienced sexual or verbal harassment.

Limitations of the survey include the lack of medical records or exams to assess mental health symptoms pilots reported in the survey, the authors note. "The study likely underestimates the amount of depression that exists among pilots, however, it cannot address the severity of the symptoms and the extent of individual impairment," Dr. Joseph Baskin, a psychiatrist at Cleveland Clinic in Ohio who wasn't involved in the study, said by email. Pilots may not tell their own doctors about feeling depressed because both having this diagnosis and taking antidepressants come with stigma and a fear of being grounded, said Dr. Blake Lollis, an aerospace medicine specialist at Yakima Valley Memorial Hospital in Washington who wasn't involved in the study.

Still, this diagnosis isn't as career-ending as it used to be, Lollis added by email. They may be cleared to fly, for example, while on antidepressants, even if they would be grounded for severe depression accompanied by any psychotic symptoms. "It is clear that depression is undertreated among pilots," said Dr. Alpo Vuorio, an aviation medicine researcher at the University of Helsinki in Finland who wasn't involved in the study. "I hope that current discussions after the Germanwings accident has helped pilots to seek help more openly," Vuorio said by email.

The Future is Nigh, Times - they are changing and quickly!

The FUTURE is approaching faster than one can handle....!

In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide. Within just a few years their business model disappeared and they went bankrupt. What happened to Kodak will happen in a lot of industries in the next 10 years and, most people won't see it coming.

Did you think in 1998 that 3 years later you would never take pictures on film again? Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels, but followed Moore's law. So as with all exponential technologies, it was a disappointment for a time, before it became way superior and became mainstream in only a few short years. It will now happen again with Artificial Intelligence, health, autonomous and electric cars, education, 3Dprinting, agriculture and jobs. Welcome to the 4th Industrial Revolution. Welcome to the Exponential Age. Software will disrupt most traditional industries in the next 5-10 years.

Uber is just a software tool, they don't own any cars, and are now the biggest taxi company in the world.

Airbnb is now the biggest hotel company in the world, although they don't own any properties.

Artificial Intelligence: Computers become exponentially better in understanding the world. This year, a computer beat the best Go-player in the world, 10 years earlier than expected.

In the US, young lawyers already don't get jobs. Because of IBM's Watson, you can get legal advice (so far for more or less basic stuff) within seconds, with 90% accuracy compared with 70% accuracy when done by humans. So if you're studying law, stop immediately. There will be 90% less lawyers in the future, only specialists will remain. Watson already helps nurses diagnosing cancer, its 4 times more accurate than human nurses.

Facebook now has a pattern recognition software that can recognize faces better than humans. In 2030, computers will become more intelligent than humans. (NEVER!/Albert)

Autonomous cars: In 2018 the first self-driving cars will appear for the public. Around 2020, the complete industry will start to be disrupted. You don't want to own a car anymore. You will call a car with your phone, it will show up at your location and drive you to your destination. You will not need to park it, you only pay for the driven distance and can be productive while driving.

Our kids will never get a driver's license and will never own a car. It will change the cities because we will need 90-95% less cars for that. We can transform former parking spaces into parks. 1.2 million people die each year in car accidents worldwide. We now have one accident every 60,000 miles, with autonomous driving that will drop to 1 accident in 6million miles. That will save a million lives each year.

Most car companies will probably become bankrupt. Traditional car companies try the evolutionary approach and just build a better car, while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels. Many engineers from Volkswagen and Audi; are completely terrified of Tesla. Insurance companies will have massive trouble because without accidents, the insurance will become 100x cheaper. Their car insurance business model will disappear. Real estate will change. Because if you can work while you commute, people will move further away to live in a more beautiful neighborhood. Electric cars will become mainstream about 2020. Cities will be less noisy because all new cars will run on electricity.

Electricity will become incredibly cheap and clean: Solar production has been on an exponential curve for 30 years, but you can now see the burgeoning impact. Last year, more solar energy was installed worldwide than fossil. Energy companies are desperately trying to limit access to the grid to prevent competition from home solar installations, but that can't last. Technology will take care of that strategy.

With cheap electricity comes cheap and abundant water. Desalination of salt water now only needs 2kWh per cubic meter (@ 0.25 cents). We don't have scarce water in most places, we only have scarce drinking water. Imagine what will be possible if anyone can have as much clean water as he wants, for nearly no cost.

Health: The Tricorder X price will be announced this year. There are companies who will build a medical device (called the "Tricorder" from Star Trek) that works with your phone, which takes your retina scan, your blood sample and you breath into it. It then analyses 54 bio-markers that will identify nearly any

disease. It will be cheap, so in a few years everyone on this planet will have access to world class medical analysis, nearly for free Goodbye, medical establishment.

3D printing: The price of the cheapest 3D printer came down from \$18,000 to \$400 within 10 years. In the same time, it became 100 times faster. All major shoe companies have already started 3D printing shoes. Some spare airplane parts are already 3D printed in remote airports. The space station now has a printer that eliminates the need for the large amount of spare parts they used to have in the past.

At the end of this year, new smart phones will have 3D scanning possibilities. You can then 3D scan your feet and print your perfect shoe at home.

In China, they already 3D printed and built a complete 6-storey office building. By 2027, 10% of everything that's being produced will be 3D printed.

Business opportunities: If you think of a niche you want to go in, first ask yourself: "In the future, do I think we will have that?" and if the answer is yes, how can you make that happen sooner?

If it doesn't work with your phone, forget the idea. And any idea designed for success in the 20th century is doomed to failure in the 21st century.

Work: 70-80% of jobs will disappear in the next 20years. There will be a lot of new jobs, but it is not clear if there will be enough new jobs in such a short time. This will require a rethink on wealth distribution.

Agriculture: There will be a \$100 agricultural robot in the future. Farmers in 3rd world countries can then become managers of their field instead of working all day on their fields.

Aeroponics will need much less water. The first Petri dish produced veal, is now available and will be cheaper than cow produced veal in 2018. Right now, 30% of all agricultural surfaces is used for cows. Imagine if we don't need that space anymore.

There are several start-ups who will bring insect protein to the market shortly. It contains more protein than meat. It will be labelled as "alternative protein source" (because most people still reject the idea of eating insects).

There is an app called "moodies" which can already tell in which mood you're in. By 2020 there will be apps that can tell by your facial expressions, if you are lying. Imagine a political debate where it's being displayed when they're telling the truth and when they're not.

Tech Neck - Just Another Side Affect of Technology



Imagine four 15-pound bowling balls atop your head, and you'll understand why so many people now suffer from "tech neck." Yep, the equivalent of about 60 pounds is added to the stress on your neck every time you look down at some wireless device--think texting, for example -- potentially resulting in everything from headaches to back, shoulder, neck and arm pain.

Key to avoiding the condition? According to Dr. Stefano M. Sinicropi, MD, FAAOS, set time limits. Limit the amount of time and frequency that you use your device. If you have to use it for an extended period of time, take breaks. Change your posture and move around.

Set automatic reminders. Utilize an automatic alarm with your smart device reminding you to take a time out. For those of you who have wearable devices these can be set to remind you to break.

Use a tablet holder. Purchase a holder to elevate your device to significantly reduce the amount of neck flexion and forward positioning. Try to keep the device as close to eye-level as possible.

Switch to a chair with a headrest, and make sure to keep the back of your head in contact with the headrest while using your tablet, phone or laptop. Keeping the back of your head flush against the headrest will ensure that you're not looking down with your neck flexed forward.

Use pain as a warning. If you're experiencing pain in your neck, between the shoulder blades, numbness or tingling in the arms, or frequent headaches there may be a more serious issue going on. Pay attention to these warning signs and act quickly to make changes to reduce or eliminate any head-forward posture that is straining your neck.

STAGE 4 – A Very Personal Story

Submitted by a RUPA member

On December 7, 2016, I went to a doctor's appointment late in the afternoon. Towards the end of the conversation, I asked what stage my cancer was, and he said Stage 4. Excuse me? I felt great, so what was I supposed to do? Go home and get my affairs in order and call in Hospice? No way.

When I left the doctor's office, he wanted me to take pills, one a day, and one every 21 days, and if I was out in the sun, wear a hat, long sleeved shirt, long pants and socks. Obviously, I don't live in the north or north east.

Next day, I received a call from the Melanoma Clinic I had previously visited, had a nice chat with the Planning Coordinator, and then she wanted me to talk to the Nurse Practitioner, Mike. Mike and I got along, turns out he had been a F/A with AA before changing fields. He did not agree with the regimen of pills, as I didn't, so I decided to go with the Clinic, and do Infusions with a drug called KEYTRUDA. Same drug that fixed up the Peanut Farmer from GA.

A little history is in order. Fall of 2015, a quarter sized melanoma was found on the left rear quadrant of my scalp. So I went to my dermatologist, and he had the younger doc in the office remove the melanoma. When the old doc found out it was malignant, he said go see Dr. B. I called and Dr. B was not in that office anymore. Mistake #2. Mistake #1 was when offered to go to the Melanoma Clinic, I chose not to. Why, because the margins were good. Then 25 radiation treatments on the scalp, and I now have a baseball sized bald spot, and the hair will never grow back. (another option missed was to have a plastic surgeon do a transplant) Oh well, I just buzzed the rest of the hair off, just like so many many years ago in the service.

Even had an ENT doc inject radioactive material in the scalp, where the melanoma had been removed, looking for a melanoma that might have slipped away. Did not find anything. Again, looked good, sounded great..

Went back to the radiation doc, and she asked if I had seen the oncologist, and I said no. She told me very politely to "get my ass back to see the oncologist." I did, and in May, had a half body PET scan. Found a 3mm nodule on the top of the right lung. No biggie. Now it gets interesting, as I am proactive with my body, and if some things not right, I go and find out what's up. If nothing, I am out the co-pay, and if it is something, I get it fixed.

My right shoulder was bothering me, so I called the shoulder doc, and had an X-ray. Nothing showed up on the X-ray, and I asked what was the next step? Arthrogram, they said. Inject fluid into the shoulder, take a picture or two, and if the fluid leaked, then you have a tear in the rotator cuff. Nope, not torn, but the 3mm nodule was now 9mm.

The oncologist now schedules a full body scan, and lo and behold, the 9mm is now 11.5mm.

Over the next two months, I have been subjected to two needle biopsies, and one Bronchoscopy, and a brain scan. This confirmed that the melanoma is in the lung and in a lymph node on the outside of the trachea. Nothing in the brain, smile!

The first infusion was on 19 December, and the second was on 9 January, 2017. My understanding of remission rates with the pills was 10-15%, and with Infusion treatments, 50%.

After my third Infusion on 2 Feb, a CT scan was also done. And now, the doctor is changing the plan, as the melanoma has become "advanced", and a different line of treatment is in store. Going from infusion, to pills. Side effects can be vicious.

Bottom line of this story is, if your dermatologist finds a melanoma, please, run, do not walk, to the nearest Melanoma Clinic. And you youngsters out there, do not give up on sun block.

Stay tuned for the next report, hoping I am not in the obits. I know, just my morbid sense of humor.

Tips for Creating a Home for Aging Owners

By Kaya Laterman/The New York Times



A range of renovations and adjustments can be made to our apartments or houses to help us stay in our homes for as long as possible.

Easy: Add grab bars. There are many stylish models for the bathroom that look like a towel or shampoo rack but are sturdy enough to support 500 pounds of weight if properly installed, says Chrysanne Eichner, a senior occupational therapist at Memorial Sloan Kettering Cancer Center. You can also add grab bars by the top or foot of the stairs.

Replace doorknobs with lever handles that are easier to open.

Increase lighting and replace toggle switches with either a dimmer or a rocker switch.

Think about color contrast. If you have stairs, place reflective tape at the edge of steps so you can see where each one ends. Use a brightly colored bath mat so you can see where you'll be stepping down after bathing.

Make a decision about your throw rug, which can present a trip hazard. Secure the rug to the floor with double-sided tape, throw it out, or hang it on the wall as a tapestry, Ms. Eichner suggests.

Select light fixtures with two bulbs. If one goes out, you'll still have light from the other bulb.

Add a lazy susan to corner shelves to make it easier to reach items at the back of a cupboard.

Rearrange items in your kitchen seasonally. Crockpots, for example, can be stored on a higher shelf over the summer, says Barbara Roth, an interior designer in Manhattan.

Moderate: Replace a standard toilet, usually between 14 and 15 inches high, with a comfort-height toilet, which is 17 to 19 inches high.

Custom-build a movable kitchen island.

Widen doorways for walker and wheelchair access.

Complex: A major kitchen overhaul could include lowering counters and installing sinks that have space underneath to accommodate wheelchairs and walkers. Alternatively, if you are tall and have back problems, consider increasing the counter height. Install shelves that slide out.

Remove the bathtub and install a walk-in shower with a seat. Get a hand-held shower head.

Build a ramp or install a chairlift wherever you have steps.

Other Tips: Useful guides include the city's Aging in Place Guide for Building Owners report and AARP's online HomeFit Guide.

Consult an occupational therapist, an interior designer, an architect and/or a contractor who has age-in-place certifications.

For low-income households needing modifications, there is help. Individuals or families making less than 80 percent of an area's median income as defined by the U.S. Department of Housing and Urban Development can fill out an application at Rebuilding Together NYC, a nonprofit organization that makes free repairs and modifications. Lending services can be found through nonprofit organizations, including Neighborhood Housing Services of New York City and the Parodneck Foundation.

BIZARRO | Dan Piraro



21 Rules for Reaching a Good Old Age

1. It's time to use the money you saved up. Use it and enjoy it. Don't just keep it for those who may have no notion of the sacrifices you made to get it. Remember there is nothing more dangerous than a son or daughter-in-law with big ideas for your hard earned capital. Enjoy the present moment. The sand in the clock may run out at any moment.
2. Stop worrying about the financial situation of your children and grandchildren. You've taken care of them for many years, and you've taught them what you could. You gave them an education, food, shelter and support. The responsibility is now theirs to earn their way.
3. Keep a healthy life with moderate exercise (like walking every day), eat well and get your sleep. It's easy to become sick, and it gets harder to remain healthy. Keep in touch with your doctor, get tested even when you're feeling well. Stay informed.
4. Always buy the best, most beautiful items for your significant other. The key goal is to enjoy your money with your partner. One day one of you will miss the other, and the money will not provide any comfort then. Enjoy it together.
5. Don't stress over the little things. You've already overcome so much in your life. You have good memories and bad ones, but the important thing is the present. Don't let the past drag you down or the future frighten you.
6. Regardless of age, always keep love alive. Love your partner, love life, love your family, love your neighbor, your surroundings, your country. We are never old as long as we have intelligence and affection.
7. Be proud, both inside and out. Don't stop going to your hair salon or barber. Do your nails, go to the dermatologist and the dentist. Keep your perfumes and creams well stocked. When you are well-maintained on the outside, it seeps in, making you feel proud and strong on the inside.
8. Don't lose sight of fashion trends for your age, but keep your own sense of style. There's nothing sillier than an older person trying to wear the current fashion among youngsters. You've developed your own sense of what looks good on you - keep it and be proud of it. It's part of who you are.
9. Read newspapers, watch the news. Go online and read what people are saying. Make sure you have an active email account and try to use some of those social networks. You'll be surprised which old friends you'll meet. Keeping in touch with what is going on and with the people you know is important at any age.
10. Respect the younger generation and their opinions. They may not have the same viewpoints as ours, but they are the future and will take the world in their direction. Give advice, not criticism, and try to remind them of yesterday's wisdom that still applies today.
11. Never use the phrase: "In my time." Your time is now. As long as you're alive, you are part of this time. You have been younger, but you are still you now, having fun and enjoying life.
12. Some people embrace their golden years, while others become bitter and surly. Life is too short to waste your days in the latter mode. Spend your time with positive, cheerful people, it'll rub off on you and your days will seem that much better. Spending your time with bitter people will make you older and harder to be around.
13. Do not surrender to the temptation of living with your children or grandchildren (if you have a financial choice, that is). Sure, being surrounded by family sounds great, but we all need our privacy. They need theirs and you need yours. If you've lost your partner (our deepest condolences), then find a person to move in with you and help out only if you feel you really need the help or do not want to live alone.
14. Don't abandon your hobbies. If you don't have any, make new ones. You can travel, hike, cook, read, dance. You can adopt a cat or a dog, grow a garden, play cards, checkers, chess dominoes, golf. You can paint, volunteer at an NGO (A Non-Government Organization) or collect certain items. Find something you like and spend some real time having fun with it.
15. Even if you don't feel like it, try to accept invitations. Baptisms, graduations, birthdays, weddings,

conferences. Try to go. Get out of the house, meet people you haven't seen in a while, experience something new (or something old). But don't get upset when you're not invited. Some events are limited by resources, and not everyone can be hosted. The important thing is to leave the house from time to time. Go to museums, go walk through a field. Get out there.

16. Be a conversationalist. Talk less and listen more. Some people go on and on about the past, not caring if their listeners are really interested. That's a great way of reducing the desire to speak with you. Listen first and answer questions, but don't go off into long stories unless asked to. Speak in courteous tones and try not to complain or criticize too much unless you really need to. Try to accept situations as they are. Everyone is going through the same things, and people have a low tolerance for hearing complaints. Always find some good things to say as well.

17. Pain and discomfort go hand in hand with getting older. Try not to dwell on them but accept them as a part of the cycle of life we're all going through. Try to minimize them in your mind. They are not who you are, they are something that life added to you. If they become your entire focus, you lose sight of the person you used to be.

18. If you've been offended by others, forgive them. If you've offended someone - apologize. Don't drag resentment around with you. It will make you sad and bitter. It doesn't matter who was right. Someone once said, "Holding a grudge is like taking poison and expecting the other person to die." Don't take that poison. Forgive and move on with your life.

19. If you have a strong belief, savor it. But don't waste your time trying to convince others. They will make their own choices no matter what you tell them, and it will only bring you frustration. Live your faith and set an example. Live true to your beliefs and let that memory sway them.

20. Laugh. Laugh A LOT. Laugh at everything. Remember, you are one of the lucky ones. You managed to have a life, a long one. Many never get to this age, never get to experience a full life. But you did. So what's not to laugh about? Find the humor in your situation.

21. Take no notice of what others say about you and even less of what they might be thinking. They'll do it anyway, and you should have pride in yourself and what you've achieved. Let them talk and don't worry. They have no idea about your history, your memories and the life you've lived so far. There's still much to be written, so get busy writing and don't waste time thinking about what others might think. Now is the time to be free, at peace and as happy as you can be!

Recovery Varies After a Spouse Dies

By Jane E. Brody/The New York Times



Even those who seem fine may have trouble with certain aspects of life. Losing a beloved life partner is never easy at any age, no matter the circumstance. The loss can be sudden and totally unexpected — a fatal heart attack, traffic accident or natural tragedy like a flood or earthquake. Or the loss can be long in coming from a progressive illness that gives the surviving spouse weeks, months, even years to prepare for and presumably adjust to its eventual inevitability.

Psychologists have long maintained that after a brief period of sometimes intense bereavement, the vast majority of surviving spouses adjust well, returning to their previous work, daily routines and prior state of contentment within a few months to a year — a psychological outcome referred to as resilience. Studies by George A. Bonanno and colleagues at Columbia University as well as others, for example, have found that 60 percent of people who lost a spouse were resilient — satisfied with their lives and not depressed. But new research is calling this global assessment inadequate to describe the aftermath of spousal loss for many if not most people, suggesting a need for more effective and specific ways to help them return to their prior state of well-being. Someone who ranks high in life satisfaction may nonetheless be having considerable difficulty in other domains that can diminish quality of life, like maintaining a satisfying social life, performing well at work or knowing who can help when needed. *(Continued on next page)*

The Jewish faith in which I was raised offers one such source of support, specifying a period of mourning that gives survivors needed time to adjust to a new normal. It designates a weeklong visitation — the shiva — during which friends and relatives gather with the bereaved to express condolences and relate memories of the deceased. It also calls for a 30-day period of readjustment that includes daily prayers. Indeed, my father, who faithfully abided by this ritual period of mourning, seemed to emerge relatively unscathed when my mother, the love of his life, died after a yearlong battle with cancer. With two children to worry about and provide for, perhaps he had little time for protracted mourning. After 18 months as a widower, at age 51 he remarried a lovely woman who became our loving stepmother. But when he died suddenly of a heart attack 20 years later, she did not fare as well. She was intensely lonely and seemed trapped in a restricted, relatively joyless existence. Only after she died did we realize that her former joie de vivre had been dampened by a persistent low-grade depression and limited social connections after my father's death.

The new research shows that even those who express overall satisfaction with their lives after the loss of a spouse often experience significant declines in specific aspects of physical and emotional health and well-being. In other words, their resilience is not uniform across all dimensions that most of us would consider important. Scratch the surface and you're likely to find that the surviving spouse who seems happy and well-adjusted may have considerable difficulties that are not apparent to a casual observer.

The research was conducted by Frank J. Infurna and Suniya S. Luthar, psychologists at Arizona State University, Tempe, who took advantage of a unique data set gathered annually for 13 years in Australia. It is called the Household Income and Labour Dynamics of Australia Study, conducted from 2001 through 2013 among a nationally representative sample of Australians aged 15 and older who responded via a combination of face-to-face and telephone interviews and self-completed questionnaires. During the study, 421 participants lost a spouse. The Arizona psychologists analyzed five specific aspects of how they were faring for each of the five years before and five years after they became widowed. Sixty-six percent returned to their pre-loss level of life satisfaction within a year, whereas 34 percent experienced a precipitous decline after the death and had not returned to their prior level even five years later.

When responses to questions about positive feelings like "Did you feel full of life?" "Have you felt calm and peaceful?" "Did you have a lot of energy?" were assessed, only 26 percent had returned to their previous level; 74 percent, who had started at a lower level before their loss, sank even lower at the time of death and never bounced back fully. With regard to negative feelings like "Have you been a nervous person?" "Have you felt so down in the dumps nothing could cheer you up?" "Did you feel worn out?," only 19 percent were found to be resilient, no worse off after than before their loss.

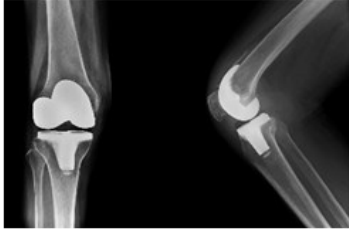
The participants also reported on their general health and whether they had trouble performing daily activities like carrying groceries, climbing stairs, walking several blocks, bathing and dressing. Thirty-seven percent were resilient in terms of general health, but for 63 percent health was poor to begin with and sank lower with time. Physical functioning declined as well for 55 percent, with only 29 percent showing resilience. Of the entire group, only 8 percent of the bereaved individuals were in good shape for all five indicators of resilience studied, while 20 percent were not resilient in any of them. Given that 92 percent of participants experienced declines in one or more areas of functioning, the researchers concluded that it is wrong to define resilience "based on a limited set of measured outcomes." In fact, they added, people who lost a spouse may have difficulties beyond those assessed in this study, like problems at work or general feelings of loneliness. All told, the findings showed pronounced differences from what has been generally believed about how resilient people are to the loss of a spouse. It depends on the particular aspect of life in question.

Most important to resilience in the face of bereavement were how vulnerable or protected surviving spouses felt and how well they functioned in their everyday roles, Dr. Infurna said in an interview. He and Dr. Luthar described three factors that influenced overall resilience: 1) Reliable comfort – having someone to confide in or lean on in times of trouble, and being able to get help from other people when needed; 2) Social connectedness – whether their physical health or emotional problems interfered with social activities like visiting friends and relatives and interacting socially with neighbors or groups, and 3) Daily functioning – having difficulties with their normal activities because of emotional problems like depression or anxiety.

Based on their data, the researchers concluded that “it can take two to three years or even longer for some to recover from bereavement” and return “to their pre-loss levels of functioning.” What they found to help most was remaining socially connected and engaged in the usual activities of everyday life and knowing where they could turn for help and comfort and receiving support when they needed it.

Outpatient knee replacement: The great debate

By Dr. Kevin R. Stone



The debate is always the same: “We do it the traditional way because that is the way we have always done it” vs. “It is safer for patients, the new ways are not time tested and there are more complications.” No matter what the advance in medicine and surgery may be, these arguments are always used to delay the inevitable march toward efficiency and quality. It’s the taxi vs. Uber argument. We all know the answer — but the road to it is full of potholes.

Total knee replacement, in which the ends of the bones in the knee are replaced with metal and plastic, is a godsend for older people with severe three-compartment (inside, outside and front-of-the-knee) arthritis. But it is not perfect, and it is expensive. Fifty percent of total knee patients have pain at 10 years. Very few have normal-feeling knees. And when the repaired knees fail, they are very hard to salvage.

In my opinion (and in the view of many knee surgeons trained to use the new, more accurate robots), partial knee replacement, in which only the worn-out side of the knee is resurfaced, should replace 80 percent of the total knee surgeries that are performed. Partial knees feel normal, permit a full range of sports, have fewer complications, show faster recoveries and are less expensive. With the advent of robotic guidance, the old concerns about the accuracy and difficulty of the procedure have been resolved. Many of the issues of inpatient vs. outpatient knee replacement can be resolved by performing more partial knee replacements, which have less bleeding and risk instead of replacing the whole knee.

The other advances are in the areas of pain control, bleeding control, home nursing and physical therapy. The new bleeding control drugs eliminate the need for a tourniquet in most cases. The lack of a tourniquet decreases both pain and muscle inhibition post-surgery. The targeted drugs also diminish post-op bleeding and swelling, thereby speeding healing.

One of the main reasons patients stay in hospitals after total knee replacement is related to pain and the complications of treating pain with narcotic drugs that make people nauseated, woozy and inactive. These drugs reduce breathing and lead to chest congestion and pneumonia.

Most of this is eliminated in an outpatient setting with regional anesthetics and preemptive anesthesia. (Preemptive anesthesia describes a cocktail of non-narcotic medications and injections that block the pain fibers before any incision is made.) If the brain doesn’t receive pain signals until a day or two after surgery, those pain levels are reduced. Patients are therefore more active, which decreases the risk of blood clots and other complications.

Immediate physical therapy, along with home nursing, provides the supervision needed to avoid other types of complications. By starting the rehabilitation program before surgery and continuing on the first day after surgery, patients develop confidence in their legs. They elevate their heart rates on stationary bikes (using single-leg cycling) and blow off the effects of surgical anesthesia. The increase in heart rate increases testosterone, adrenaline and pheromones and markedly improves their well-being. A home nursing visit can optimize these recovery tools and provide guidance on pain control. The use of Toradol and Tylenol in sufficient doses often obviates the need for narcotics, though they can be made available when necessary.

The main issue lies in deciding which patients are best suited for outpatient knee surgery. Clearly, people with significant health issues — those placed at risk by the surgical experience — need inpatient care. Hospitals are wonderful places for the very (or potentially) sick. For all others, a surgery center specializing in outpatient knee care is ideal.

Dr. Kevin R. Stone is an orthopedic surgeon at The Stone Clinic and chairman of the Stone Research Foundation in San Francisco.

Cranberries Don't Cure Urinary Infections, Study Says

By Lindsey Tanner/AP Medical Writer



CHICAGO (AP) — Another folk medicine remedy bites the dust. Cranberry capsules didn't prevent or cure urinary infections in nursing home residents in a study challenging persistent unproven claims to the contrary.

The research adds to decades of conflicting evidence on whether cranberries in any form can prevent extremely common bacterial infections, especially in women.

Many studies suggesting a benefit were based on weak science, but that hasn't stopped marketers and even some health care providers from recommending cranberry juice or capsules as an inexpensive way to avoid these uncomfortable and potentially risky infections.

The new study, published online in the Journal of the American Medical Association, used rigorous methods and the results are convincing, according to a journal editorial. Health care providers who encourage using cranberry products as a prevention method "are doing their patients a disservice," the editorial says.

THE INFECTIONS: Urinary infections lead to nearly 9 million doctor visits and more than 1 million hospitalizations each year. Men, because of their urinary anatomy, are less vulnerable, while almost half of all U.S. women will develop at least one of these infections in their lifetime. Symptoms can include painful, frequent urination and fatigue. Antibiotics are often used to treat the infections, which usually are not serious but can lead to kidney infections and sometimes dangerous bloodstream infections. Urinary infections are the most commonly diagnosed infection in nursing home residents, but they often have no obvious symptoms and evidence suggests antibiotics have little effect in these older patients without symptoms, the study authors say.

THE STUDY: The research included 147 older women in nursing homes who were randomly assigned to take two cranberry capsules or dummy pills for a year. The number of women with laboratory evidence of infection — bacteria and white blood cells in their urine — varied during the study but averaged about 29 percent overall in both groups. Ten infections in the cranberry group caused overt symptoms, compared with 12 in the placebo group but that difference wasn't statistically significant. There also were no differences in hospitalizations and deaths between the two groups. The National Institutes of Health helped pay for the research, led by Dr. Manisha Juthani-Mehta, a Yale University infectious disease specialist.

THE ADVICE: People who think they have a urinary infection should see a doctor for diagnosis and treatment, but avoid cranberry products "in place of proven treatments for infections," according to the National Institutes of Health alternative medicine branch.

The journal editorial says additional research is needed to find effective treatments for nursing home residents and others.

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

PICKLES | Brian Crane



LETTERS

Way Back When

A little house with three bedrooms, One bath and the car on the street.

A mower that you had to push
To make the grass look neat.

In the Kitchen on the wall
We only had one phone,
And no need for recording things,
Someone was always home.

We only had a living room
Where we would congregate,
Unless it was at mealtime
In the Kitchen where we ate.

We had no need for family rooms
Or extra rooms to dine.
When meeting as a family
Those two rooms would work out fine.

We only had one TV set
And channels maybe two,
But always there was one of them
With something worth the view.

For snacks we had potato chips
That tasted like a chip.
And if you wanted flavor
There was Lipton's onion dip.

Store-bought snacks were rare because My mother
liked to cook,
And nothing can compare to snacks In Betty Crocker's
book.

Weekends were for family trips
Or staying home to play.
We all did things together --
Even go to church to pray.

When we did our weekend trips
Depending on the weather,
No one stayed at home because
We liked to be together.

Sometimes we would separate
To do things on our own,
But we knew where the others were Without our own
cell phone.

Then there were the movies
With your favorite movie star,

And nothing can compare to watching Movies in your
car.

Then there were the picnics
At the peak of summer season,
Pack a lunch and find some trees
And never need a reason.

Get a baseball game together
With all the friends you know,
Have real action playing ball --
And no game video.

Remember when the doctor
Used to be the family friend,
And didn't need insurance
Or a lawyer to defend?

The way that he took care of you
Or what he had to do,
Because he took an oath and strived To do the best
for you.

Remember going to the store
And shopping casually,
And when you went to pay for it
You used your own money?

Nothing that you had to swipe
Or punch in some amount,
And remember when the cashier person Had to really
count?

The milkman used to drive around And go from door
to door,
And it was just a few cents more
Than going to the store.

There was a time when mailed letters Came right to
your door,
Without a lot of junk mail ads
Sent out by every store.

The mailman knew each house by name And knew
where it was sent;
There were not loads of mail addressed To "present
occupant."

There was a time when just one glance Was all that it
would take,
And you would know the Kind of car, The model and
the make.

They didn't look like turtles
Trying to squeeze out every mile;
They were streamlined, with white walls and neat-o
fins,
And really had some style.

One time the music that you played Whenever you

would jive,
 Was from a vinyl, big-holed record Called a forty-five.
 The record player had a post
 To keep them all in line
 And then the records would drop down And play one at
 a time.
 Oh sure, we had our problems then, Just like we do
 today,
 And always we were striving,
 Trying for a better way.
 Oh, the simple life we lived
 Still seems like so much fun,
 How can you explain a game,
 Just kick the can and run?
 And why would boys put baseball cards Between bicycle
 spokes?
 And for a nickel, red machines
 Had little bottled Cokes?
 This life seemed so much easier
 And slower in some ways.
 I love the new technology
 But I sure do miss those days.
 So time moves on and so do we
 And nothing stays the same,
 But I sure love to reminisce
 And walk down Memory Lane.
 With all today's technology
 We grant that it's a plus!
 But it's fun to look way back and say,
 Hey look, guys, THAT WAS US!

SUE ARMSTRONG—Castle Rock, CO
 Thank you for keeping the Widows in touch.

Am blessed with good health -- pushing 90 years.
 Children are doing well, all healthy as well as grand
 and great-grandchildren. *Sue*

JACK BARD—Mount Vernon, WA
 It has been a few years since I last posted a note
 here. It has been gratifying to have the RUPA mag-
 azine, all these years, as a connection to old friends
 and crew mates.

You know time is slipping by when asked if I had
 actually flown when airliners had propellers. Soon,
 I'll be asked if I remember the B-747, which appar-
 ently is headed the same way as the dial phone. Sad
 to imagine the -400 bound for corrosion corner.
 Life after United has been good to me, with family

close by and living far from the cacophony of the
 big city. I have been active in many pursuits and
 still get upside down in my RV-8, sometimes on
 purpose. I've been blessed to be able to spend time
 with and attend school functions and stage perfor-
 mances for my granddaughter, with my daughter
 and her husband.

My special shout out to all you "magnificent bas-
 tids" who shared with me this crazy passion for fly-
 ing. *Jack*

DAN BARGAR—Santa Rosa, CA
 My memorable event in the year 2016 was a trip to
 Chengdu, China, with my daughter and 12-year-old
 adopted granddaughter, Grace Li. Grace was adopt-
 ed from Chengdu at age 2, so this was the purpose
 of the trip.

We were able to get 10 year visas and flew the Unit-
 ed 787 nonstop from SFO-CTU in 13-1/2 hours.
 The economy plus seats were comfortable with
 great entertainment. It was amazing to me that the
 Continental flight attendants fly this with only a 12-
 hour layover.

After locating the auto parts store where the police
 found Grace in the doorway, we visited the beauti-
 ful orphanage, mostly made of marble and glass,
 and the 40 crib room where Grace spent the first
 two years of her life. It was exciting when her pri-
 mary caregiver, who still works there, came rushing
 to meet her. Unfortunately, there was a language
 barrier at this point. The facility has now expanded
 to include apartments staffed by older couples who
 house teenage orphans to get them accustomed to
 family life.

My daughter remembers that ten years ago there
 were thousands of bicycles on the roads, but now
 they have been replaced by cars. There is also a
 beautiful subway system finished two years ago that
 crisscrosses the city. Should you go to visit do not
 miss the Chengdu Global Mall. It is the size of 320
 football fields with ice rink, an Imax theatre, a huge
 water park with a beach, surfing, and river rides. Of
 course there are also hundreds of shops and restau-
 rants and all of this is indoors. Google You Tube:
 Chengdu Mall. Remember, if you visit that almost
 no English is spoken so we needed a guide inter-
 preter to visit the famous Panda Research Center
 and the largest stone Buddha in the world. UBER
 was a help and we also used Flying Together Travel

to get ACOR discount at a 5 star Sofitel Hotel where we were classified as CREW. We delayed our trip home for 2 days to assure Business Class seats for our 13-hour trip. When Grace awoke from her lie flat bed she told Mom that she would rather not fly coach anymore. *Dan*

BOB BECK—West Palm Beach, FL

All is well with the Becks -- still living in West Palm Beach during the seven "winter" months and in Quogue, Long Island for the summer. Lots of golf and good times for the wife. Stefanie, a retired UAL F/A and me.

I finally published my book about six months ago -- "Inside the Tailhook Scandal: A Naval Aviator's Story." (website: www.insidethetailhookscandal.com). It received some pretty good reviews on Amazon as well as in a few Naval Aviation and Marine Corps Aviation publications. There are many UAL scenes in the book which most will enjoy, I hope.

Thanks to you and all other RUPA volunteers for producing a wonderful publication and doing many things to help keep us informed. Cheers, *Bob*

DAVE FORBES—Atherton, CA

It's been a hectic year. Trying to sell the house in Trinity Center, CA (the Lake was only 19% full). Had a 53ft truck and three trips with an 18ft trailer bring most of the shop equipment to AZ. At the Mogollon Airpark (AZ82) built a shop attached to the hangar, car garage, and a garage for the motorhome last Spring. Now trying to build a house.

Still trying to work on the 1929 Davis DK-1, and the Lancair 360, which my wife says, will be an antique before it's finished.

Both of us are still flying and in good shape.

Thanks for all your work on the news. *Dave*

ED GENTRY--Port Orange, FL

Celebrated my 88th 1 Dec 16. Joined Capital in '55 and retired from UAL in '88. Health is poor, but enjoying retirement in Spruce Creek Fly-In.

Wife, Judy, and I celebrated our 62nd Anniversary in January and Judy is still playing tennis at 83.

Miss my Flying Buddies. I'm the last DC-3 Capt. (Seniority Wise) *Ed*

MRS. MOYNA HUDGENS—Englewood, CO
Dear Sirs. Enclosed is my check for \$25 for my membership dues for receiving the *RUPANEWS* again in 2017.

I am still enjoying reading each issue from cover to cover, although both of my UAL Captains are deceased: my husband Tom A. Hudgens in 2006, and my son Williams T. Hudgens in 2013.

We have been a UAL Family for 72 years, since 1944. We have too other sons who have worked for United for several years, also.

Best wishes for all of you who keep RUPA going. Keep up the good work! Sincerely, *Moyna*

GEORGE NOLLY—Castle Rock, CO

First of all, a big THANK YOU to all of the people who put together this great publication! Every issue has useful information, plus a great way to stay connected with our friends. I really like the online dues payment option. I'm now current, plus a little extra.

As usual, it seems like I was writing last year's letter just a few months ago. I guess that proves Einstein's theory that time is elastic. At the beginning of 2016 I launched my podcast, *Ready For Takeoff*, and it has really been a neat experience. Most of the episodes are interviews, and I've had the honor of talking to some incredible pilots, including civilian and military airshow performers, a former A-10 driver who became a three-time Superbowl Champion, and a triple-ace. Downloads are increasing exponentially, and I think we will soon reach "escape velocity", where we can get some sponsorships.

The SME work I had last year has pretty much fizzled out as the projects got completed, and I don't anticipate much work this year. So that means I don't have any excuse to avoid getting back to writing the next sequel to my *Hamfist* book series!

I had an interesting series of medical events this past year. In May, I had some fairly strong chest pains as I was in bed, about to go to sleep. I took an aspirin and "gutted it out", since I knew I was bullet-proof. The next day, I went to see my family doctor, who chewed me out and ordered a stress test. The results were as I expected: my heart is in great shape. In December, Nick Hinch clued me in to a possible flying job (thanks, Nick!) and I decided to renew the First Class Medical that expired eight years ago. My AME couldn't approve it, even with

my perfect EKG at his office, until he consulted with the FAA, due to the (false) heart scare in May.

A few days after my AME visit I had chest pains again. I thought about Oscar's letter in this magazine (he was a triathlete, and had a heart attack) so this time I went to the ER. They gave me another EKG and said everything looked great, but the only way to really diagnose a heart attack is to evaluate blood enzymes, which don't show up for several hours. So I spent the night in the hospital, and the next day took a nuclear stress test and echocardiogram. Again, everything turned out perfect. Here's the funny part: while I was in the hospital, my AME called me to tell me he needed a printout of the stress test I took in May. I told him I'd get it to him as soon as I got out of the hospital! I have no idea what was causing the chest pains, and I really don't want to go to the ER every time it happens, but that's what the doctor ordered, so I guess I'll be a good boy scout and comply.

The hospitalization put my First Class application under a microscope with the FAA, and I will be in limbo for a few months. At this point I'm not sure if I will pursue a flying job, since I sure enjoy being home every night. But I still want to obtain a medical, since I will need it to fly the airplane I buy when I win the Powerball Lottery. Fortunately, nobody won this week, so the jackpot will be even bigger when I win it! Regards, *George*

HOWARD P. MORGAN JR.—Longmont, CO
I am writing in regards to my very good friend "Buck" Hilbert. He was all aviation all the time. We met early on in my career with United sometime around 1965. We flew together on many trips in the DC-6/7 and Boeing 727. He was one of my top favorite Captains to fly with during that time. Buck was not only an Airline pilot but an accomplished general aviation pilot/mechanic who was always deeply involved in all things aviation. He loved to fly and it showed!

I would like to enter a couple of events that I did with him that I will never forget:

I was a DC-6/7 first officer on reserve and was called out for a trip to fly a DC-7 Cargoliner ORD/DEN with a Pratt and Whitney R-2800 loaded in the back. When I arrived at the crew desk, Buck was already there wearing a leather helmet and goggles and laughing a lot as usual. Turned out that I was

flying this trip with him. The airplane was painted all white with NO name on it, only an N number. So, buck told me to file a VFR direct plan and away we went. We took off and climbed to 1,000' and when out of sight of O'Hare, he turned off ALL of the radios and we never went above 1,000' above ground level from then on. It was a gorgeous day, clear blue no bumps and we cruised that way all the way to DEN. Of course, we did not do a straight line. He didn't think direct meant a straight line. We saw a lot of folks standing outside looking up, men on tractors waiving and we did dip a wing over the Robb Memorial at Lexington, Neb. I worked on the Robb ranch during college and the memorial was a VFR check point in early aviation. We landed uneventfully at DEN and never heard a thing from anyone on that flight. This will be the first time that I have related this flight in print as the statute of limitation has surely passed.

Back in the 70's when UAL was still a family, The Company had a family day where they opened up one of the hangars, served lunch and invited folks to fly their little airplanes into ORD. These were done for some time even into the early days of DIA. On one of these occasions, Buck got ahold of someone who worked in the tower and arranged for several NON-radio airplanes to get a clearance to fly in for the family day. We had an N3N-3 [Built by the Navy, For the Navy] and was able to join this group. It was a blast and on departure we made a fairly tight circle around the tower and I have a great picture of ORD tower framed between the wings. Another unforgettable event put together by Buck.

There are many, many other stories that have touched other people as these two have touched me. Ol' Buck lived on the Funny Farm which could be located by the mailboxes at the entrance to his driveway. One was just a mail box, the other was on a 10' or so pole plainly marked AIR MAIL. He had a runway and hangar on this property and flew till just recently. I talked to him just a couple of months before he flew west, and he related that he stopped flying due to eyesight and was not real happy about it. He was a guy who thought "outside of the box" to the point that I don't think he knew there was one.

Many folks will miss him very much as I will. I truly loved flying with him and for that matter doing anything with him. He was one of a kind, a great kind!! Sincerely, *Howard*

DICK RUSSELL—Port Orange, FL

Fighting with the insurance company to allow me to continue flying by myself will be a thing of the past. Upon retirement I purchased a Great Lakes trainer which I flew for about 4 years and then purchased a T-34B that had been sitting outside as a gate guard, at a museum for 25 years. It was a complete machine and I spent 3 1/2 years restoring it. Over the past 24 years, I have logged 2,200 hours in this fantastic plane, but at 87 have decided to hang it up and pass it along to our #2 son and keep it in the family. #1 son already owns a T-34B. This transfer will happen on the opening day of Sun 'n Fun in April. I plan to fly it into the show, give him the keys, he will fly it out and I'll hitch a ride home with him. This time, I'll be the one to tell myself that the fun days are over.

Marc is in B-787 school and Jon, being on the B-747, expects to head for B-787 school in a few months. Both sons fly out of LAX where Jon is the domicile Assistant Chief Pilot. Our F/A daughter, Kristine, has moved her domicile from Houston to Newark where she has better flying. UAL requested to know if 2 or more members of a family are employed or retired from the company. Kristine found that 11 members of our family are presently employed or retired including my wife, Wilma, who flew for Capital!

This past year we took a 7-day American Cruise Lines tour from Memphis to New Orleans aboard one of their new paddle-wheel boats/ships. With just 150 passengers, we found a wonderful atmosphere and a real pleasure since the service and food were both top of the line and the historic stops were all enjoyable. We highly recommend any of American Cruise Lines offerings. At the completion of our trip we visited the WWII Museum in New Orleans where we spent almost 2 days!

We continue to enjoy life here at the Spruce Creek Fly-In community and just because we will have an empty hangar we don't plan to move. We both play tennis and bridge and perhaps that will keep us occupied. Wilma will have her knee replaced in a couple of weeks and hope that will be the last surgery that will be needed for a while as our health remains good.

My attempt to pay the dues online was unsuccessful as it would not recognize our credit card. I'll just mail it to you since my two attempts and two re-

quests for assistance did not evoke a response.

It is unfortunate that so few RUPA members contribute an annual letter but you are doing an excellent job of keeping the group informed with many excellent articles and we send our compliments.

Dick & Wilma

ED WHEELER—Pompano Beach, FL

23 years since last trip, 85 years total, still upright.

After Cadets at Bartow & Reese, I flew MATS Atlantic at CHS C-54's. Then It all started in 57 with Capital, but prior was hired by 7 out of 8 airlines (flunked the stanine at United!) PAA first, flew 1 trip & quit, TWA next, 4 weeks and got furloughed, Called Capital, they said come on down.

Based at YIP-DCA-ORF-MIA, merger, stayed in MIA 33 years, 23 on the 727. What a bunch of characters we had at Capital, some old pre WWII guys, open cockpit types, those days it was the Captains way or the Highway! Things sure changed, but I relish the memories of those trips back then.

Wife, Ginny, passed in 2005, but still in same house on the water in Pompano, Daughter, Wendy, in ATL with Ga. Pacific, Son, Eddie, and Family nearby who runs a 66' Spencer Sportfish on the tournament circuit and does his share of the calcuttas. Retired a second time with 35 years with Miami Dade PD Reserve in the Aviation Unit, and had a Charterboat business for 40 years both in Miami and Pompano. (did manage to fly some).

Thanks to you Cleve and all the guys who keep all this together. Regards to all, *Ed*

IN MEMORIAM

HARLIN E. BELL

Harlin E. Bell, 91, passed away on 1/13/2107 from complications following a fall. He was born January 29, 1925 in Buffalo, IL.

Harlin served in the United States Marine Corps in the Pacific theater during WW II. After the war he flew as a crop duster and then served in the Air Force during the Korean conflict. He was the recipient of many decorations medals for his service to his country.

Harlin joined United in 1953, flying DC, 4, 6, 7, 8



and 10 aircraft, as well as the Convair, Viscount, Boeing 727 and Caravelle and retired in 1985 after a 32-year career.

After retirement, he enjoyed a life of hunting, fishing, boating and enjoying his friends and family. Harlin was a member of the VFW, the American Legion, the NRA, RUPA and a founding member of the Fraternal Order of Eagles chapter in his home town of Moneta, Virginia. His boisterous humor and generosity will be sorely missed.

Harlin is survived by two children and many grandchildren.

In lieu of flowers, the family suggests a donation to Harlin's favorite charity, the Marine Corps Scholarship Foundation (<https://wmcsforg.org>.)

HENRICUS F. (Dick) DE JONGHE

Henricus Florent DeJonghe, a.k.a., Richie, Dick, or (Hank) as he was known in the Helicopter Industry, passed away January 20th, 2017.



Born in 1918, Dick would have been 99 on March 9th. He was hired at the Allentown Airport, (Lehigh Aircraft).

It was a grass strip back then. He started out as a "grease monkey" at ABE and later earned a mechanic's license. In return for his labor, he was given flying time. Dick earned a pilot's license and worked up to an instructor at the airport. After obtaining a few thousand hours he was hired by United Airlines in 1940. He quickly moved up to captain and retired on the 747 flying from Chicago to Honolulu in 1978 after a 37-year career. He flew Boeing 247's and DC-3's, out of Allentown, then the Douglas aircraft, prop & Jet, all the 700 series Boeing Jets

Dick mapped an Alaskan Airline route, with the Director of Flight Operations, for United, and landed a DC-3, at Dutch Harbor, the day after the Japanese bombed the Airfield. He made friends with Igor Sikorsky, Frank Robinson, knew the Schweitzer's, had acquaintances with Howard Hughes's inner-circle. He taught Charlie Dent to fly, who became the first commercial pilot to bring a 4-engine liner in on foam in California. He did such a good job, with minimal damage, that United gave Charlie a \$25,000.00 bonus.

After Dick retired from United, he became interested in flying helicopters. He sold them, taught per-

spective customers how to fly them and flew them for pleasure. He went on to be a representative for Hughes Helicopter.

PAUL FREDRIC SCHREPPLE

Paul Fredric Schreppe died peacefully at home on January 12, 2017 in Arvada, Colorado. He was 95.



Paul was born on October 18, 1921 in Butler, N. He lived most of his childhood in the Washington, Warren County, NJ area, and graduated from Washington High School in June 1939.

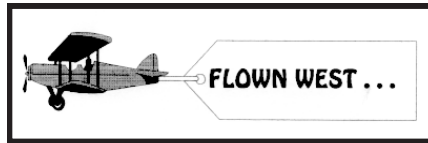
Paul joined the Army Air Corps in September 1942 and served in WWII. During the war, he was based in Townsville, Australia, with the 374th Airborne. Paul flew C47s and C46s carrying supplies, troops and explosives to New Guinea and the Philippine Islands. He was on a ship home when the war ended. He was discharged in October 1945.

Paul married Dolores G. Barron in June, 1949. He continued flying and building up needed hours flying for a small, local airport owner in Phillipsburg, NJ. He flew the owner's wife all over the country to her track meets as she was an Olympic runner. In May 1952, he was hired by Capital Airlines (now United Airlines,) to fly DC-3s. Soon after, he moved to Minneapolis, MN. Paul married his second wife Lauretta Adams in 1964 and they moved to the Chicago area and then transferred to Denver, CO in 1977 and settled in Arvada in 1980. His favorite aircraft to fly was the 727-200. Paul retired in 1981 as a captain.

He used to fly mission trips to Alaska and help missionary Don Nelson with supplies for KJNP, the "Gospel Station at the Top of the Nation." Paul loved God first, his wife, his children, other family members, and friends. He was an active and dedicated member of Faith Bible Chapel in Arvada, CO for 40 years. Paul will be remembered for his faithfulness, generosity, prayerful life, and friendship.

He is survived by his 5 children, 14 grandchildren and 17 great grandchildren.





Harlin E. Bell	Jan. 13, 2017
Henricus "Dick" De Jonghe	Jan. 20, 2017
John M. Gordon	Feb. 02, 2017
W. Tom Rhyme	Dec. 10, 2016
Paul F. Schreppe	Jan. 12, 2017
*Jack Van Kleef	Jan. 26, 2017

**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

March, 2017 Edition

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Vineburg, CA 95487-0400



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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

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

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Washington

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

Washington D.C.

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