
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Transitions: Our long standing stalwart Secretary/Treasurer, Capt. Leon Scarbrough, has decided to retire after a decade at the helm of RUPA finances and membership data base.

Leon and I go back a half century as new hire classmates on the DC-6. He has not only been a close friend over the subsequent decades, but has been an invaluable asset to RUPA. Without Leon and our other invaluable stalwart, Capt. Cleve Spring, RUPA would not be the fine organization it is today. To say Leon will be sorely missed as our Secretary/Treasurer is a gross understatement. We wish Leon and his lovely wife, Vicki, all the best in his retirement from the duties at RUPA.

The good news is that we have recruited an outstanding new Secretary/Treasurer nominated by the Executive Committee and approved through acclimation by the RUPA board of Directors. We would like to introduce Capt. John C. Rains of Stowe, VT.

John is a former Air Force Vietnam combat fighter pilot, hired by UA in 1969 and furloughed for 7 years at which time he delved into the financial world as a stock broker. After the 1985 pilot's strike, John earned his CFP certification and subsequently formed a financial planning firm as a back up to his flying career. John also served in the NY ANG with our VP Bob Engelman. He currently serves as treasurer of his local church in Stowe, so he is well versed in accounting. RUPA is very fortunate to find such a great asset who has stepped up and volunteered on behalf of all of us. Thank you John and welcome to the RUPA Executive committee.

The spirit of volunteerism from the above gentlemen along with, VP Bob Engelman, E-blast editor, Phyllis Cleveland, Membership Chairman, Larry Wyman, Cruise Chairman, Rich Bouska, Website Coordinator, Jon Rowbottom, Widows Coordinators, Patti Melin & Carol Morgan, along with the 29 local lunch group leaders are what make RUPA the strong and thriving organization it is today. We owe a huge debt of gratitude to all of them.

The second meeting with CEO Oscar Munoz to discuss retiree issues is set for mid-April. Based upon emails, phone calls and other feedback, the main focus for RUPA will to be on retiree parity with actives for boarding priority. The fact that Oscar has followed through on the promise to have quarterly meetings with retiree representatives is nothing short of fantastic. We will give any salient feedback from said meeting via E-blast and in the subsequent *RUPANEWS*. We remain optimistic that our CEO will return equity for pass travel to all active and retired.

The RUPA Executive Committee would like to welcome our newest members:

Capt. Samuel A. "Sam" Biondo (EWR), Ave Maria, FL / Capt. Gary H. Chapman (SFO), Peachtree City, GA

Capt M R "Bob" Evans (SFO) Mapelton, UT / Capt. Steven C. "Steve" Morrison (DEN), Oakley, UT

We welcome back to RUPA:

Capt. Eric D. "Rick" Blake (LAX), Mill Valley, CA

Until the May issue of RUPA NEWS, all the best.

Warm regards, *Cort*

*******This is New*******

Mail your dues check to:

**RUPA
PO Box 757
Stowe, VT 05672
Or**

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

Now pay attention and save this information

As our President, Cort de Peyster, stated in his letter on the previous page, John Rains has volunteered to take over the duties of the RUPA Secretary/Treasurer. . "I look forward to doing my best for the pilot group and thank Leon for his years of service."

This will require you to send any changes in your personal information, addresses, phone numbers, email addresses, etc. also, dues checks to a new Post Office Box. You can still pay your dues with a Credit Card on our website, www.rupa.org. Members can still use the email address rupasectr@aol.com to change their personal information and all other communications with the new Sec/Treasurer.

Mail your dues check to:

RUPA
PO Box 757
Stowe, VT 05672
Or

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

Phoenix Roadrunners RUPA Luncheon

We met at our usual place at the Bobby-Q restaurant on March 14th for our lunch. Attending were: Tom & Renee Libuda, Gary Dyer and his friend Mary. Frank & Jeanette Soare, Harold Oas, Dennis Leahy, John Baczynski and myself.

We had some conversation about Capital Airlines 89ers and that the number of pilots with that file number are getting lesser and lesser now. Some of our members help out and volunteer for the Reno Air Races in the fall. So our conversation gave some details on the event.

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

SEA Expats meet at Turf Paradise in Phoenix for lunch

Bill Jensen invited a group of Seattle Expats to join him for lunch at the horse races in phoenix on March 8. Bill's horses were not racing that day but we all had a great time. The track did better than we did.



L to R: Bill's horse trainer, Page Watson, Bill Jensen, Veril Olson, Irv Jones, Don Cobb, Eric Malm.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



After nearly five years of Main Line service, United's Stratocruisers went to other, distant fields. All six of the huge double-decked, 71-ton planes were sold to British Overseas Airways.

The first plane sold (photo) was delivered at Newark on September 22, 1954. Transfer of the remainder of the B377 fleet was completed by January 1955. The Stratocruisers were replaced by DC-7s on the Pacific and West Coast routes.

No movie stars were ever more carefully groomed for their roles than were the Stratocruisers before they entered United's California to Hawaii service in 1950. The company spent approximately \$250,000 per plane to assure that the interiors and service represented the utmost in deluxe passenger comfort. The results won instant approval from travelers and set a new standard of luxury for the airline industry.

The big Boeings rolled up an enviable record in their time with United. From January 1950 through August 1954 they completed 4,832 California-Hawaii crossings carrying 172,000 passengers and flying approximately 425,000,000 revenue passenger miles, 3,100,000 mail-ton miles and 2,300,000 air freight-ton miles.

In addition, the Stratocruisers served United's passengers along the Pacific Coast beginning in December 1953. On the West Coast route, through August 1954, they carried 64,000 passengers and flew 45,000,000 revenue passenger miles, 137,000 mail-ton miles, 57,000 express-ton miles and 347,000 freight-ton miles. Also in October 1954, United signed a contract to purchase 17 new planes from Douglas Aircraft Company. The contract was for two 58-passenger DC-7s, ten 58-passenger DC-6Bs and five DC-6A all-cargo planes. Total cost was approx. \$22,300,000 with all 17 planes to be delivered by the first eight months of 1956.

With the new additions, the United fleet totaled 27 DC-7 Mainliners, 75 DC-6 Mainliners, five DC-6A Cargoliners, 21 DC-4 Air-coach & All-cargo planes, 55 Mainliner Convairs and 18 DC-3 Mainliners.

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.



BOAC Captain T. Nisbet and First Officer L.E. Hill accept the Stratocruiser's Flight Log from UAL Captains Herb Munroe and Howard Mayes.

Southwest Florida (February) RUPA Luncheon

Our February 13, 2017 luncheon at the Fort Myers, FL Olive Garden restaurant had 14 attendees, a somewhat smaller group than last month, but, nevertheless, just as enthusiastic in their discussions. Our servers, once again, were Gabby and Montana who are two special people who seem to not only like their work but like our group. Their enthusiastic service merited a photo of them – as part of our “team”. They’re also newlyweds which must account for their happy service and skill in working with each other. The weather on the SW coast of Florida was partly cloudy and about 72 degrees. The I-75 interstate had more congestion due to several accidents going each way, but it’s “season” for the snowbirds and the constant construction added to some of the delays.



Left to right: Will Collins, Ted Collins (guest), Dick Murdock, Harvey Hallberg, Rip Curtiss, Jim Howard, Gene Chapman, Jim Sutton, Jim Bowlds, Terry Bowlds, Jack Sodergren.

Left to right: Wallis Alves, Faith Osborn, Dot Prose, Gabby and Montana (our servers).

Will Collins came with his son, Ted Collins, as guest. Ted, as mentioned in last month’s report, is still actively flying with American out of Miami. His flying schedule includes flights to Port-au-Prince, Haiti, and the flights are full, but the country is still in dire straits economically.

Faith Osborn had just celebrated her birthday by going skiing in Colorado. Mamie Thompson had fallen and did not feel up to par. We hope she had not broken any bones and hope for a speedy recovery.

The Wings of Freedom Tour/Collings Foundation was briefly discussed and the experiences of flying (for a price) in their B-24, B-25, B-17 or P-51. Their aircraft were to fly out of the Venice, FL airport the following weekend as part of their Florida tour.

Our group continued to interact with enthusiasm until disbanding at 2 p.m. Everyone had a good time and enjoyed the camaraderie.

Attendees were reminded of the 2017 RUPA Day at Sun-n-Fun Fly-in at Lakeland, FL on Thursday 6 April 2017. The fly-in runs from 4-9 April 2017.

Hope to see everyone and guests at the next luncheon on March 13, 2017. We usually arrive between 11-11:30 at the Olive Garden and start eating about 12:00 (approximately). All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose*



Southwest Florida (March) RUPA Luncheon

Our last luncheon of the season until November was on 13 March 2017 and attended by eight of us at the Fort Myers, FL Olive Garden restaurant. Not very many this time around, but it did allow all of us to sit at one long table and engage in vibrant conversation with everyone having some story to tell. There are some advantages to a small group, but we also are trying to keep up a larger attendance and get more for lunch. Health reasons seem to be the main culprit. Our server was a very attentive and efficient Debbie who didn’t

miss a beat. The weather on the SW coast of Florida was more overcast but mild. The I-75 interstate continues to have major road work but no accidents this time around.

The main topic of conversation centered around travels. Neil Breithauer gave an interesting tour guide summary of his past trip with the Band of Brothers tour group starting in England and ending in the Normandy area. He also will be departing this month for a 10 day vacation with relatives to a time share on the west coast of Oahu. Jim Sutton will be heading to Las Vegas for another Air Force Sabre Pilot Reunion (F-86s). This will be their last reunion as the group has been steadily declining due to age, as so happens with so many WW2 and Korean War era vets. Jim flew Sabres in Korea with the 39th FIS at Suson, near Seoul. Dot Prose related her B-25 flight last month on the Collings Foundation visit to the Venice, FL airport. Only 30 minutes at 1000 feet along the beach. Much fun in spite of the noisy engines, tight quarters inside and the climb from underneath up the vertical ladder requiring a push from behind. Well worth the T-shirt.

Quite an assortment of topics over the two hour period included union dues, bankruptcies, North Korean MIG defector, length of runways, who flew West with fond memories. Some indicated that they planned on attending the RUPA Day at Sun-n-Fun, Lakeland, FL on 6 April.

Our group continued to interact with enthusiasm until disbanding at 2 p.m. Everyone had a good time.



Our one long table included from left to right: Rip Curtiss, Jim Sutton, Gene Chapman, Faith Osborn, Janice Crittenden, Gary Crittenden, Neil Breithauer, Dot Prose

We hope to see a huge group when we resume with our luncheon on Monday 13 November 2017 at the Olive Garden arriving any time after 11:15 am. We start eating about noon. All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose*

San Francisco Bay-Siders RUPA Luncheon

Green was the theme to denote St. Patrick's Day- all month long at the Hofbrau. Heaping plates of corned beef and cabbage were in abundance.

Twenty-three Bay-siders gathered to enjoy lunch and greet each other. This may have been Walt Ramseur's last meeting with us as he plans to move to the Portland area to be near his daughter. We will miss his presence at our luncheons.

Those present were: Rich & Georgia Bouska, Bob & Burkie Callaghan, Dennis & Cindy Dillon, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Barry Hamley, Bill Hartman, (caregiver Ruby), Bob Kallestad, Kal Kalpin, Ed & Pat Manning, George Mendonca, Bob Norris, Walt Ramseur, Cleve & Rose Spring, 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*

The Greater Chicago Area RUPA Group Luncheon

Fickle weather. Last week we were in the 50's with bushes beginning to bud out, robins in the yard, and thinking this wasn't such a bad winter after all. Shouldn't have said anything. Mama Nature let us know she's not done with the season just yet, by showing her sense of humor and dropping some of that snowy stuff on us the day before our luncheon. It mostly melted but things are still white from all the fender solvent (salt) applied by the road crews. Some of our attendees who live closer to the lake were still getting snowed on pretty heavily today from the old "lake effect" which likely reduced our attendance a little bit.



Despite the temporary return to winter weather and our snowbirds still in warmer regions, we had a good crowd of 42 folks: LeRoy & Eva Bair, George Bracke, Larry Cabeen, Bruce Carey, Bill Cherwin, Norm Clemetsen, Tom & Barb Conley, Barry Davidson, Carl Eberle, Walt Fink, Jan Gawenda, Vince Hammond, Bob Helfferich, Denny Holman, Dick Kane, Bob & Carolyn Kelly, Chip Little, Wes Lundsberg, Rick Miller, Bob & Shirley Moncur, Steen Munter, Warren & Michelle Nelson, Claude Nickell, Glen Peterson, Charlie Peterson, Mark Peterson, Gene & Bonnie Ruder, Dave Runyan, Ole Sindberg, Bill Thompson, Jim & Mary Jeanne Trosky, Gus Tuit, Ken Voelker, Tom Wedel, and Ron Wilson.

This time around, we teamed up with our hosts, Nick's Pizza & Pub in Crystal Lake, to try and simplify our luncheon menu options and make it easier for their wait staff to do their job with less hassle. Our server, Imelda, handled things just beautifully, but there'll likely be a couple tweaks here and there prior to our next luncheon to improve things even more, so we'll work further with Nick's. We really appreciate their hospitality.

We were pleased to have as our special guest Jan Gawenda from RUAEA. Most of our crowd weren't acquainted with her, but had probably in fact spoken with her in their careers without knowing it, because she worked the Crew Desk, the Futures Desk, and the Pay Desk under the nickname of "Dolly." The familiar phrase, "Dolly at the Crew Desk" rang a few bells with our group. Jan was able to put some faces with names she remembered from those days too.



Our next scheduled Greater Chicago Group luncheon will be at Nick's on Tuesday, July 11th, 2017, where some of us will no doubt be wishing for a little of the coldness we've got right now. RUPA members, active employees, spouses, significant others, and guests are cordially invited and encouraged to attend.

Scribingly, *Walt*

San Diego North County RUPA Luncheon

Here it is March and almost half way through. We met as usual, but had to change restaurants, as the St. Marks was closed for repairs. However, we went to the other restaurant and enjoyed fairly good food.

Present were the Greens, Rhoda and Brad, the Bowmans, Bob and Ruth, and the Mayers, Mark and Susan. Also present was Colin Winfield accompanied by his son Ross, who works on Bear Mountain. Finally, Old Bob, that's me.

The St. Marks people said they would re-open in time for the Ruparians lunch in April. They are the best. Best wishes, Cleve, and we hope Leon is or will be feeling better. Fraternaly yours, *Bob Harrell*

Updated Information for The Washington Area Eddie O'Donnell RUPA luncheon

After a problem with the Amphora Restaurant, our January lunch at J.R.'s Stockyard Inn went well. The staff went out of their way to make us welcome. I received no complaint regarding the food or service, only compliments.

J.R.'s is located adjacent to Tyson's shopping center but does not involve entry into the parking area of the center. To my knowledge, no one had any difficulty getting there. J.R.'s is in the same area we have used since October 2003 when we moved to Westwood CC. As with the others places we have used, it is reached by Rt.123/Maple Ave/Dolly Madison Blvd.

J.R.'s Stockyard Inn <http://jrscustomcatering.com/venues/stockyard/>
8130 Watson Street
McLean, VA 22102

Rte. 123 to International Drive to Watson Street. Sort of behind Crate and Barrel.

Rte. 7 to International Drive to Watson Street. Just past Gold's Gym and the Silver Diner.

Gallows Road crosses Rte. 7 and becomes International Drive.

In a quasi-casual business meeting, conducted under no rules of order:

Those in attendance decided to stay with JR's for April and our lunch with the Ladies.

It was also decided to change our meeting day back to WEDNESDAY as was our previous custom. So mark your calendar for Wednesday April 19th.

Ohio Cleveland Crazies RUPA Luncheon

Our February meetings are usually not well attended and this year was no exception. With all the snowbirds in the south and today's weather with lake effect snow and temperatures in the mid-twenties we had ten in attendance.

The discussion was lively, the topics interesting, and the jokes were just OK. Where was Ken Wheeler and his jokes when we needed him? Pat Morris treated us to her usual assortments of after lunch wonderful chocolates. Considering everything, a good time was had by all and, as usual, our service and food were excellent.



Standing left to right are: Phil Jach, Dick Sanders, Pat Morris, Harvey Morris, George Bleyle, and Bob Lang. Seated from left to right are: Joe Getz, Vickie Getz, Rich McMakin, and Dawn Lang. Cheers, *Phil*

Monterey Peninsula (February)RUPA Lunch Bunch

We prayed for rain, since we have been in a five year drought, and we've got it now in abundance! With numerous highways and road closures due to flooding, trees down, landslides, and power outages, that didn't discourage our intrepid lunch attendees. With all the disruption by nature added with the traffic from the AT&T Golf Tournament in Pebble Beach, traveling in the area is a challenge!

Those who dared the February 8th conditions were: Milt and Sunee Jines, Barrie Nielson, Mike McDonald, Lee and Nancy Casey, Diane Ellis, our hosts Pete and Donna Walmsley, and yours truly.

Lots of conversation about the weather, politics, and health issues!

Reserve December 13th for our annual Christmas luncheon – a marvelous holiday event!

Happy St. Patrick's Day! *Phyllis Cleveland* 🍀

Monterey Peninsula (March)RUPA Lunch Bunch

What a fabulous day of bright sunshine, warmth, and clear skies! It must be March and spring is definitely on the way. After record rain fall and flooding, winds, downed trees and power lines, and numerous highway and road closures, having the feeling of "normal" was wonderful!

We had a great turn-out on the 8th with several infrequent visitors which included Phil Young from Redding, Steve Filson from Danville, and Craig and Cindy Julsgard from Modesto.



Bob Benzies, Carlos Quintana, Craig Julsgard, Cindy Julsgard, Sunee Jines, Steve Filson, Nancy Casey, Lee Casey, Judy Quintana, Brett Morris, Diane Ellis, Donna Walmsley.



L to R: Linda & Dave Mackie, Cindy Benzies, Phyllis Cleveland, Pete Walmsley, Phil Young, Pat McClain, Phil McClain, Jack Cowles, Milt Jines and Diane Emerson.

Lots of conversation about when and how to down size! When the kids don't want your "stuff" but you have some quality items, how do you get rid of "stuff"! Pete passed around a printout of recommendations that listed some "dos" and "don'ts."

Jon and Jane Rowbottom and Barrie and Sharon Nelson were in Tahoe enjoying the record snow fall! Dave brought us up-to-date on his very positive health news! Linda is out of her brace and is well on her way to a full recovery.

Funny how the conversation often turns to the "characters" we flew with on the line. Who rolled a UAL

airplane, who wore a gorilla mask or a leather helmet and goggles on flights, and who would land dead stick! "Ah" the old prop days at United! Lots of laughs and conversation!

April 12th will be our next luncheon at Edgar's! As always RSVP by noon the Tuesday before.

Phyllis Cleveland 🍷

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Here I am taking over for our illustrious leader, Bob Langevin again. Bob couldn't make it so once again he pleaded and begged and I said yes. Actually, between you and me, I would do it without the pleading and begging but don't tell Bob because it's fun watching him squirm. It was very windy and in the low 70's so we had to have the clear plastic curtains down to keep us warm. That's the same as the last time he didn't show up. I think I'm beginning to see a pattern here. See, we suffer down here just like you do up north.



L to R: Jim Dowd, John Pinter (empty chair), Les Hare and Jack Boisseau. Right side: Andy Lambert, Bill Cole, Dick Starita and Ted Osinski.

Our turnout was light with only 8 of us showing up. I think one of the problems is that when the Snowbirds come down in the fall everybody makes promises of getting together, then by March everyone realizes they only have one month before leaving in April to keep all the promises so it becomes a very busy time. However, that small of a group gets everybody in the conversation.

Les Hare, from Canada, joined us again and if you remember he is the Vice President of RAPCAN (Retired Airline Pilots of Canada) Man, those foreigners are really great people; they look like us, they talk like us (well mostly A) and they have some great flying stories. Les and Andy Lambert, also a Canadian, recalled some famous and infamous pilots in their respective squadrons. It's nice to hear some new stories, however, at our ages we can't remember the stories told last year so they're all new. It's great to know that Les will become a member of our group.

Everything was going great until the checks came. It turned into a real cluster... um, uh, MESS. With all the millions of dollars spent in training us you would think we would read the papers before signing them. However, since we are all pushovers for a pretty face we threw down our credit cards. In the meantime, one of our nerves-of- steal pilots, Jim Dowd said, "this ain't my bill and where the hell is my credit card!" That's when we all discovered the wrong bills were charged to the wrong credit cards and given to the wrong people. The manager got involved and the checks had to be rewritten. But, remember what I said about the stories above; we couldn't even remember what we had for lunch.

It was taking so long that some of the members who already paid wanted to leave. Since the staff was tied up resolving the issue or waiting on other tables I had to take the picture myself. I'm the one in the empty chair. So, you won't see my handsome chiseled face with steely blue eyes looking skyward. (I bet this is the first time you really look at the picture). Your scribe, *John Pinter*.

Seattle Gooney Birds RUPA Luncheon

Must have been our wet cold winter weather nearing an end because a larger number than normal Gooney Bird pilots got out of the house and showed up this month. While 18 attendees won't sound like many to some of you other groups, it's darned good for us.

Included in this group was our first retired female pilot, Captain Karen Flynn, who retired off the SFO 747-400's in 2012. She flew 25 years before taking early retirement to be with her recently retired husband. She plans on attending more of our lunches so our group was warned that we may have to clean up our conversations a bit, but Karen says she wants to fit right in, telling a few familiar style jokes similar to those heard in earlier lunches. Nice having you with us, Karen.

Neil Johnson, our senior member at 95 years, also attended again and it was nice to have him with us. Most of us present had flown as a crew member for Neil and remember him as being one of the nicest Captain to fly with.

Bill Brett, our normal luncheon leader, had to call in unable to attend this month. His wife is having significant problems with her back and he elected to stay home to care for her. Hope she recovers quickly, Bill. We managed to have our meeting without supervision and we survived - barely.

Bud Granley arranged for our waitress to take a series of photos around our two long tables. We're a good looking bunch, huh???



L to R: Bill Records, Bill Simmons, Bob Reid, Dave Carver, Bill Stoneman, Pat Williams, Herb Marks, Karen Flynn and Kirk Kayner.



L to R: Hank Kerr, Bob Howard, Jim Barber, Bud Granley, Mark Gilkey, Chuck Westpfahl, Jack Brown and Bob Wolff.

L to R: Al Haynes, Neil Johnson, Margie Reid
Carol Granley Jan Gilkey and Jill Johnson.

Several very interesting flying stories told before lunch (some believable, some not) were passed around before our waitress served our delicious Marriott Hotel style lunch to quiet things down a bit.



It is pleasantly interesting to find that our new United President, Oscar Nunez, takes the time and effort to include a letter to the *RUPANEWS* nearly each month. It certainly appears that his efforts to turn UAL around is taking place. Very refreshing occurrence.

Adjournment took place after the traditional joke telling was over. None brought the house down. We meet

on the third Thursday of each month around 11 a.m. at the SeaTac Marriott Hotel, located just across the Pacific Highway from the airport, so if you're stranded or otherwise inclined, we'd be glad to have you drop by. *Herb Marks for Bill Brett*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Cheers to all in RUPA land from those of us in southern Oregon. We still find ourselves in Winter's grip with more rain, as I write this, and snow forecast for tomorrow. Yea!!!...we'll take it. Wiped out some of the Steelhead fishing, but the skiing has been great and our lakes, water tables and snow pack are rising...a good omen for the coming months. And, with all the ground moisture this Spring, the color should be particularly beautiful.

We were treated once again by Harvey Saylor bringing the letter from his grandmother to his father from 1929, and which had been burned in a crash of a Boeing 40-B in a snow storm near Park City, Utah. The pilot, who I had mentioned last month, was RT Freng, later a senior management pilot with United. In the small world department, Steve Fusco said he met him as a new hire so many years ago. Around our table we then asked, does anyone remember him, flew with him, ever heard anything about the subject accident? Apparently there was a passenger who also survived. Cleve pulled up the RUPA info on Capt. Freng, which was very limited, running to his birth and date of death. Any further information anyone can provide would be appreciated.

(Well, We did get more information on Capt. Freng from Dot Prose, daughter of Capt. Ed Prose)

Just read Pg 15 of the March 2017 RUPANEWS and the input from the Intrepid Aviators and mention of R. T. Freng. Well, I certainly knew the name as my dad (Ed Prose UAL 1940-1976) knew him and had recalled flight proficiency checks with him and other former airmail pilots whom he held in very high esteem, especially as a new hire in 1940. I looked through his old log books now in the bottom file cabinet drawer and found a Pilot Training Log with an introduction signed by R. T. Freng, the Index of what was in this special log book and then the first page of dad's Link Trainer Work and Checks starting in December 1940. These logs were from flying out of Chicago Municipal (later Midway). Just thought I'd pass it on. I like going through old log books!



Around our table seated: Steve Fusco, Harvey Saynor, Banjo Bob Keasbey and his 'little boy', Mary and Bud Berlingheri and Jim and Cheryl Jaeger. Standing: Bob Niccolls, Leeann Fusco and Scot Lee.

We missed Dan Kurtz as he had to get some sand into the stalls on the ranch so his horses could get out of the water....yup, good rain in the Klamath Basin as well where Dan's ranch is. Cheers to all, **Bob**

**They say money doesn't bring you happiness...
I say neither does being broke...**

The Manassas Breakfast group

The Manassas Breakfast group meet on March 10th.



Left to Right: Bob Wilkerson, Bill Kellenberger (happy about a photo), Stokes Tomlin, Gary Cook, Gene Couvillion, Sim Stidham's (hat and brow), E.K. Williams, Hal Cockerill, Don Reinhard, and Mike Dzieciolowski.

My granddaughter viewed this photo and asked, the blues on the left and grays on the right, was this some sort of reenactment? My reply was, kind of. *Gene Couvillion*

San Francisco North Bay RUPA Luncheon

The North Bay gang had their February get together at the Sheraton Tolay restaurant in Petaluma on the 1st day of the month.

In spite of our gorgeous weather the turnout was light. We had 10 of our usual suspects in attendance.



In attendance, L to R: JR Hastings, Gardner Bride, Don Madson, Jim Mansfield, Dick Hanna, Galen Wagner, Jules Lepkowsky, Natalie and Mike Tar, and me, scribe and photo guy not in picture, Barney Hagen.

The conversation was bright and sunny, just like the day. The biggest news was the startup of United Airlines, in June, for flights from Santa Rosa to San Francisco, 3 times a day. Great for locals who do not want the drive to SFO. *Barney*

FRANK AND ERNEST | Bob Thaves



The Columbia River Geezer's RUPA Luncheon

First of all, we Six Geezers want to extend our warmest "Thank You's" to Captain Leon Scarbrough for all the years of his excellent work that he has accomplished on behalf of RUPA'S 3000+ members working as the Secretary and Treasurer of RUPA. We all say "Salute and thank you Leon."

Six Columbia Geezers met at the California Pizza Kitchen on Wednesday March 08, 2017.



Starting front, the left moving clockwise, Steve Barry, Bill Park, Lew Meyer, Bill Englund, Rich Warden and Ron Blash.

Several of our regular members are traveling about the world and one is moving or has moved to S California. All the Geezers on the left side of our table have a total of 4 new knees. Bill Park has two new knees which cured him of his many years of being bold legged and he is now two inches taller. Medicare paid for that???

All new knee patients stated that their lives are much fuller now and have a lot more flexibility and are very happy about their outcome. Guess the other three of us have something to look forward to?

Lots of stories in circulation around the table however not much said about politics, we are all waiting -pins and needles-for the next "tweet." Hey! what's a tweet? Is that the same as a CPDLC plink from OAK center???

Steve Barry added a few more very interesting stories about his days in Vietnam flying the C-130 gunships. Steve how old are you anyway? Yeah, yeah, I know, you're the youngest one at the table.

See you all at the next RUPA luncheon on the 2nd Wednesday in April. *Ron Blash*

San Francisco East Bay Ruperian's Luncheon

Perfect weather reigned all day for our luncheon. Our group met at the restaurant at the appointed time for the usual great meal. Our numbers may be small but it makes for an intimate gathering where the conversation can be heard by all.

We had a few members who were unable to attend. Grant Adams is still under the weather suffering the effects of a Gall Bladder attack and Dick Sperling had an unexcused absence. Neil Dahlstrom entertained us with a story about his bailing out of a Navy jet during his early training days. He should really write up the story to be published in the *RUPANEWS*. We meet at 1:00 the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon.



Pictured around the table Left to Right: Rich & Georgia Bouska, Neil & Tammy Dahlstrom and B. S. Smith.
Rich Bouska

SAC Valley Gold Wingers RUPA Luncheon

What a great time we had for the March luncheon. Our conversations seemed to be focused on our health needs and medical appointments. Nothing like knee replacements, shoulder surgeries, dental appointments, hip surgeries, fingernail replacements and the list goes on. Why talk about the inevitable.....that's no fun.

We had no visitors this time but did have scrumptious food prepared by the Cliff House staff. As usual, Julie our waitress, provided excellent service and doubled as our photographer.

Dave Leippe announced that the French Flying Aerobatic team will be performing from the California Capital Air Show on April 15 at Mather Airfield. It is a one-day performance. They are making a North American tour in honor of our entrance to WW I on April 6th, 1917. All are welcome to attend."

Our discussion items included, but were not limited to, inflight phone calls on UA flights, the basic economy fare being instituted, the Trans-Atlantic summer seasonal routes, RUPA dues, Oscar Munoz's comments at the aviation summit and the 21 rules for reaching a "good old age." Lastly, we talked about where the PBGC is with their future liquidity. Somewhat of a sore subject I might add.

And again with that being said..."we have a clearance, Clarence. Roger, Roger, What's our vector, Victor?"



Seated left to right: Judy Whittington, Linda Akin, Joanie Mooneyham. Standing left to right in a disassembled order: John Gorczyca, Sharon Gorczyca Gary Redmann, Kathy and Bob Lynch, Geno Langford, Jerry Blalock, Marv Alexander, Dan Porter, Rosemary Authier, Karl Winkelbrandt, Bill Authier, Wayne Mooneyham,

Dave Leippe, John Petts, Ed Akin, JC Brandt, Andy Fossgreen, Jim Whittington.

And Still Flying High Here, *John Gorczyca*

Denver Good ol' Pilots' RUPA Luncheon

Per past practice and procedure, 31 Good Ol' Pilots and guests assembled for lunch and conversation on the third Tuesday of the month, Feb 21, at The Tin Cup Bar and Grill in Aurora.

Two first time attendees, J.R. Ball and Mark Bosler, were introduced and spoke to the group about their flying careers. J. R., in addition to his United career, flew in the Air Force on active duty and in The Air Force Reserve. Mark, after completing a 20-year career in The Air Force, topped it off with another flying career with United.

Attending were Darrel Ankeny, J.R. Ball, Amanda Ball, Rick Beebe, Stanley Boehm, Marilyn Gifford, Mark Bosler, Ray Bowman, Ed Cutler, Al Dorsey, Walt Ellwood, Bill Ford, Denis Getman, Bill Hanson, David Horwitz, Steve Jacques, Chris Johnson, Don Johnson, Sue Johnston, Tom Johnston, Cliff Lawson, Mark McGurk, Dave Murtha, Joe Rozic, Rob Schmidt, Arty Smith, Mary Frances Ashura-Smith, Rick Steele,

Casey Walker, Rose Wilkinson, Ted Wilkinson, James Lee, Lori Walker (still flying at United), Jim Adair, and Bob Crowell. Your Co Scribe, *Tom Johnston*

Thousand Oaks RUPA Luncheon

We met on 3-9-17 on a beautiful, warm and sunny day. We are starting to miss the rain already.



L to R: Denny Fendelander, Gary Babcock, Ray Fink, Bill Kirkpatrick, Claude Giddings and Dave Park.

I received news from Marcene Rankin that her husband Doug Rankin had passed away Feb 20th. He will be sorely missed. I gave Marcene our sincere condolences from the group.

We had a small group but some very lively conversations. Bill Kirkpatrick joined us for the first time. He retired from UA last May but is flying the 30 passenger Embraer. He spent 21 years with the Navy which included flying F-14s and F-18s before coming on board with UAL, flying mostly out of LAX. Ray Fink flew F-86s in the Air Force before joining UAL as an instructor spending 17 years at TK before flying the line.

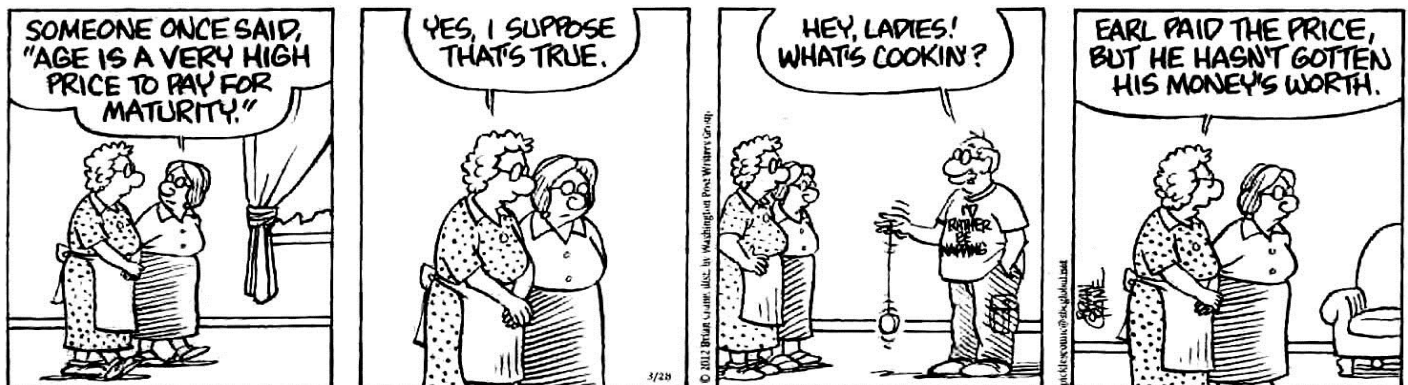
Dave Park told us a “whopper.” He made a 1,000 ft landing roll in a very light B-727 using 40 flaps. That’s tough to beat. He also recalled being paid \$3 an hour instructing in the 1950s, yikes!

Claude Giddings flew the B-47, the first American swept wing airplane which was designed by the Germans in WWII. (Fortunately, Hitler insisted on using the ME-262 as a bomber in WWII, not as a fighter).

Gary Babcock and I agreed that our favorite airplane was the B-777. There were many other stories that I can’t recall. We talked about traveling and the airline news. I had an agent tell me that since the merger, bags can no longer be tagged to the final destination if you’re connecting space available with another airline internationally. You have to allow for time to clear immigration, pick up your bags, clear customs before going to the counter to check in. At NRT that took us 35 min one way but over an hour on the way back.

Regards, *Denny*

PICKLES | Brian Crane



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

The Ham Wilson SE Florida Luncheon was held Thursday February 9th at Gallupi's in Pompano Beach. It was a beautiful warm winter day in South Florida and we had a wonderful turnout of 25 aviators who enjoyed the luncheon and a few hours with old stories and renewed and new friendships.

Three members of the Continental Retired Airline Pilots (CRAP) joined us: Bob Porter, Larry Colvin, and Bill Garrett. Guests: Jack Hugs, Net Jets and Stan Baumwald, NW Airlines were there. Our regular RUPA members attending: Gene Anderson, Les Eaton, Denny Keast, Bill Garrett, Jerry Bradley, Bob Senderoff, Bob Engelman, Rick Valdes, Bob Dodson, Joe Jeokios, Ham Oldham, Jim Morehead, Murray Warren, Ned Rankin, Ed DeChant, Art Jackson, Richard Farmer, Bartlett Rolph, Mike Ward, and myself, Lyn Wordell.

Our next luncheon will be on Thursday 11:30 AM, March 9, 2017 at Gallupi's at the Pompano Beach Golf Course. Please Join us. *Lyn Wordell*

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

The Ham Wilson SE Florida Gold Coast Luncheon was attended by 17 RUPA aviators and guests on Thursday March 9th at Galuppi's in Pompano Beach. We all enjoyed the good food and our time together. At the end of the luncheon I set up the group for a picture. The thing that is different in this picture from others is that everyone is looking at the camera. The picture is being taken by pretty Michaelia Ortiz, the daughter of a United BOS based Mechanic, who was our waitress today. Old aviators still can't take their eyes off pretty women.



Front Row: Bob Porter, Denny Keast, Bob Beavis, Joe Jenkins, Les Eaton, Ed Wheeler.

Back Row: Bill Garrett, Barry Massion (USAIR), Ham Oldham, Jim Moorehead, Bob Engleman (RUPA VP), Stan Brumwald (NWA), Larry Colvin, ED Porter (Pan AM), Jim Good, Lyn Wordell, Bob Senderoff

The next luncheon will be on April 13, 2017 same place and time. *Lyn Wordell*

Dana Point RUPA Luncheon

The Deck was open for our group today and the early birds were already seated prior to our time of 11:30. The sunny deck was ours.

Present were: Bill Stewart, Bill Rollins, Boll Brockmeier, Bob Fuhrmann, Bruce Dunkle, Jack Frisch, Jim Grosswiler, Joe Udovch, John & Cheryl Arp, John Grant, Ron Dye, Ted Simmons and Walt Bohl.

John Arp's last couple of months has kept him pretty busy flying the C130. In January he was in Yuma for a week at the Yuma Proving Grounds testing new type of parachutes for the Army. Then on the third week of January he flew from Merced, CA to Cold Bay, AK then on to Lihue, HI. Winds were so strong from the west prevented a direct flight for a missile test in the Pacific. He was in Hawaii for three weeks while the Navy chased out over a hundred Chinese "fishing boats" out of the debris field for the third testing of a joint U.S. and Japanese anti-missile weapon with complete success. Cheryl and John managed to get a little beach

time in Hi.

Jim Grosswiler and extended family just got back from a wonderful all paid for two weeks' vacation at a luxurious resort on the Island of St Kitts. Good time was had by all ...says Jim.

Sad to hear of the 747-400 being retired or maybe not...at least not right now. Walt Bohl said his son, who is flying as a reserve Capt on the 400 in ORD, is being kept quite busy. He has stayed qualified into all airports in the world. Quite a task, but quite lucrative for him!

The Lockheed C-121A Constellation, Columbine 11 was discussed and how it came to be IKE's Airplane. Look it up it's quite a story...look it up on youtube!

Cheers to all, *Ted*

The Big Island Stargazers RUPA Luncheon

Our snowbirds were back in town and we had a great turnout for our February luncheon at The Fish Hopper in Kailua-Kona. Robert and Linda Bounds flew in from Colorado, Dick and Maribeth Kuhn arrived from Chicago in time to join the festivities, and David Carlson invited his house guests from Alaska to join da. We shall miss them! There was lively talk around the table about their upcoming move, life on the island, pass travel and the good old days at UAL.



Front Row Seated L to R: Linda Morley-Wells, Walt Wells, Lauren & Bill Cochran. Peeking over Walt's head is Linda Bounds.

Standing L to R: Grace Slinn, Linda & Bobby Michael, Maribeth & Dick Kuhn, guests Kim Grimes and Collin Szymanski, David Carlson, Jennifer Diedrick, Joan Baldwin, Dick Slinn, Beth Raphael, Robert Bounds and Don Diedrick. Gerry Baldwin missed the photo op.

(Notice about our April Luncheon) Once a year we give our Hilo members a break and we meet on the windward side of the island. Sam Wilson will coordinate our Hilo luncheon that will be held on April 20th at 11:30am at the Hilo Bay Café. For more information: Contact Linda Morley-Wells at lmwj@earthlink.net or call 707-889-1401. If you plan to visit the island, please join us!
Linda Morley-Wells, Scribe

Have you ever visited our RUPA Website?

www.rupa.org

there is a lot of good information on it

Message to Employee's from United President, Scott Kirby

Posted February 27, 2017



Dear Team, To be the best airline in the world, there are two "must haves": the best people and the best route network. There's no doubt in my mind that we have the best people. Since joining United I've been consistently impressed by your energy, your enthusiasm and especially your ambition to compete and win.

We have the greatest route network potential in the world, with hubs in the five airports with the highest passenger volumes in the U.S. strengthened by two fantastic hubs at IAH and DEN. But we haven't fully realized the potential of that network... yet.

Despite all of our advantages, what's happened over the past five or six years is United has been shrinking, while our competitors have been growing at our expense. In particular, while we maintained our industry-leading international network, we've been shrinking domestically. In the same time frame, the domestic U.S. market has gone from being a historic money loser to being the most profitable place to fly anywhere in the world - and because we've been shrinking, we haven't benefitted in the same manner as our competitors.

This must change. Now, we're going to continue on our journey to become the world's best airline by realizing the full potential of our network. The foundation of any airline is the route network, and we're going to start realizing our network potential in two ways: first, by improving connectivity through our hubs, and, second, by competing and winning in our local hub markets by offering products and flight times that appeal to customers, especially frequent business travelers.

Network connectivity: One of the most important things to make a hub successful is connectivity. The more connections we offer and the higher the percentage of connecting customers we have flying through the hub, the bigger our competitive advantage.

When we add a new route to a hub that brings in more connecting traffic, it brings more customers to all of our other flights at that hub. All of our other flights become more successful, and then we can upgauged flights or add destinations that wouldn't have been profitable before. Those upgauged flights and new destinations, in turn, bring more customers to flow back through the network so we can add a new round of destinations, frequencies and upgauges, and the cycle goes on and on. It's exponential, and it becomes an upward spiral.

As an example, DEN is our most profitable hub today, and that's largely because it's also our highest percentage domestic connecting hub, which has allowed us to continue to grow there over the past few years.

Another good competitive example of how connectivity helps us compete and win would be a flight from ORD to LAX, where we might have 60 percent of the people on that flight connecting from 35 other destinations. Even if American (AA) offers the same flight, at the same time, if we're bigger and they can only connect passengers from 25 other destinations versus our 35, we'd have an extra 10 to 15 customers for which AA can't compete. That's the difference between a flight that's really profitable for us and a flight that's break-even or loses money for them. And the competitive advantage is even stronger versus low-cost carriers that can only compete with us for local traffic.

Profitable growth is another important way we'll be adding connectivity to our hubs: For example, every flight we add at ORD results in up to 80 additional possible connections. Another way to add connectivity is to realign the banks of flights. We'll be realigning banks at several of our hubs, including ORD, IAH and EWR, to maximize the total number of connecting flights for our customers.

Competing and winning in our hubs: We also need to compete and win in our hubs by offering local business travelers the customer experience and convenient flight times that will make them loyal to United. This includes upgauging our flights in highly competitive business markets, like between one of our hubs and that of one of our competitors.

A decade ago, from EWR to ATL (Atlanta), we flew eight flights a day on Boeing 737s. Delta (DL) flew 11 flights a day on mainline equipment. ATL is a bigger hub with more connectivity, so its 11 flights versus our

eight made sense, but we still had a competitive business schedule for customers that lived in EWR, and when our frequent flyers in EWR wanted to go to ATL, they chose us. By 2013, we were flying six regional jets a day. Guess what happened then? Many of our EWR customers switched to DL, because they didn't want to fly on regional jets and we didn't have the frequency to support their business needs. That didn't just happen in the EWR to ATL market, it also happened in markets from EWR to DTW (Detroit), MSP (Minneapolis), DFW (Dallas/Fort Worth), CLT (Charlotte, North Carolina), etc., and across the board in many of our competitive hub-to-hub markets.

We are going to fix that. By this summer, we'll return to flying eight mainline EWR-ATL flights each weekday at times that are convenient for business travelers. Additionally, summer over summer, we have increased frequencies between ORD and PHX (Phoenix) by three flights and between ORD and MIA (Miami) by two flights. This is something we need to do across the system in competitive markets. It's not going to happen overnight, but this is the path to our future success.

Using regional feed to support mainline growth: At the same time, regional jets play an incredibly important supporting role in our network, because they help us serve small destinations profitably and feed traffic we wouldn't otherwise have into our hubs. The key is using them in the right markets. For example, a regional route from ORD to Rochester, Minnesota (RST) isn't a big enough market to support a mainline aircraft, but our ability to serve that small city with the right size airplane allows us to feed thousands of additional passengers through ORD and beyond.

Regionals are critical to growing connectivity at our hubs, feeding more traffic to the mainline and using that to grow the mainline. Since our regional partners are flying with the United brand painted on the airplane, we have to hold them to the same high standards of reliability and customer service that we hold ourselves to at the mainline. Our current regional partners provide great, seamless service and reliability in feeding today's network. But we have to use them in the right markets, not places like EWR-ATL.

To ensure we have the regional lift to deliver the increase in connecting traffic we need, we are partnering with former United Express carrier, Air Wisconsin (ZW). We expect that ZW will start flying early next year and have approximately 50 regional jets for us by next summer, with the expectation of adding 15 more in the future. They currently fly these aircraft for AA, so this is a great addition for us in two ways: We get to add these additional aircraft feeding small-city traffic into our hubs, and AA loses lift that used to be feeding its hubs. We plan to use these aircraft in the right kind of markets - meaning we'll be adding more small cities - such as RST and COU (Columbia, Missouri) - that can feed additional profitable traffic into our hubs that in turn will help us grow the mainline.

It's important to note that we are not growing our fleet of 50-seat aircraft, but as other partners have upgauged some of our 50 seat aircraft to 70- and 76-seat aircraft, our new partnership with ZW will enable us to maintain a consistent level of flying across our domestic network as we also upgauge and grow the mainline.

What's next? While United has spent several years shrinking and being a docile competitor, starting this summer, we're going back on offense! We are going to compete and win across the board in our hubs. That game plan kicked off with a number of new domestic and international flights that went on sale February 25 for flying beginning this summer. In total, we've added service to 31 destinations across the U.S. and Europe, including the addition of four all-new destinations: CMI (Champaign, Illinois), COU, RST and STS.

I'm excited that we are adding flying at almost all of our hubs this summer. While I wish we could realize all of our growth aspirations overnight, it will take several years and we're prioritizing growth in competitive markets in the near term.

ORD is a great hub and a competitive battleground where we're going

Do you ever wake up, kiss the person sleeping beside you, and feel glad that you are alive? I just did and apparently will not be allowed on this airline again....

to grow basically as fast as the city can get us gates. With the exception of LAX, all of our other hubs also get varying levels of growth with new destinations and frequencies. Remember the upward spiral: Growing our hubs makes all of our existing flying that much stronger.

We are not adding any additional flying at LAX at this time because we need more gates before we can embark on a growth journey there. We are committed to LAX for the long game - exemplified through our recently remodeled and reopened United Club -- and we're working hard to secure additional facilities that will give us the ability to compete vigorously. I believe in the future of LAX and its critical role as one of our hubs, and, as we are able to get commitments for more gates, I'm looking forward to growth in LAX.

In addition to our domestic growth, we're also introducing a seasonal SFO-MUC (Munich) flight for the first time. Our joint venture (JV) partnerships are important to United's success, and we need to work cooperatively with our partners to make all of us more competitive. Through these government-approved partnerships, we jointly coordinate our schedules, sales, marketing and customer service to offer our customers many more travel options than we would otherwise be able to provide by ourselves. By cooperating closely and sharing the economic benefits in these relationships, we provide much better access for all customers to the broader networks of both United and those of our important partners. I haven't been shy about telling you and our JV partners, however, that the relationships need to be balanced - both financially and in terms of the amount of flying each airline does. Historically, United has been shrinking while our JV partners have been growing. The addition of this SFO-MUC flight is a down payment on restoring the equity in flying JV routes we all want and deserve.

We have a lot of work ahead to transform our network into the best in the world, but this summer is a great start. In the meantime, as I travel around the system - and I am doing a lot of that - I have never seen a team of aviation professionals working harder, smarter and more collaboratively than all of you to make United the world's best airline for you, our customers and everyone we serve.

Let's go! *Scott*

p.s. I'm sorry for the really long note, but I'm just so excited about the future here at United that I couldn't help myself.

United cutting 300 management positions at Chicago HQ



United Airlines is in the midst of pruning some 300 management positions at the Chicago-based airline's headquarters in the Willis Tower. The staff reductions are expected to be completed by late spring of this year. United employs more than 87,000 people worldwide.

The reductions are tied to a long-term strategy - outlined by CEO Oscar Munoz last fall - to improve network connectivity and revenue management, while continuing to maintain disciplined cost control. Munoz said at the time that his new strategy is expected to generate \$4.8 billion in earnings improvement by 2020. At an investors meeting last fall Munoz said "we are talking about what's next for United," adding "we now have the strategy and organization in place to be the best airline in the world."

A spokeswoman said the cuts were being made after management had examined every department and determined what the airline's optimal employment needs were. The layoffs across multiple departments are not expected to affect front-line operations.

The move to trim management ranks comes as United is preparing for the peak summer travel season by adding new seasonal international routes, including service from Chicago's O'Hare International Airport to Dublin and Shannon in Ireland; Edinburgh Scotland, and Rome, Italy. United president Scott Kirby has been overseeing efforts to optimize the carrier's network potential. Last fall Kirby said that he is aiming to "ensure we are offering our customers the right flights to the right destinations at the right time."

United also is preparing to roll out its newest aircraft, the widebody Boeing 777-300ER on multiple international routes this year, with Hong Kong the first foreign market to be serviced by the airline's newest model aircraft.

United Airlines Poaches Another American Airlines Executive

By Brian Sumers/Skift



For at least the third time in the past six months, United Airlines has hired a senior American Airlines executive for its commercial team. This is a big get for United, which needed to bolster its senior management ranks. United has not had as much talent in its ranks as American.

This time the hire is Andrew Nocella, who had been American's senior vice president for network planning, alliances and sales, and was, at one time, the company's chief marketing officer. At United, he'll join airline President Scott Kirby and Vice President for International Planning Patrick Quayle, both of whom recently joined United from American.

United representatives were not immediately available to discuss Nocella's role. But Nocella is considered adept at network planning, or deciding what routes an airline should fly with each aircraft type. In August, United hired another executive, former consultant Julia Haywood, to run the airline's network, but she left in January to return to the Boston Consulting Group.

In public comments since he joined United, Kirby has talked about strengthening United's domestic route network. He is especially interested in building United's Chicago hub to make it more formidable against competition from American.

No American executive has a non-compete agreement, including CEO Doug Parker, so it is easy for other companies to hire its workers. In a brief telephone interview, American spokesman Matt Miller said the airline has no plans to change its approach. "Philosophically, it is something that we haven't done, and we have no plans to do so," Miller said.

In a note to employees announcing Nocella's departure, American President Robert Isom said the company will miss him, but looks forward to competing against him. Isom became American's president in August after Kirby left for United. "Andrew has been a valuable member of our team for more than 20 years and we owe him a debt of gratitude for shaping the American Airlines network that we fly today," Isom said. "On a personal level, I have worked closely with Andrew for the last 10 years. He has been a key advisor and a visionary planner – for our network, fleet and alliances."

Boeing celebrates rollout of first 737 MAX 9



Boeing marked a milestone March 7 as the first 737 MAX 9 made its debut in front of thousands of Boeing employees. The 737 MAX 9 is the second member of Boeing's industry leading 737 MAX family, with a maximum capacity of 220 passengers and a range of 3,515 nautical miles.

The airplane now begins system checks, fueling and engine runs on the flight line. Once completed, the airplane will begin flight testing in the coming weeks – the final phase of verification of the operational characteristics and overall performance of a new airplane.

"The 737 MAX team continues to do a fantastic job getting us to these important milestones right on schedule," said Keith Leverkusen, vice president and general manager of the 737 MAX program, Boeing Commercial Airplanes. "Our primary focus is delivering an aircraft that has the legendary reliability our 737 customers depend on, plus the optimized flexibility and range capability they desire."

The 737 MAX 9 is scheduled to enter service in 2018. The 737 MAX 8 is on track to deliver to customers in the second quarter of 2017.

The 737 MAX family has been designed to offer customers exceptional performance, flexibility and efficiency, with lower per-seat costs and an extended range that will open up new destinations in the single-aisle market. The MAX 8 and 9 will be followed in 2019 by the smaller MAX 7 and higher capacity MAX 200, while studies and discussions continue with customers on growing the family.

The 737 MAX is the fastest-selling airplane in Boeing history, accumulating more than 3,600 orders to date from 83 customers worldwide.

United Airlines adds service to 31 US and European destinations



United Airlines is revitalizing its route network with more destinations, more flights and more convenient connections for customers in both domestic and international markets. Subject to government approval, the carrier will add a seasonal route between San Francisco and Munich for the first time ever, and one of the carrier's daily flights between Newark, New Jersey and Tel Aviv, Israel will be upgauged with the new Boeing 777-300ER. The airline is also growing its domestic network, adding even more connections and additional service to 30 destinations across the U.S.

“Starting this summer we’re offering more flights, to more destinations at more convenient times than in recent memory,” said Scott Kirby, president of United Airlines. “And with bigger and more modern aircraft for many of our flights, we’ll be getting you to the moments that matter most – relaxed and ready to go.”

New International Service: United’s seasonal flight between San Francisco International Airport and Munich Airport begins on May 24 with service from MUC to SFO returning the next day. The route will be operated with one of the most advanced passenger airplanes, the Boeing 787 Dreamliner, which delivers unprecedented operating efficiency, comfort and lower emissions.

194 SFO MUC 2:05 p.m. daily 10:25 a.m. the next day

195 MUC SFO 12:10 p.m. daily 2:55 p.m. the same day

Beginning May 5, United will operate one of its Newark-Tel Aviv flights with a Boeing 777-300ER aircraft, featuring the all new United Polaris seats. This will be the second route – in addition to the carrier’s flights between San Francisco and Hong Kong – that will utilize the brand new Boeing 777-300ER.

90 EWR TLV 11:45 p.m. daily 4:20 p.m. the next day

91 TLV EWR 11:10 p.m. daily 4:35 a.m. the same day

New Domestic Markets: United is growing its domestic network by improving connectivity through its hubs, offering better products and scheduling optimal flight times. The new routes bring non-stop service to more cities giving customers more convenient travel options to some of the country’s largest cities, and beyond. The carrier is adding service to thirteen cities, including four all-new destinations:

Champaign/Urbana, IL; Columbia, MO; Rochester, MN and United’s shortest flight to Santa Rosa, CA.

DEN COU – Columbia, MO Daily Aug. 1

DEN SBP – San Luis Obispo, CA Daily June 8

EWR SMF – Sacramento, CA Daily June 8

IAH SGF – Springfield, MO 2 times Daily June 8

ORD CHO – Charlottesville, VA Daily June 8

ORD CMI – Champaign/Urbana, IL 3 times daily June 8

ORD COU – Columbia, MO 2 times daily Aug. 1

ORD RNO – Reno, NV Daily June 8

ORD RST – Rochester, MN 3 times daily June 8

ORD GEG – Spokane, WA Daily June 8

SFO CVG – Cincinnati, OH Daily June 8

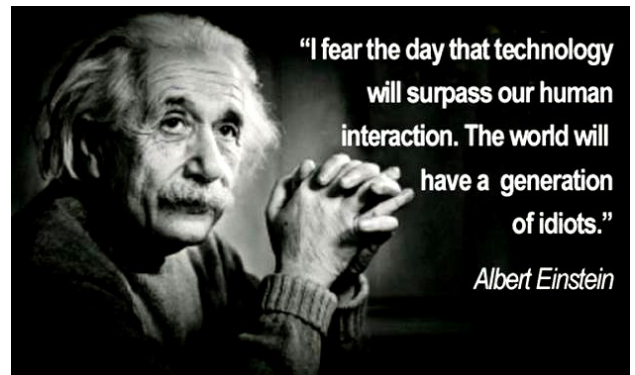
SFO DTW- Detroit Daily June 8

SFO GEG – Spokane, WA 2 times daily June 8

SFO STS – Santa Rosa, CA 3 times daily June 8

SFO BDL – Hartford, CT Daily June 8

Expanded Domestic Service: United is also introducing daily summer service in six markets. Flights to Salt Lake City, Fort Lauderdale, Tucson and New Orleans not previously offered in the summer, will now move to year round service.



United issued statement regarding inflight voice calls



If you followed the news last December, you may have noticed renewed debate in the media surrounding whether or not U.S. air carriers should allow their passengers to make inflight voice calls in the U.S. That debate was spurred by the fact that, in early December, the DOT proposed a new rule that would require carriers to notify customers of its policies regarding inflight voice calls at the time of ticket purchase.

Currently, the FCC bans inflight voice calls over cellular networks, but its rule does not apply to passengers making voice calls using Voice Over IP applications such as Skype or Apple's FaceTime.

For the comfort of our passengers and crew members, it has been our policy to prohibit all forms of voice calls while in flight, and on Feb. 13 we issued our first-ever formal statement to the DOT regarding the issue. In response to its December proposal, we reiterated that, based on feedback from our customers and employees, we will continue to prohibit inflight voice calls on our aircraft, even in the event that the FCC's regulations should change.

In that response, we referenced the desire of both our customers and employees that, in addition to the FCC's ban on cellular voice calls, we continue our ban on Wi-Fi enabled voice calls, saying: "[I]n keeping with the spirit of the DOT's interest in disclosure, United wishes to make clear that it has no current plans to allow passenger voice calls using personal devices while airborne, even if future regulatory activity allows for inflight cellular communication." The response goes on to add that, "United believes that prohibiting passenger voice calls while airborne is the right thing to do for our employees and our customers, making the United inflight experience more pleasant for everyone aboard."

New Boeing 787-10 makes debut at South Carolina Plant



The new Dreamliner 787-10, built exclusively at Boeing South Carolina, will now be prepared for its first flight in the coming weeks. The Boeing 787-10 Dreamliner, the third member of the 787 Dreamliner family, made its debut at Boeing South Carolina. Thousands of employees at the North Charleston, S.C. site celebrated the event, along with U.S.

“What’s happening here at Boeing South Carolina is a true American success story,” said Dennis Muilenburg, Boeing chairman, president and CEO. “In just a few short years, our team has transformed a greenfield site into a modern aerospace production facility that is delivering 787s to airlines all over the world and supporting thousands of U.S. jobs in the process.”

“This airplane, the most efficient in its class, is the result of years of hard work and dedication from our Boeing teammates, suppliers and community partners in South Carolina and across the globe,” said Kevin McAllister, Boeing Commercial Airplanes president and CEO. “We know our customers, including launch customer Singapore Airlines, are going to love what the 787-10 will do for their fleets, and we can’t wait to see them fly it.”

Boeing will deliver the 787-10 to airlines in 2018. The airplane has won 149 orders from nine customers across the globe.

The 787-10, the longest model of the Dreamliner family, will grow the nonstop routes opened by the 787-8 and 787-9 with unprecedented efficiency. As an 18-foot (5.5-m) stretch of the 787-9, the 787-10 will deliver the 787 family’s preferred passenger experience and long range with up to 10 percent better fuel use and emissions than the competition. The 787 Dreamliner family is a key part of Boeing’s twin-aisle strategy, which offers a modern, optimized and efficient airplane family in every market segment. Since entering service in 2011, the 787 family has flown more than 140 million people on 530 routes around the world, saving an estimated 13 billion pounds of fuel.

Best and worst US airlines



Alaska Airlines is the best US-based airline, according to a new study. Spirit Airlines received the lowest ranking of the 10 major carriers included in the report.

The report is the most comprehensive of its kind. Whereas other best/worst airlines lists rely heavily on consumer surveys and a narrow set of criteria, ThePointsGuy.com incorporated these 10 objective, wide-ranging factors (weighting in parentheses): airfare (25%), route networks (15%), bag/change fees (10%), cabin comfort (10%), customer satisfaction (10%), frequent flyer programs (10%), on-time arrivals (10%), lost baggage (5%), domestic lounges (3%) and involuntary bumps (2%).

- Alaska Airlines earned top honors in the frequent flyer program category and placed second in customer satisfaction and on-time arrivals. Its main drawback is a mediocre route network, but its ongoing merger with Virgin America should improve that situation, especially in popular markets such as California, New York City and Washington, D.C.
- United came in second overall thanks in large part to its comfortable cabins and an abundance of lounges (it rates second in both categories).
- While Virgin America placed an impressive third overall, its ranking is choppy than most. On the plus side, Virgin topped the list for cabin comfort and it loses the fewest bags per passenger of any airline on this list. However, a limited route network (second-worst) and pricey bag/change fees (third-highest) kept Virgin from a higher ranking.
- Spirit took the bottom spot on the list thanks to last-place rankings for cabin comfort, customer satisfaction, frequent flyer perks and on-time arrivals, plus zero lounges. It earned a top score for cheap fares, but Spirit didn't place higher than fifth in any other department.
- Frontier (second-worst overall) is similar to Spirit. It ranks in the bottom half of every classification except airfare, where it's second-best.

Lockheed Martin New Hybrid Aircraft is Aimed at the Asian Market



Straightline Aviation Ltd, operators of Lockheed Martin's revolutionary new Hybrid aircraft, is specifically targeting the Chinese and Asia-Pacific markets. The company, which already has offices in the UK and US is now looking to expand its global presence with a base in the region.

The hybrid aircraft is being heralded as a game changing aviation milestone and is the result of hundreds of millions of US dollars of research and development being focused on reducing the costs of moving freight, particularly in remote locations.

The Hybrid aircraft combines technology from fixed wing aircraft, helicopters and hovercraft and does not need an airport to operate from. It can land on almost any unprepared surface including, water, ice or sand. The first aircraft will carry up to twenty tons of cargo with a range of 1,400 miles, with 30% less fuel burn and 80% less carbon emissions than traditional heavy lift helicopters.

Straightline Aviation has already signed a US\$850m memorandum of understanding to provide Canadian mining company, Quest Rare Minerals, with seven aircraft and having had significant expressions of interest from customers and investors in the Asia-Pacific region, believes that the Chinese market is ideally suited for the deployment of the Hybrid for similar applications.

The company has appointed Francis Chiew as Managing Director – Asia-Pacific to spearhead development. Chiew has extensive experience working across the region and was instrumental in bringing airship operations into China, Hong Kong, Singapore, Indonesia, India, Australia and Japan during his time with

Virgin Lightships. He joins a team of other senior former Virgin executives including founding directors Mike Kendrick, Mark Dorey and David Tait who have unparalleled experience in growing and developing global aviation businesses.

The Chairman of Straightline, Brian Kessler, who has over thirty years of experience working in China, stated, "This new aircraft is ideally suited for operations in China and will revolutionize the way we handle freight. China is a vast country not only comprising large hubs and congested commercial centers but also many remote locations. The Lockheed Hybrid can service main business centers but can also, economically and effectively, move freight to more remote areas, without the need for expensive infrastructure like roads and airports." The Lockheed Hybrid is uniquely suited for China's 'Silk Road' initiatives where roads and airports are not available. He added, "I have enjoyed my experience in China, working with innovative and technology led companies and I am sure that the area will embrace the advantages that this new aircraft offers."

Lockheed test chamber shows harshness of space

By Benny Evangelista/The San Francisco Chronicle



Inside a new 10-foot-long, 5-foot-diameter steel chamber in Palo Alto, scientists can re-create the cold, harsh environment of deep space, complete with a barrage of speeding atomic particles. The cylindrical chamber at Lockheed Martin Space System's Advanced Technology Center can test whether space-bound equipment can survive the rigors of a multiyear interplanetary mission. "We compress that timeline into a few weeks or a month so that we don't have to wait 10 years," said Liz Osborne, senior research manager for the thermal and energy science department. "We really need to understand our spacecraft before it gets up there, to test it to its full limits."

Lockheed Martin hosted an opening ceremony for its Space Plasma and Radiation Center, which the company's 500 local scientists can use in their research on orbiting satellites and other space-bound craft Lockheed is developing. The company declined to say how much it spent on the 1,800-square-foot center, which includes four new testing chambers that in some cases replace outdated 30-year-old equipment. But research scientist David Knapp gave a hint of the cost during a tour for fellow Lockheed employees while describing one small section of the custom-built chamber called a Space Environmental Test Facility. The chamber includes an elaborate proton gun system that can accelerate those subatomic particles to more than 12 million mph, or 2 percent of the speed of light. "This is really what \$2 million buys you in terms of the giant pro-ton gun system," Knapp said.

Sean Casey, co-founder and managing director of space business entrepreneurs' organization Silicon Valley Space Center, said in an email that Lockheed may have more advanced testing facilities available than NASA.

"NASA has not been investing in appreciable research and testing facilities for decades," said Casey, a former NASA senior scientist. "NASA research facilities are poorly funded and oversubscribed."

The chamber, which took about three years to design and build, combines several functions found in space testing facilities and university research centers around the world, Knapp said. That includes replicating the airless vacuum and unbearable cold temperatures of space, while bombarding equipment with protons, electrons and different types of radiation. Over time, those particles can act like a sandblaster. "They can really go through and etch and destroy and really embed themselves very deep into the materials, and cause them to have change in physical characteristics or chemical characteristics," he said. "It can make things brittle; it can eat things away. That's why we do this testing here on the ground."

The plasma and radiation center also has equipment to accelerate electrons to about 66 percent the speed of light and simulate the equivalent of 2.5 suns worth of exposure to light. Instead of individual tests on new types of material, such as prototype glass covering solar panels, "this chamber lets us do everything at once,

Continued on next page

lets us do protons and electrons to simulate the solar wind," Knapp said. The testing facility is important for Lockheed Martin, which builds space imaging, weather and communications satellites and is major player in the Bay Area's space industry. The lab could also play a role in Lockheed's classified work for the government, spokeswoman Lauren Fair said. Lockheed will also make the center available for academic researchers doing work on space projects, she said.

And with space missions being planned for Mars and beyond, scientists need ways to conduct the "kind of testing that hasn't needed to be done before," Knapp said. The chambers are only meant for testing equipment, not humans. For one thing, the freezing cold, airless vacuum they create would end the experiments on human subjects before any radiation or ultraviolet tests could start, Knapp said.

World's best airport terminal is in Munich



Munich Airport and Lufthansa can bask in the glory of a highly coveted accolade: At the 2017 World Airports Award, announced by the London-based Skytrax Institute, Munich Airport's Terminal 2 was honored as the world's number one terminal. The rankings are based on a survey of 14 million passengers around the world. Terminal 2, which opened in 2003, now includes the new satellite facility that went into operation last April.

The completion of the expansion project has increased Terminal 2's capacity from 11 million to 36 million passengers per year. The new building has 27 pierside stands, providing passengers with direct access to their aircraft with no need for a bus transfer. Terminal 2 is jointly operated by Munich Airport and Lufthansa as a 60:40 partnership.

Terminal 2 is the Munich home base of Lufthansa, its partner airlines, and the Star Alliance. "I'm thrilled that we have gained this excellent recognition along with the airport. Praise from our customers is the biggest compliment we can get. Terminal 2 offers our guests an excellent travel experience, and the results show that our passengers also feel that way. A terminal like this is brought to life only through the staff, who make the top-class service possible day in and day out," said Wilken Bormann, the CEO of Lufthansa's Munich hub. Munich Airport CEO Dr. Michael Kerkloh was called to the stage once more at the award ceremony to accept the prize for Europe's best airport. Commenting on Terminal 2 being voted the world's best terminal, Kerkloh said that this was not just an award, but also the start of a mission: "I see this accolade as an inspiration for us to maintain the excellence of our service and the overall passenger experience in the terminal and to improve it wherever possible."

The outstanding results achieved by Terminal 2 in the World Airports Awards are rooted in a number of areas. Along with impressive scores in the passenger experience and overall comfort categories, the terminal achieved top ratings for the entertainment options and the quiet zones where guests can relax, read or work. T2 also won plaudits as a transit terminal: Right from the drawing board, the building was designed to keep connecting times to a minimum. The addition of the midfield satellite terminal has enhanced Terminal 2 in terms of quality as well as capacity: As one of the world's most advanced airport buildings, the satellite offers passengers a wide range of shopping and dining options amid pleasant surroundings flooded with natural light. The total retail and dining space in Terminal 2 has nearly doubled with the addition of 7,000 square meters of new restaurants, cafés and stores. Also winning rave reviews is the decor in the satellite, with the many details inspired by local sights and culture, leaving passengers in no doubt that they are in Munich.

The gates are designed as future-ready waiting areas tailored to travelers' needs. Everywhere in Terminal 2, passengers can find quiet zones where they can sit back and relax in comfortable lounge chairs. And those who want to use the time productively will appreciate the free WLAN access, electric outlets and USB connections. The family waiting areas are set up so that the little ones can expend their excess energy before boarding. In addition, the satellite terminal offers shower facilities outside the Lufthansa lounges for the first time. They are located on the Non-Schengen level for those who wish to freshen up before departing on long-haul flights.

Passengers looking for a special oasis of quiet can visit one of the 11 Lufthansa lounges in Terminal 2. They include five new ones now open in the satellite building affording spectacular views of the airport apron. For the utmost in comfort, the roof terrace of the first class lounge features exclusive amenities right at the heart of the airport. The lounges for passengers with mobility limitations and the unaccompanied minors lounge all have special facilities geared to their guests.

Passengers not scheduled to depart from the satellite can also sneak a peak at the new building. All passengers with a boarding card are welcome to take the short trip to the satellite with the underground people mover.

The Boeing Store finds new life for surplus airplane parts



EVERETT — Call it a window of opportunity. Three years ago, the Boeing Store obtained 16 airplane windows from a decommissioned Boeing 747. Employees decided to polish the pieces and sell them as home decor. “We thought we had enough supply for a year, but we sold out in a day,” said Madia Logan, the Boeing Store marketing manager. All of a sudden, the Boeing Store had a new line of business.

The company decided to work with artisans to create a line of furnishings and decor made from aircraft parts. Now the Boeing Store offers more than 100 mainly high-end items under a product line called Custom Hangar. The pieces include a chair made from an F-4 Phantom II ejection seat that retails for \$19,500; a conference table made from slats of a 727-200 wing that goes for \$18,000; and even a wine bar made from a 727 airliner rear-mounted jet engine offered at \$10,500.

While those pieces are out of reach for most households, the Boeing Store has also added some more affordable options. One is a ballpoint pen with the Boeing logo made with a circuit-breaker tab as the pusher. That sells for \$50. Another option is a \$55 wallet made from the leather of a 737 seat.

The Boeing Store, which has six public locations, including one at the Future of Flight at 8415 Paine Field in Everett, has seen impressive growth in sales for the unique items, Logan said. Sales doubled the first year after they put those 747 windows on sale. This past year, the stores saw a third more growth than the year before. “We’re just building the recognition and awareness that we have these products,” Logan said.

About 90 percent of the items come off decommissioned aircraft, said Gerardo Mores, a buyer for the Boeing Store. The company also looks for surplus aircraft parts wherever available. In fact, Mores flew to Florida to meet a collector of warplanes who had a warehouse filled with aircraft parts. He purchased two wooden crates filled with four untouched B-17 Flying Fortress propellers. The crates even contained the original typed work order, Mores said. “It was a kind of a ‘Raiders of the Lost Ark’ experience where we’re opening up this mysterious box,” Mores said. The propellers were finished with a smoke-colored powder coating and attached to a base to serve as what’s being marketed as an “impressive display for the home or office.” The store also picks through its own surplus aircraft parts at Boeing, although nothing has been used to make any items yet, Mores said.

The high-end furnishings is a departure for the Boeing Store, which started out years ago as small employee convenience stores that sold aspirin, magazines and a limited selection of logo souvenirs. Fifteen years ago, Boeing centralized all company stores under a new subsidiary, Boeing Store Inc. For the most part, these stores only sold trinkets and other smaller items, such T-shirts, books and model airplanes. Now the Boeing Store is getting a handle on marketing 727 engine coffee tables. The Custom Hangar pieces can be purchased at any of the Boeing Stores or online and through Amazon.

Logan said the company would also consider working with high-end retailers in the future. Several artisans from around the country work with the Boeing Store to refurbish and finish by hand these products.

And the pieces that started it all off, the airplane windows are now in stock, including a \$695 747-100 window called the Joe Sutter edition after the head of the 747 program who later came to be called the “Father of the 747.” To see the pieces of aviation history, visit one of the public Boeing Stores, go to www.BoeingStore.com.

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*

PS As of the first of March 42 members of past cruises have signed up to go on this cruise. Make sure your passport is good for at least six months after the end of the cruise. Your departure flight for home after the end of the cruise should be sometime after 1200 PM the day the ship docks back in Copenhagen to give you time to clear the ship and arrive at the airport in time to make your flight.

Pickles/Brian Crane



UAL's Emergency Travel Program for Retirees

Here is a quote from United's Retire Pass Travel Program pdf (page 5) about emergency travel:

Emergency Travel:

Retirees and their spouses or domestic partners are eligible for fee-waived positive-space emergency travel when the retiree, spouse or domestic partner becomes ill while traveling. In the event of the death of a retiree while traveling, the surviving spouse or domestic partner will be provided fee-waived positive-space emergency travel to accompany the retiree's human remains.

For details, see the Emergency Pass Travel Policy in the Travel section on Flying Together.

Booking Emergency Travel:

Qualified emergency pass travel for retirees must be booked and eTicketed by the Employee Travel Center.

During Employee Travel Center (ETC) Normal Business Hours (8 a.m. to 5 p.m. CST, Monday through Friday)

Send an email to the Employee Travel Center, ETC@united.com, with emergency travel information (routing, travel dates, traveler names and emergency details.)

Outside Employee Travel Center (ETC) Normal Business Hours (Bookings handled by Reservations)

Send an email to Reservations, NHC-OPS@united.com, with emergency travel information (routing, travel dates, traveler names, and emergency detail.)

The link on Flying Together to the Retiree Pass Travel Program pdf is:

<https://flyingtogether.ual.com/web/content.jsp?>

[SID=FlyingTogether_Travel&path=/documents/PDF/retireePassTravelProgram.pdf](https://flyingtogether.ual.com/web/content.jsp?SID=FlyingTogether_Travel&path=/documents/PDF/retireePassTravelProgram.pdf)

New leisure travel discounts on hotels, cruises and more

We're expanding our relationship with ID90 Travel to give you more great discounts on hotels, cruises, resorts and rental cars when you travel for leisure.

It's easy to book and save as much as 60 percent off. Simply click on the ID90 Travel banner in employeeRES when you make your space-available travel plans (You may have already noticed it on the left nav under "My ePass Balances"). You can see what discounts are available at your destination or search for exclusive rates at more than 380,000 destinations worldwide.

Additionally, when you make a space-available reservation in employeeRES, you will receive an automatic email from ID90 Travel with the best discounts available at your destination. Don't worry, ID90T is not saving, selling or using your personal information in any way. If you change your mind, you may opt out of these emails at any time by selecting "unsubscribe" at the bottom of the email.

These discounts apply to employees and retirees, as well as any of their travel eligible pass riders. Please note ID90 Travel may not be used to book hotels for business travel.

ID90's services are top-notch and it offers competitive pricing. Best of all, ID90 Travel's customer service team is just a phone call or e-mail away -- and the team consistently maintains a 90 percent or higher satisfaction rating, so we know you'll be taken care of. Call toll free at 1-877-298-5233 or send an email to customersupport@id90travel.com. Check out our ID90 Travel FAQs for more information.

Why You Should NEVER Throw Your Boarding Pass Away



When we fly it's mandatory to have a boarding pass to get on the plane. Right before boarding on an airplane we hold onto our boarding passes like our lives rely on upon it. But after we've boarded, many, if not all of us, don't care anymore about this ticket. Sometimes we throw it in the plane, other times we leave it in the hotel room, or just chuck it. But this careless can get you into so much trouble.

According to "Krebs on Security" there is personal information encrypted on your boarding pass. A hacker can take a screen shot of the bar code on the ticket and retrieve of personal information such as: home address, banking info, email address, phone number, etc.

Airlines Phasing Out Screens Because You Are All on Your Devices

By Christopher Mele/The New York Times



Those seat-back screens that have long been part of in-flight entertainment systems are preparing to depart from many airplanes, experts say, and will gradually be replaced by content streamed to passengers' electronic devices through improved wireless service. But as with a delayed flight, don't expect the changes to take off in a hurry. For airlines, the switch would save money and cater to customers' changing viewing habits, which rely increasingly on tablets and smartphones, William Hoppe, the leader of travel, logistics and hospitality at Intelnet Global Services, said in an email.

Jon Cobin, the chief commercial officer at Gogo, which provides Wi-Fi service on more than 2,900 commercial planes, said in an email that "virtually everyone is connected at all times on the ground today." "That behavior doesn't change when you get in the air," he added. With built-in screens, airliners provide passengers with a set menu of content through boxes that power the in-flight entertainment system. The screens appeared in their most primitive form in the late 1980s with a few movies played on a loop. By the early 2000s, they had advanced to allow passengers to make choices on demand. By streaming content over wireless systems, passengers will have a wider array of content and the carriers will not have to maintain screens because passengers will bring their own portable devices on board. Figures for how many planes are solely equipped to stream content were not available. But screens are "definitely decreasing in popularity," and most new plane models do not include them, Mr. Hoppe said.

Mergers and acquisitions have led to a hodgepodge of fleets with mixed approaches, Robert W. Mann Jr., an independent airline industry analyst and consultant, said in an email. Compounding the confusion is the pace of fleet makeovers, which can take up to three years. By the time next-generation planes are in service, the technology on them will already be headed for obsolescence, Jason Rabinowitz, the director of airline research for Routehappy — which among other things, tracks in-flight amenities — said in an interview. "The thing with the airline industry is nothing happens quickly," Mr. Rabinowitz said. "The only thing that moves quickly is the aircraft itself."

For carriers that discontinue the screens, the savings can be significant. By one estimate, in-flight entertainment systems are the biggest expense in outfitting a new plane and can make up 10 percent of the entire cost of an aircraft. The screens and their wiring add weight to the plane, and when fuel prices are high, every pound makes a difference. Another financial incentive: Without the screens, carriers can install slimmer seats, which means they can accommodate more passengers and earn more money, Brett Snyder, the author of the airline industry blog "Cranky Flier," said in an interview.

Fans of the built-in screens can expect them to remain on long-haul international flights, while carriers with shorter domestic routes will be more inclined to drop them. Mr. Hoppe noted that carriers like Southwest Airlines had been promoting streaming content for eight years and had never purchased planes with seat-back screens. "Rise of in-flight Wi-Fi aside, the zero screen purchases made by Southwest aligns with the fact that many of the carrier's flights are shorter in duration than the time it takes to finish a movie," he said.

Experts said that if airliners are going to rely on consumer electronics for in-flight entertainment, the carriers should be prepared to offer another amenity: outlets for passengers to charge their devices. Mr. Hoppe said it was "imperative" to have them available in all rows and seats, and "essential" to ensure that each one works. "Being stuck in the seat with the malfunctioning charging outlet is the type of experience that can shape customer attitude towards the airline as a whole," he noted, "especially as the need to charge increases with more device activity." Seat-back screens have drawn complaints that they cast too much light in a darkened cabin, and the bulky boxes below the seats that power the entertainment systems take up leg room and space for stowing carry-on luggage.

A drawback to streaming, however, is that airliners will not gain access to movies before they are released for home viewing. Carriers customarily get a jump on those films by a month or two, but because movie studios are highly protective of their content, they don't want to risk having anyone download a new release

Continued on next page

when it is streamed, Mr. Rabinowitz said. He added that about 90 percent of passengers clicked on “new releases” on seat-back screens.

Mr. Snyder said he had seesawed in his feelings about streaming but had come down on the side of the screens. “It is awesome to be able to watch television or a movie in the background while working on my laptop,” he wrote in a blog post. “This is indeed a first-world problem. Can I be content without the screen? Sure. But I kind of want it to feel like it is when I’m at home. That makes me greedy, but hey, why not?”

The loss of seat-back screens should curb those questionable moments of in-flight etiquette when one passenger peeks at what a seatmate is watching, or more awkwardly, when a passenger watches something rife with sex and violence that may be inappropriate for others nearby. “There’s definitely a number of passengers who like to watch ‘Game of Thrones,’” Mr. Rabinowitz said.

The United Airlines Retired Pilots Foundation, Inc., News

From Tom Workinger

Hello Cleve, I just finished 29 years of retirement; I am still volunteering at our B727 at the Museum of Science in Chicago and also at the Pima Air & Space museum in Tucson.

Bev and I spend January through May in Tucson. The only big trip we took last year was to Lima, Peru. It was for our 60th wedding anniversary and we lucked-out with Business Class for the long flights.

The UAL Retired Pilots Foundation is doing well; thanks to the donations from the retired pilots. We have four UAL pilot’s widows that need financial help; and the Board of Directors recently got permission from Illinois to change the by-laws to include children and other relatives of Retired UAL pilots - if they qualify. (Once a year we require a form to be filed showing their income and expenses and the tax return, if filed.)

We are asking Active pilots and Retired pilots to recommend individuals or families to us if they need financial help.

You may email or call our Board Members: Rick Miller - Secretary (jetbroker@hotmail.com).

We have two board members in California: Ellen Thompson (kenellen1@comcast.net) and Larry Wright (patlarry@aol.com).

On the East coast; Joe Vitelli (joevitelli01@gmail.com), Steve Scott (nav356c@aol.com) and Steve Moddle (stevespiperclub@gmail.com). In Georgia, Walt Clark.

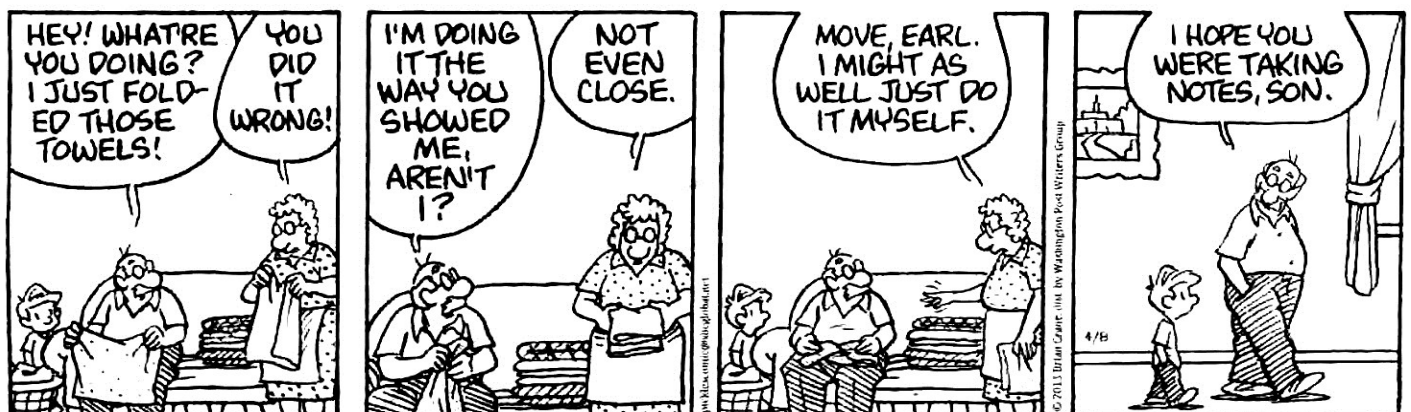
We will be electing a new President at our next meeting; Captain Bernie Sterner passed away recently.

Our Vice President is Carl Eberle (cheberle@ameritech.net).

In Chicago area, we have other Board members; Robert Helfferich. Donald Gregg, Barry Davidson, Dave Schultz (active pilot) and myself, Tom Workinger (tw2929@live.com).

P.S. The UAL Historical museum is live and well in the old EXO building near Ohare; it is operated by retired UAL employees and flight attendants. *Tom Workinger*

PICKLES | Brian Crane



Do you have a hard time understanding what actors say watching current TV shows or recent movies?

By Marilyn vos Savant/Ask Marilyn



When watching current television shows and recent movies, I have a hard time understanding what the actors say. But when I watch a movie from the '30s or '40s, the dialogue is perfectly clear. What's up with that? Moviegoers of all ages who privately wonder why they often don't know what's going on when they watch a film may be relieved to know that this uncomfortable phenomenon is the fault of modern directors. They sometimes behave as though complex special effects and music, etc., are just as important as the dialogue, even more so in action films. The idea is that the movie should be a sort of immersion experience for the viewer. And then there's the improvement in amplification technology, which allows them to crank up the volume without distorting the sound. So it's not you! No, you're not dull-witted nor growing deaf. Try watching an old film for reassurance. Even Marlon Brando famously mumbling his way through *On the Waterfront* [1954] is easy to understand. But *The Girl With the Dragon Tattoo* [2011]? Forget about it!

Uber scores permit to test self-driving cars in California

By Marisa Kendall



Uber's self-driving Volvos are finally street-legal. Well, two of them are, anyway. The ride-hailing startup received a permit from the California Department of Motor Vehicles that allows it to test two self-driving cars on public roads, a DMV spokeswoman said. The permit covers 48 drivers for the two cars.

Uber says its self-driving cars are not back on the road yet, and it has no plans to resume its pilot program picking up passengers.

The move comes a week after Uber, in a surprising about-face, caved to local regulators and agreed to apply for the permit. Uber previously had refused to seek the permit — though it was only \$150 and DMV officials said it could be issued in as little as 72 hours — because the company argued its autonomous Volvos had a driver behind the wheel at all times. Uber likened its cars to Teslas with driver-assist features, rather than fully autonomous vehicles, and claimed they didn't need state permits to drive on public roads.

The DMV disagreed and stripped Uber's self-driving cars of their registrations — shutting down the company's autonomous vehicle pilot program just one week after it launched. Instead of working with California regulators, Uber at the time decided to ship its self-driving cars to Arizona, where they started picking up passengers in February.

Even though Uber now has permission from California to operate its self-driving cars, John Simpson of Santa Monica-based advocacy organization Consumer Watchdog remained uneasy about the technology. Uber should not pick up passengers while the cars are being tested, he said. "When Uber illegally deployed its robot cars in San Francisco last year, the vehicles were observed driving through red lights," he wrote in an emailed statement. "Uber's technology simply isn't safe enough to put passengers at risk."

Now that Uber has a state permit, it must report accidents involving its self-driving cars, as well as incidents where the self-driving technology fails and a human [has](#) to take over.





3rd JUNE 2017

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Getting Older, Sleeping Less

By Jane E. Brody/the New York Times



Insomnia is like a thief in the night, robbing millions — especially those older than 60 — of much-needed restorative sleep. As the king laments in Shakespeare's "Henry IV, Part 2": *O sleep, O gentle sleep, Nature's soft nurse, how have I frightened thee. That thou no more will weigh my eyelids down, And steep my senses in forgetfulness?*

The causes of insomnia are many, and they increase in number and severity as people age. Yet the problem is often overlooked during routine checkups, which not only

diminishes the quality of an older person's life but may also cause or aggravate physical and emotional disorders, including symptoms of cognitive loss. Most everyone experiences episodic insomnia, a night during which the body seems to have forgotten how to sleep a requisite number of hours, if at all. As distressing as that may seem at the time, it pales in comparison to the effects on people for whom insomnia — difficulty falling asleep, staying asleep or awakening much too early — is a nightly affair.

A survey done in 1995 by researchers at the National Institute on Aging among more than 9,000 people aged 65 and older living in three communities revealed that 42 percent reported difficulty with both falling asleep and staying asleep. The numbers affected are likely to be much larger now that millions spend their pre-sleep hours looking at electronic screens that can disrupt the body's biological rhythms.

Insomnia, Dr. Alon Y. Avidan says, "is a symptom, not a diagnosis" that can be a clue to an underlying and often treatable health problem and, when it persists, should be taken seriously. Dr. Avidan is director of the sleep clinic at the University of California, Los Angeles, David Geffen School of Medicine. So-called transient insomnia that lasts less than a month may result from a temporary problem at work or an acute illness; short-term insomnia lasting one to six months may stem from a personal financial crisis or loss of a loved one. Several months of insomnia are distressing enough, but when insomnia becomes chronic, lasting

six months or longer, it can wreak serious physical, emotional and social havoc.

In addition to excessive daytime sleepiness, which can be dangerous in and of itself, Dr. Avidan reports that chronic insomnia “may result in disturbed intellect, impaired cognition, confusion, psychomotor retardation, or increased risk for injury.” Understandably, it is often accompanied by depression either as a cause or result of persistent insomnia. Untreated insomnia also increases the risk of falls and fractures, a study of nursing home residents showed.

There are two types of insomnia. One, called primary insomnia, results from a problem that occurs only or mainly during sleep, like obstructive sleep apnea, restless leg syndrome (which afflicts 15 to 20 percent of older adults), periodic limb movements or a tendency to act out one’s dreams physically, which can be an early warning sign of Parkinson’s disease. Unless noted by their bed partners, people with primary sleep disorders may not know why their sleep is disrupted. An accurate diagnosis often requires a professional sleep study: spending a night or two in a sleep lab hooked up to instruments that record respiration, heart rate, blood pressure, bodily movements and time spent in the various stages of sleep.

The other, more common type of insomnia is secondary to an underlying medical or psychiatric problem; the side effects of medications; behavioral factors like ill-timed exposure to caffeine, alcohol or nicotine or daytime naps; or environmental disturbances like jet lag or excessive noise or light — especially the blue light from an electronic device — in the bedroom. Among the many medical conditions that can cause insomnia are heart failure, gastroesophageal reflux (GERD), lung disease, arthritis, Alzheimer’s disease and incontinence. Treating the underlying condition, if possible, often relieves the insomnia.

Regardless of the reason for insomnia, it can become a learned response when people anticipate having difficulty falling asleep or returning to sleep after middle-of-the-night awakenings. They may spend hours lying awake in bed worrying about being unable to sleep, and the anxiety itself impairs their ability to sleep. The more one frets about a sleep problem, the worse it can get. When on occasion I awaken in the wee hours of the morning and can’t get back to sleep, I usually get up and do something useful, which takes the curse off my insomnia. If I’m worried about forgetting something important, I write it on a pad kept next to the bed, taking care not to turn on a light. (Bright light in the middle of the night can reset your biological clock; if you get up to use the bathroom, use a night light near the floor.)

Nonmedical causes of insomnia are often successfully treated by practicing “good sleep hygiene,” a concept developed by the late Peter J. Hauri, a sleep specialist at the Mayo Clinic. That means limiting naps to less than 30 minutes a day, preferably early in the afternoon; avoiding stimulants and sedatives; avoiding heavy meals and minimizing liquids within two to three hours of bedtime; getting moderate exercise daily, preferably in the morning or early afternoon; maximizing exposure to bright light during the day and minimizing it at night; creating comfortable sleep conditions; and going to bed only when you feel sleepy. If you still can’t fall asleep within about 20 minutes in bed, experts recommend leaving the bedroom and doing something relaxing, like reading a book (one printed on paper, not on a brightly lit screen), and returning to bed when you feel sleepy.

Many people mistakenly resort to alcohol as a sleep aid. While it may help people fall asleep initially, it produces fragmented sleep and interferes with REM sleep, Dr. Avidan and others report.

For those who still need help with insomnia, cognitive behavioral therapy has proved most effective in clinical trials, though finding a specialist may be challenging in some parts of the country.

Sleeping pills can be problematic, especially for older people who are more sensitive to their side effects, including daytime hangover. Even short-acting drugs like zaleplon (Sonata), zolpidem (Ambien) or ramelteon (Rozerem) can have side effects. Alternatives include over-the-counter remedies like melatonin or valerian, which have more anecdotal evidence than research to attest to their efficacy. The brain makes melatonin, the body’s natural sleepiness hormone, in response to darkness. There may also be some useful dietary aids, like bananas, cherries, kiwis, oatmeal, milk and chamomile tea, though evidence for these is also primarily anecdotal. One friend told me she solved a longstanding sleep problem by eating a banana two hours before bedtime.

Seniors Welcome New, Battery-Powered Friends

By Constance Gustke/The New York Times



Welcoming a robot into her family was never Maxine Duncan's idea of a support aide in her older years. But this winter, she and her partner, Herbert Yarbrough, signed up to test a telepresence robot in their retirement community, the Heritage Downtown, in Walnut Creek, Calif. Their new pal has a screen for a head and scuttles around on wheels. The lure was being able to connect more easily with their families via video calls. The couple were immediately smitten. They have named the robot Jimmy. "It's an easy name to remember," said Ms. Duncan, 86, a former real estate broker. And Mr. Yarbrough, 89, takes the robot on the elevator to pick up breakfast downstairs. "We want to keep up on technology," said Ms.

Duncan, who covets a self-driving car. "A lot of older people are isolated from people and ideas. Now we're on the cutting edge."

Rosie, the robot from "The Jetsons," has arrived. Early adopters like Ms. Duncan are on the front lines of testing new technologies that some experts say are set to upend a few of the constants of retirement. Eager not to be left behind, retirement communities are increasingly serving as testing grounds that vet winners and losers. Some simple tools that can help older adults are already mass-market consumer items, like Amazon's personal assistant, Alexa. Other inventions, such as virtual reality technologies and robotic limbs, are still in their early days but could soon provide more freedom, resources and constant care to retirees. Some technologists see the most promise in the social dimensions. For too long, technology has been chasing problems rather than trying to delight human beings, said Joseph Coughlin, director of the AgeLab at the Massachusetts Institute of Technology. "Where are the devices that help us learn and expand our horizons?" he said.

Virtual reality, for example, can entertain, educate and engage us, he said. "It's for young and old alike," Mr. Coughlin said. "And it's enjoyed, not needed. That's the high ground." These devices will especially help augment the adult child's caregiver role, he added.

Thuc Vu, co-founder of OhmniLabs, helped invent the robot Ohmni that is now Ms. Duncan and Mr. Yarbrough's companion. Dr. Vu, who has a Ph.D. in computer science from Stanford, sees consumer robotics as the next big technology wave. "There's a huge senior population, but isolation and loneliness is still common," he said. "And we're also running out of caregivers, since most of them are getting older."

The OhmniLabs robot was designed with the techno-averse in mind and requires limited computer knowledge. It's connected to Wi-Fi and operated remotely. In its next iteration, the company is working on training the robot to pick up objects. "In five years, it will be able to wash dishes, do laundry and clean the house," Dr. Vu said. This year, OhmniLabs robots will be offered by a consumer health firm, Home Care Assistance, to retirement communities and people aging in place. The yearly cost is about 20 percent of the cost, on average, of hiring full-time caregivers, according to Lily Sarafan, chief executive of Home Care Assistance. "In five to seven years, caregiving will shift," Ms. Sarafan said. "And a lot of home automation will become more mainstream." Digital health means more attention to senior care, said Ms. Sarafan, who is an active tech investor and a mentor at StartX. "Otherwise, aging is a huge challenge," she added.

Brookdale Senior Living, which has over 1,000 residential communities, is also aggressively testing new technology. Its Entrepreneur in Residence program invites start-ups into its communities for short stays to test new gadgets. They include smart-medication devices, virtual reality and family connection apps. Older adults at Brookdale are eager to offer feedback, said Andrew Smith, the company's director of strategy and innovation. And entrepreneurs also get firsthand experiences with an aging population that has to adapt to their ideas. "Technology will change the way people age in America," Mr. Smith said. "It's going to drive every dimension of health or social isolation. Nursing homes were once where you'd go to die."

Some devices miss their mark. Brookdale residents tested a body dryer, which is widely used at amusement parks to dry people after a ride. "But no one would come near it," he said. Virtual reality, however, has touched residents' hearts. "Seniors were weeping to see their old homes again," Mr. Smith said. Virtual

reality rejuvenated life for Abdus Shakur, 67, who lives in a Brookdale residence in Quincy, Mass. A classically trained chef, Mr. Shakur opted to take a virtual trip to a Creole restaurant in Berlin, where he once worked. By wearing the V.R. headset, he could check out the current menu and look at the restaurant's colorful redesign. Mr. Shakur also took virtual trips to beaches in the Caribbean, where he felt the sand under his feet and saw schools of fish under water. "I felt like I was right there," said Mr. Shakur, who has a bad heart and doesn't travel as much as he used to. "It gives you so much hope. I can sit in my living room and go all over the world."

Mr. Shakur's headset was developed by Rendever, after a co-founder's mother-in-law's dementia led to communication problems. "So we're using V.R. as a mechanism to enhance life," said Dennis Lally, C.E.O. and co-founder of Rendever, an M.I.T. company based in Boston. The founders spent hundreds of hours living with residents in Massachusetts to understand their needs, and a crucial lesson was that they often talked about travel. "Sensory stimulation is important," Mr. Lally said. "And V.R. creates a sense of wonder for the world again." Taking people back in time can even prompt more memories in people with cognitive impairments.

Changing ideas about aging are also affecting how products are branded, said Stephen Johnston, co-founder of the technology accelerator Aging2.0. Some, however, still have a learning curve, such as one start-up that used the word "grandparent" in its name. "But not every older person is a grandparent," Mr. Johnston said.

Front Porch, which operates retirement communities in California, has been one of the most actively involved in trying out the devices, he said. The company's Center for Technology Innovation and Wellbeing has tested many products and has been able to provide feedback to inventors and marketers on what works. A robot baby seal named Paro, for example, helped people with dementia communicate, while virtual reality that stimulates the mind worked well, too.

This year, Front Porch will test ride-sharing services and Amazon Echo as part of the internet of things that can operate smart devices. "Echo can reach people who are visually impaired," said Davis Park, director of the Front Porch Center for Innovation and Wellbeing. "And it can be interactive. It's a form of companionship."

Front Porch residents have also tested another Silicon Valley invention: the AlterG Bionic Leg, a wearable rehabilitation robotic device that is therapeutic. Sara Carter, 82, who has had knee replacements and lives in a Front Porch community called Sunny View, tried the bionic leg. After walking back and forth with it, she said it was a useful tool. "I'm interested in technology that helps people," said Ms. Carter, who doesn't own a smartphone. The bionic leg, which was later altered to be lighter and fit better, is now on the market.

Retirement communities can be the perfect proving grounds for such devices that will help an aging population, officials say. "There has been a big problem with asking seniors about these products," Mr. Park said. "We're a bridge."

Women Doctors May Be Better for Patients' Health

By Shefali Luthra/Kaiser Health News



When a patient goes to the best hospital, he or she usually hopes for a doctor who is knowledgeable and experienced. Something else to wish for? A woman physician. That's because female doctors may on average be better than their male counterparts at treating patients in the hospital and keeping them healthy long-term, according to findings published Monday in JAMA Internal Medicine.

The study, conducted by a team of researchers at Harvard, examined a random sample of Medicare patients hospitalized between January 2011 and December 2014 treated by general internists. Overall, the researchers scrutinized more than 1.5 million hospitalizations, controlling for differences in hospitals and patient cases. Their conclusion: Patients who saw a female doctor were less likely to die within 30 days of leaving the hospital. They were also less likely to get readmitted within a one-month span of their initial discharge. "Women physicians are more likely to do evidence-based medicine, and follow clinical guidelines," noted Ashish Jha, a professor at the Harvard School of Public

Health and one of the study's co-authors. "They are more likely to communicate in a way patients report is more effective." And those tendencies, it seems, result in healthier patients.

To be sure, there's a long-held notion that patients often consider gender when choosing a doctor. But this is the first to suggest that, for patients of all identities, female physicians may be more effective. The findings come as hospitals are increasingly pressed to figure out ways to keep patients healthier, and for longer. The 2010 health law restructured how they get paid so that they're rewarded for patients' long-term health, and penalized when patients get readmitted. With such incentives in play, hospitals may now see more value in female doctors — who, research has found, are consistently paid less than their male counterparts and less likely to get promoted.

"Understanding characteristics that are somehow associated with higher quality of care, and lower cost, is important in this era," said Yusuke Tsugawa, a physician and research associate at Harvard's school of public health, and the study's lead author. Hospitals, trying to improve their bottom lines, "might look at their female doctors slightly differently — as a more valuable professional in the team." Put another way: Paying female doctors less than men isn't just unfair, Jha said. It's actually inefficient. "There's a little craziness around it," he said. "The people who seem to provide somewhat better care are the ones who are getting paid less. I think that makes very little sense."

That's the idea behind an op-ed published in conjunction with the study. It argues that the paper's findings suggest hospitals serious about improving patient health should invest in improving female salaries and other benefits, so that they're comparable with those of male doctors.

Still, it's unclear why this difference emerges, or even how meaningful it might be. The study's conclusions suggest women are better about communication and following rules in terms of how they practice medicine. But that's all conjecture, noted Anna Parks, an internal medicine resident at the University of California-San Francisco and the op-ed's principal author. "It's pretty speculative right now to say what women are doing better than men," she said. "We need to gather more data on this, so instead of going off of stereotypes, we have hard evidence."

That said, generalizing the findings gets tricky. The paper only looks at Medicare patients, who are older, and it only focuses on the inpatient setting. Jha said he thinks the hospital-based findings would likely hold if expanded to other age groups.

But that's not necessarily true for other kinds of medicine. The researchers are now examining whether physician gender may relate to surgical outcomes. It's also unclear whether outpatient cases — for instance, patients seeing a regular doctor to manage a chronic condition — may yield a different result. In hospitals, patients don't get to choose their doctors, Jha noted, whereas they might pick a surgeon or a primary care doctor.

Others note that much more research is necessary before physician gender should be factored into the quality equation. The differences between male and female doctors may not hold under additional examination, suggested Mark Friedberg, a senior natural scientist at the RAND Corp., a non-profit think tank. He was not involved with the study. Other factors, such as a doctor's age or educational experience, may matter more.

"It would be a mistake to change anything in public policy on the basis of these results, or to advise patients to change their behavior based on this information alone," he said. If the findings hold, they point to a way health care can become more efficient and safer for consumers. "What this should do is to prompt us to look at these specific behaviors these female physicians are practicing," Parks said. "Those are behaviors we should be inculcating in all physicians."

Prostate Cancer Study Details Value of Treatments

By Denise Grady/The New York Times



A new study offers important information to men who are facing difficult decisions about how to treat prostate cancer in its early stages, or whether to treat it at all. Researchers followed patients for 10 years and found no difference in death rates between men who were picked at random to have surgery or radiation, or to rely on "active monitoring" of the cancer, with treatment only if it progressed. Death rates from the cancer were low over all:

only about 1 percent of patients 10 years after diagnosis. But the disease was more likely to progress and spread in the men who opted for monitoring rather than for early treatment. And about half the patients in the study who had started out being monitored wound up having surgery or radiation. The patients are still being followed, which should reveal whether the death rate will eventually increase for the men assigned to monitoring.

Doctors say the findings should help reassure men that surgery and radiation are equally reasonable choices in the early stages of the disease. “I can counsel patients better now,” Dr. Freddie C. Hamdy, a leader of the study from the University of Oxford, in England, said in an interview. “I can tell them very precisely, ‘Look, your risk of dying from cancer is very, very small. If you receive treatment you will get some benefit. It will reduce the disease from growing outside your prostate, but these are exactly the side effects you might expect.’”

Active monitoring involves regular clinic visits with physical exams of the prostate, periodic biopsies and blood tests for prostate-specific antigen, or PSA, a substance that may indicate the disease is worsening. Between 40 and 50 percent of men with early prostate cancer in the United States now choose active monitoring.

The study, published in *The New England Journal of Medicine*, was the first to include detailed information from patients about the side effects of treatment. Men who had surgery to remove the prostate were the most likely to have lingering impotence and urinary incontinence. Those given radiation reported bowel problems after six months of treatment (usually with gradual improvement) but not urinary incontinence. Sexual function also diminished after radiation, but recovered somewhat. But there were no differences among the three groups in anxiety, depression or their feelings about how their health affected their quality of life.

Dr. Peter T. Scardino, a prostate surgeon and chairman of the department of surgery at Memorial Sloan Kettering Cancer Center in New York who was not involved in the study, said the research was important because there was little previous data comparing surgery, radiation and careful monitoring in men with early prostate cancer. He said the findings helped confirm that active monitoring is a valuable approach for many men and that it was appropriate for a third to a half of men with early prostate cancers, and that only a third of those patients would need treatment within 10 years. But Dr. Scardino emphasized that the monitoring must be done regularly and with great care, for the rest of a patient’s life. He added that an important message from the study is that early prostate cancer is not an emergency, and men have time to decide what to do about it.

Worldwide, there were 1.1 million cases of prostate cancer and 307,000 deaths from it in 2012, the latest year data were collected by the International Agency for Research on Cancer. In the United States, about 181,000 cases and 26,000 deaths are expected in 2016. The average age at diagnosis is 66 in the United States, and the disease rarely occurs in men under 40. Most men who have prostate cancer do not die from it, according to the American Cancer Society.

The disease often grows very slowly — but not always. Some cases are potentially deadly, but tests cannot always tell which ones. The uncertainty leaves many men in a quandary, particularly because of the bowel, bladder and sexual problems from treatment.

In 2012, the United States Preventive Services Task Force, an independent panel of experts picked by the government, recommended against routine screening for prostate cancer with the PSA test. The group said screening finds many tumors that may never have harmed the patient, and leads too many men into unneeded surgery or radiation, with their troubling side effects.

Dr. Hamdy’s team set out to address the quandary. They studied 1,643 patients in Britain ages 50 to 69 who had early prostate cancers, found with routine PSA testing and then a biopsy if the PSA was abnormal. All the cancers were localized, meaning they were confined to the prostate and had not spread to nearby tissue outside the gland, or to distant organs. The patients had PSA measurements of 3 or higher, and about three quarters had a Gleason score of 6; the rest had higher Gleason scores. Gleason scores are a measure of aggressiveness and range from 6 to 10 in cancers, with higher scores being worse. The patients were then assigned at random to one of three groups: A third had surgery, a third had radiation, and a third had active monitoring.

Though death rates from the cancer did not differ, more men on active monitoring had progression. The disease spread to distant parts of the body in 33 men on monitoring, 13 who had surgery and 16 who had radiation. The differences were statistically significant. Other progression, to nearby tissue outside the prostate, was also more common with monitoring: 112 cases, compared with 46 each in the surgery and radiation groups. As time went on, more and more of the monitored patients wound up having treatment.

Dr. Hamdy said not all those who left monitoring actually needed treatment. "We know that 80 percent of them had not shown signs of progression," he said, adding that anxiety on the part of the patients or their doctors, or some suspicion of progression, may have pushed them into treatment.

Robert Boulton, 76, a retired maker of rubber gloves, was initially assigned to active monitoring but switched to radiation treatment after four years, when his PSA went up. In an interview, he said two doctors recommended the treatment and one opposed it, so he went with the majority advice. He said his only side effect was what he called "man boobs," swelling in the breast area from the hormonal treatment that is given along with radiation. "I'm feeling fine now," he added. "No problems."

Another patient, Douglas Collett, 73, was also assigned to active monitoring in 2008 and has stayed with it. When he was first told he had cancer, he wanted to get rid of it immediately, he said. But when he learned more about the disease and the side effects of treatment, waiting made more sense, and he actually felt relieved when he was picked for the monitoring arm of the study. He realizes the disease could progress, he said, and if it does he will probably have radiation to treat it. In the meantime, he said, "I'm fit as a flea."

Games, crafts, other activities may safeguard aging brain

By Lindsey Tanner/The Associated Press



Even in your 70s and beyond, simple activities including web-surfing, playing bridge and socializing can stave off mental decline, new research says.

Benefits were greatest in computer users and in those without a gene variation linked with Alzheimer's disease. But even among seniors with that trait, mental decline that sometimes precedes dementia was less common among those who engaged in mind-stimulating activities.

The results don't apply to costly, computer-based games that purport to keep the brain sharp — those were not studied. The benefits were found from activities that many seniors have access to. "They don't have to spend their life savings" on fancy gadgets, said Dr. Yonas Geda, the study's senior author and a neurologist at the Mayo Clinic's Scottsdale, Arizona, campus.

The study was published in the journal *JAMA Neurology*. The researchers noted that the statistical link they found with reduced risk does not prove the activities were responsible. Still, said Heather Snyder of the Alzheimer's Association, the results support the idea that "being engaged mentally is good for brain health."

The study looked at five types of activities that are thought to help keep the mind sharp: computer use; making crafts; playing games including chess or bridge; going to movies or other types of socializing; and reading books. The idea was to see if these activities could help prevent mild cognitive impairment. That condition involves problems with memory, thinking and attention that don't interfere much with daily life but which increase risks for developing Alzheimer's disease and other types of dementia.

Almost 2,000 adults aged 70 to 93 without any memory problems participated. They lived in Minnesota's Olmsted County, where the Mayo Clinic in Rochester is located. They were asked whether they had engaged in any of the five activities during the previous year and if so, how often. They were tested for the condition in mental exams at the beginning and every 15 months for about four years. During that time, 456 study participants developed the mild impairment.

Analysis found a protective effect from each activity except for reading books. Study participants who engaged in any of the other activities at least once weekly were 20 percent to 30 percent less likely to develop the condition over the four years than those who never did those activities.

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

LETTERS

EATING IN THE FIFTIES

Pasta had not been invented. It was macaroni or spaghetti.

Curry was a surname.

A take-away was a mathematical problem.

Pizza? Sounds like a leaning tower somewhere.

Bananas and oranges only appeared at Christmas time.

All chips were plain.

Oil was for lubricating; fat was for cooking.

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

Cubed sugar was regarded as posh.

Chickens didn't have fingers in those days.

None of us had ever heard of yogurt.

Healthy food consisted of anything edible.

Cooking outside was called camping.

Seaweed was not a recognized food.

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

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

Prunes were medicinal.

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

Pineapples came in chunks in a tin; we had only ever seen a picture of a real one.

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

The three things that we never ever had on/ at our table in the fifties...was elbows, hats and cell phones!

GEORGE BINKMAN—Coldwater, MI
Hello all, another year in retirement—Life has been good, summers on a lake in Michigan and winters in Daytona Beach. Shannon and I both have been blessed with good health.

I found this picture last summer of my son and me walking the picket line in the 85 strike. It was in Fort Wayne, IN and he was 2 1/2 years old. His sign says "I support my dad" on the front and "UAL pilots and sons on strike" on the back. We spent many hours together on the picket line—it was fun. Now 31 years later he is a United 757/767 first officer based in EWR. I have thought of giving him my ALPA wings with a star—but probably not appropriate. United has been treating him just fine and he loves his job—as I did.

Shannon and I were blessed to be at the opening of the Ark Encounter. A full scale Noah's ark located half way between Cincinnati and Lexington on interstate 75. Exit 154. A BIG BOAT! We did some volunteer work there mostly just cleaning up after the carpenters (The Amish). It was quite a barn raising, taking 2 years to build. This is phase 1 of a biblical theme park—the tower of babel, ride down the Nile river depicting the 10 plagues of Egypt, ETC to follow. The ark phase will have been open a year next July and they are on target for 2,000,000 visitors the first year. For more info, go to:

[Ark Encounter.com](http://ArkEncounter.com).

Thanks to all who are so committed in keeping this magazine going. It is appreciated very much.

God bless you all and many happy landings.

George & Shannon



BOB CALLAGHAN—Atherton, CA

This is just a note to express thanks and appreciation for the years of outstanding work Cleve Spring has contributed to RUPA as, Sec/Treasurer, President and *RUPANEWS* Editor.

Sincerely, **Bob**, DEN, BUR, & SFO

RALPH DILULLO—Charlotte C. H., VA

No letter in the *RUPANEWS* from me in the last three years. The reason is I paid my dues for three years and as each March birth month came by, I forgot to send a letter—my bad.

Each year, the first weekend in May, the Chino Airport has a Vintage Aircraft Airshow. This year it is May 6 & 7. A great airshow with WWII and Korean military aircraft. My #2 son has a business at Chino. He cleans out his hangar and has a car show, Corvettes, Hotrods, etc. I go every year. Any RUPA folks who want to see a great airshow and great cars are welcome. I'll be there and hope to see some old friends. If you're interested, call me, or go to the Corporate Jet side of the airport, not the private side. Best wishes, **Ralph**

CARL EBERLE—Geneva, IL

The biggest change for me this year is that my oldest son, Eric, moved to the L.A. area in October along with our 7-year-old grandson. He lived only 2 miles away and we had our grandson with us quite a bit. Of course we miss them and we are making a weekend trip to L.A. about every 4-6 weeks. Always S/A and sometimes quite challenging.

Bonnie continues to work as a substitute teacher for the Geneva school district.

Our youngest son, Andy, lives in D.C. with his wife and our visits to him and his wife will increase next year since they are expecting their first child in June.

With just the two of us here now, this house is too big and the yard is definitely too big. We have the house on the market now and have spent a lot of time the last 6 months thinning out all the "stuff" we've accumulated over the last 40 years. Having a large basement and garage might not be a good thing.

Two cruises again in 2016. One European and one Mediterranean. Space available over the Atlantic and then reduced fare on Lufthansa. Sometimes challenging but we made it.

No revenue flying since July, 2015, but I get to accompany Bob Helfferich on some of his Angel Flights and Pilots for Paws flights. Bob and I will be heading South on April 1st with our folding bikes, making some stops for biking and exploring and a stop at Sun 'N Fun.

Regards, **Carl**ORD, LAX, SFO Retired 2005

MIKE HEPERLEN—Crystal, IL

I'm getting a bit older, aren't we all. Two of my six grandkids are in college.

I had a mild heart attack last October and after installing 2 stents, the Doctors said I was as good as new, well almost. Walking about 3 miles a day seems to help and it gets me out of the house.

Peg and I took a trip on UAL to HNL in January. We came back via IAH to ORD on a 777. The new seats that the airline likes to brag about are the most uncomfortable that I have experienced with the possible exception of British Airways sling canvas model that they use on their B747's. They recline about 2" and are almost impossible to sleep in. Progress?

I am still active in the EAA doing aircraft inspections and giving advice on different projects.

Mike, ORD

BILL MOORE—Las Vegas, NV

Dear Leon, Geez, I did have a birthday. I guess it went by so fast I forgot it happened. Anyway, here is the dues for one of the three great magazines I take; *RUPANEWS*, *Air & Space* and *Aviation Week*. I usually carry around a sport section to check up on the new. Thank you very much.

I've also become an idiot about clouds, sometimes I stand there and look at them and cry a little bit.

Medicare refuses to pay on this illness no matter who the Doctor is, male or female. If I'm going to make it to 107, had better shape up, will try.

Thank you for the Happy Birthday. Take care, and call me if you want to talk. Sincerely, **Bill**

WHIT SIMPSON—Nashville, TN

Dear All; As I enter my 75th year on this Good Earth, all is well with the Simpson family. My son, Ted, completed another PC in the Left Seat at the new DENTK facility which, from the pictures he sent me, is absolutely beautiful, not unlike the 1968 TK facility was for us.

Under the NEW medical FAR's issued last month, the FAA Oklahoma medical department no longer requires me to undergo a Nuclear Tread Mill test just to get a "Special Issuance" Third Class medical to fly my 182. Just a visit to my regular doctor every four (4) years to read 20/40 or better! SMILE!

All the best to everyone, and stay healthy!

Whit, B-777; Class of 2002

JIM TROSKY—McHenry, IL

March will find me still in the Midwest and finally enjoying a winter..been pretty warm so far...who needs PHX?

No changes, same wife, same kids, same house, same church, different dog. Life is good and we're enjoying it. I think I might still be able to fly the 747-400..with a good co-pilot, that is. Never did really well without one.

Still got the great memories of flying for a great airline with such outstanding people.

Cheers. *Jim* ORD-LAX-ORD

WATSON WADDELL—Sicklerville, NJ

Dear Leon, Sorry for the delay in dues. Seems that medical items got in my way. Poor excuse I know, but that's the way it was. Been on treatment with cancer since January 2016 with chemo and now a new medication. I do feel better and getting my act together. An operation left my left hand numb, so now I know what the old saying "a one arm paper-hanger" really meant.

Enclosed is a check for 2016 and 2017 with a few bucks for as needed.

Sorry to see Harlin Bell flew west. He was a great guy to fly trips with.

I'm still on the farm here in southern N. J.

I'll try to get a letter in the mail for my 2017 birthday in November.

Warm personal regards, *Watson*

KENNETH H. WHEELER—Zanesville, OH

In about a month I'll hit four score and begin retirement year 21.

The Parkinson's disease continues to rear its ugly head, and my shortness of breath is getting shorter. I have decided that I'll be unable to sing the annual barbershop show in September. However, I'll still front the country music band. They need a front

man so when anything goes wrong, they'll have someone to blame. The band is a great group of people who are excellent musicians, some of whom are younger than me. But several of them are senior to me. One of the best is our keyboard player who is 92 years young. I'm firmly convinced that playing music is keeping her alive.

The Lord has indeed been very good to me and my friends and family are very kind and helpful.

Thanks for the wonderful job in keeping RUPA a vital helpful organization. God bless you all.

Hummmmmmbly, *Ken*, 1965-1997 DENTK 93, ORDFO 12, CLEFO 5, ORDFO 12

MRS. EILEEN WOOD—Chico, CA

My goodness.....how could I have let this slide by? I so enjoy the *RUPANEWS* and since Lee passed away I check to see how many names I still recognize and love reading about. So sorry.

Lee has been gone five years, six in May and I miss him more every day. Thank goodness for wonderful memories to hold on to. We had been married 55 years when he went to be with the Lord, so many memories!

Thank you for all your hard work. Most of the names are new, but even that's okay. Some of the younger ones who we both knew, stop by occasionally and keep me in touch with a "little" part of United Air Lines! I was so proud of Lee!

I'll do better next year, I promise. You don't suppose being 85 has anything to do with it do you? Sincerely, *Eileen* (Capt. Lee Wood)

IN MEMORIAM

WARREN A. GERI

Warren A. Geri Age 78, passed peacefully on December 24, 2016 at his home in Gig Harbor, WA with his wife, Inge, by his side.



He was born in Bellingham, WA in 1938. Warren earned his pilot's license at age 16 before getting his driver's license. At Bellingham High Warren served on the student council and shined on the varsity basketball team. A lifelong Husky fan, he graduated from the University of Washington with a Bachelor

of Arts and was a member of Sigma Nu fraternity. Warren went on to fly F-8 Crusader fighter jets for the Marine Corps. After completing his military service, he co-founded WAG Construction in Alaska, but quickly returned to his first love, flying commercial jets for PanAm in 1966, and retired from United 1998. His life as an airline pilot took him to many places around the world living in Hong Kong, Berlin, Ventura, CA, and Bellevue, WA, where he raised a family. Warren and his wife Inge spent the last 25 years enjoying life in beautiful Gig Harbor. An avid skier, boater, sports enthusiast, and dog lover, Warren truly enjoyed life. His love of family and friends, sense of humor, and quick wit will be missed.

The last few years Warren battled leukemia with ferocity, courage, and an uncomplaining nature. Warren is survived by his wife of 27 years, Inge Geri, and three sons.

Memorial donations may be made in Warren's name to Fred Hutchinson Cancer Center, Leukemia research.

PAUL L. WALLACE

Paul Wallace, 98, passed away from pneumonia complications on January 26, 2017, in Jackson, California. He was born in Red Oak, Iowa. He married Alice Mae Nixon in Carson City, Nevada, in 1941.



Paul loved flying. His father, who taught him how to fly, said he was a "natural." He soloed in Illinois under his father's instruction when he was 16 years old. Pop (Lloyd) Wallace began flying in the 1920s and upon moving to Freeport, Illinois, sponsored a flying club, bought airplanes, and established a small airport. Paul and his brother and sister all naturally became pilots. After graduating from Freeport High School in 1937, he attended Cornell College in Mount Vernon, Iowa, for two years where he lettered in wrestling. At the University of Michigan, Paul studied Aeronautical Engineering and was an instructor in their Civilian Pilot Training Program at Ann Arbor Air Service where he soloed 34 students. He flew for United Airlines part-time in 1940 and 1941 while attending the university. Due to World War II in 1942, United hired him full-time to fly for their Military Transport Service. Paul also flew for the MTS during the Korean War taking him to Tokyo and Wake Island. The

Military Transport Service became the Military Air Command. During Vietnam, destinations such as Saigon, Cam Ranh Bay, and Da Nang were on his schedule.

In order to fly the first of United's commercial jets, the family moved from Illinois to Stony Brook, Long Island, New York in 1953. The DC-7 came out in 1954. Perfect timing. The Wallace's lived just around the corner from Paul's brother Francis - a Pan Am pilot - and his family. Paul and friend, Keith Whitsit, a Pan Am pilot, established the "W" Electric Company selling and installing generators for many clients such as the village of Stony Brook and the fire department.

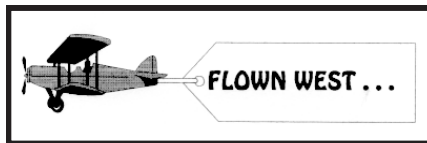
Paul served at times as Chairman for the ALPA Council and as a Flight Manager. His career with United spanned 39 years, ending with the B-747 and logging 32,000 flight hours. He was a Captain for all but a portion of the first two years.

Alice and Paul moved to Jackson, California, in 1969 where they built their retirement home on Butte Mountain. His sister, Ruth and her husband, Chuck, built a home on Butte Mountain as well. They all hosted a family reunion where airplane rides were the highlight. Paul and good friend, Everett Davis, built two airplanes - a Long-EZ and a Glasair. They also completely refurbished a 1928 Monocoupe Airplane that had been owned by one of the pilots in his father's 1920's Freeport, Illinois, group. Paul retired from civilian flying at the age of 91. He enjoyed having coffee with his antique car enthusiast friends on Fridays at McDonalds. Lunch with the guys - all pilots - on Saturdays at the Waffle Shop inspired conversations ranging from gun control to world affairs. He enjoyed his antique cars and taking his classic Porsche for a spin.

Paul kept active working on his many and varied projects and socializing with his wonderful friends and neighbors. He was kind, innovative, honest, hardworking, intelligent, quick witted, a good friend and wonderful husband, father, grandfather and great-grandfather.

Paul is survived by his wife Alice, two children, two granddaughters and five great-grandchildren.

Donations may be made to your charity of choice or Paul's favorite - Amador STARS, PO Box 208, Jackson, California 95642, providing local cancer patients free rides to appointments and wigs to chemotherapy patients.



David C. Bishop	Mar. 04, 2017
*Pat Caronhan	Feb. 16, 2017
Warren A. Geri	Dec. 24, 2016
J. Douglas Rankin	Feb. 20, 2017
Bruce P. Smith	Mar. 2017
Paul L. Wallace	Jan. 26, 2017
*Harry O. Watkins	Feb. 28, 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

April, 2017 Edition

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Vineburg, CA 95487-0400



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

To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

Phoenix Roadrunners (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*—psfoman@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 Wednesday)—*Airport Marriott*—360-825-1016

Washington D.C.

Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct)—*J.R.'s Stockyard Inn, McLean, VA*—540-338-4574