
rupanews



Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson

President: Cort de Peyster.....916-335-5269.....cortreno@aol.com
Vice President: Bob Engelman.....954-436-3400.....engeljet@comcast.net
Sec/Treas: John Rains.....802-989-8828.....rupasectr@aol.com
Membership Larry Whyman.....707-996-9312.....larryw737@aol.com

— BOARD OF DIRECTORS —

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

— COMMITTEE CHAIRMEN —

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

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners.....**Ken Killmon**.. flyawayk@cox.net
Tucson Toros.....**Randy Ryan**.....randvryan40@msn.com

California

Dana Point.....**Ted Simmons**.....tsimmons5@gmail.com
Los Angeles South Bay.....**Arvid von Nordenflycht**
arvidvn@yahoo.com
Monterey Peninsula..... **Phyllis Cleveland**
one747czi@redshift.com
SAC Valley Gold Wings.....**John Gorczyca**.....jsgorczyca@gmail.com
San Diego Co.....**Bob Harrell**.....bobharrel2@cox.net
San Francisco Bay-Siders'.....**Larry Wright**.....Patlarry@aol.com
San Francisco North Bay...**Bob Donegan**.....fatherdon@aol.com
San Fransico East Bay Ruparians.....
Neil Dahlstrom 4tamdahl@sbcglobal.net
Rich Bouska rbouska1@comcast.net
The FAT Flyers.....**Paul Nibur**.....p.nibur@gmail.com
Thousand Oaks.....**Denny Fendelander** ...dfend4@yahoo.com

Colorado

Denver Good Ol' Pilots.....**Tom Johnston**
Tom Johnston.....thomasjohnston2@hotmail.com
Stanley Boehm.....spboehm@comcast.net

Florida

N.E. Florida.....**Steve Moddle** StevesPiperCub@aol.com
The Ham Wilson S.E. Florida Gold Coast
October thru April,.....**Lyn Wordell & Ned Rankin**
Lyn Wordelllyndenw@aol.com
Ned Rankin.....nwrankin@aol.com
May thru Sept.....**Jim Morehead & Art Jackson**
Jim MoreheadMoreheadjames@aol.com
Art Jackson.....arthjacks@aol.com
S.E. Florida Treasure Coast Sunbirds.....**Bob Langevin**
BobL34997@aol.com
S.W. Florida.....**Gary Crittenden**.....gicritt5@comcast.net
Tampa.....**Matt Middlebrooks**.....immbrooks1@verizon.net

Hawaii

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

Illinois

Greater Chicago Area Group
Bob Helfferich.....flybikebob@earthlink.net
Dick Kane.....Richaka4@aol.com
The Joe Carnes RUPA Group
Walt Fink.....ok3wire@joltmail.com

Nevada

Las Vegas High Rollers.....**Andy Anderson** - larssona@cox.net
Reno's Biggest Little Group.....**Gary Dyer** - **Lyle U'ren**
Gary Dyergdtahoe@att.net
Lyle U'ren.....captlylej@aol.com

New York

New York Skyscrapers...**Pete Sofman**....psofman@gmail.com

Ohio

Cleveland Crazyies.....**Phil Jach**...jach@gwis.com

Oregon

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

Washington

Seattle Gooney Birds...**William R. Brett** wrbrett@comcast.net
Brent F. Revert.....reveille747@yahoo.com

Washington D.C. Area

Washington D.C.....**E.K. Williams Jr**...ekwjr@earthlink.net
Williamsburg, VA.....**Jim Krasno** krasnojm@earthlink.net

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President's Letter



As we approach the 32nd anniversary of the 1985 pilot's strike against Richard J. Ferris and his UAL henchmen, we brothers and sisters remain proud of our solidarity against a tyrant who attempted to not only destroy United pilots, but the entire airline pilot profession. Those 96% who stood arm in arm can look in the mirror and be proud of their actions, putting their jobs on the line for those who came after them. To those 96% we raise a glass on May 17th.

The second quarterly meeting on April 12th with CEO Oscar Munoz at Chicago's Willis Tower WHQ, morphed into a meeting with the new UAL President Scott Kirby.

Due to the negative media firestorm regarding an incident with UAX partner Republic Airlines last month, Oscar was predisposed in dealing with damage control. That being said, Oscar did take time to stop by and chat with us for a few minutes. He received a standing ovation from us all as he entered the room, which was well received.

Others in attendance were: VP Total Rewards, Anthony Scattone; HR Retiree Services, Janet Tyse; Corporate Communications, Julia Wislocka along with 8 representatives from the various recognized retiree groups. We are pleased to report that all the retiree groups were united in our efforts at this meeting.

The meeting with President Kirby lasted only 30 minutes as the leadership of UAL had much on their plate that day. The fact that both these gentlemen took time from their busy schedules to meet with us, rather than cancel, speaks volumes.

President Scott Kirby briefed us on the state of the airline. He stated that the focus is to expand United, especially domestically and put more mainline flying between city pairs and less UAX. He and Oscar make a fine team, both focusing on employee relations and working together, unlike past regimes. We discussed the topics of boarding priority, buddy passes, widow pass issues and the myUAdiscount improvements.

Our topics for discussion were heard but as we surmised, no determination was made at this meeting. To reiterate, RUPA is not a union and even if it were, we have zero bargaining power beyond compassion toward retirees. The meeting ended with a request by President Scott Kirby and VP Anthony Scattone to continue this dialogue next quarter. The wheels of change move slowly and the impact to active employees, customers and stockholders must be carefully weighed by UAL management before any changes can be considered.

You might have noticed that we seem to have fewer and fewer missives from our members on updates as to their activities of late. This was originally the "meat and potatoes" of *RUPANEWS*. The main purpose of RUPA is to promote the camaraderie amongst colleagues and to keep in touch, post retirement. Many probably think no one cares what life has dealt them in that past year, but this is not true. Many members state the first place they go in *RUPANEWS* is to look at that section. The Executive Committee highly encourages our members to write in, even if just a few sentences. With email, it is very easy and only takes a few minutes. Send a quick email to our stalwart editor Cleve. rupaed@gmail.com

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

Mark S. Castellani (DEN) Centennial, CO / Capt. Kevin E. Krauter (SFO) King City, OR

Shaun J. Regan (DENTK active) Aurora, CO / Capt. Ron O. Riggan (SFO active) Napa, CA

Capt. Mark E. Sheprow (EWR) Spring Lake, NJ / Capt. Robert D. "Bob" Vannostern (SFO) Sun Valley, ID

Until the first days of summer, all the best.

Warm regards, *Cort*

Mail your dues check to:

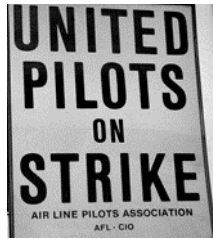
**RUPA
PO Box 757
Stowe, VT 05672
Or**

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

Vice President's Letter

Another year has passed and on May 17th it'll be 32 years since the clock ticked down to midnight and we went on strike. It was not a happy occasion, but it sure brought the United pilots together, as I wrote a year ago in my May 2016 VP letter. I mentioned a particular bag sticker that said "Pringle flunked CLR." I just came across it in a box of things I was going through. Here it is: **PRINGLE FLUNKED C L R** I thought some of you would enjoy seeing it again after all these years.

I still have the picket sign Corvette. I've had that went off to the Air Force. the first one was during Having that sign there on me. Oh yeah. The survived that too. The car came with retiring without the A-Plan, but it looks like the car is here to stay.



I carried at MIA hanging in my garage in front of my 1967 car since I bought it from the original owner in 1971, before I There have only been three times I've considered selling it, and the strike in 1985. Luckily, it ended before I had to get rid of it. the wall in the garage reminds me how much that car means to second time was when United went into bankruptcy, but it's third, and hopefully last, time I've thought about parting with that

I'd be remiss if I didn't write something about how much I've appreciated working with RUPA's Secretary/Treasurer, Leon Scarbrough. His considerable work for all of us goes largely unnoticed, but believe me, he's been a workhorse. He's finally decided to hang up the spurs, to continue the horse talk, and the hat too. He's always been there for Cort and me, and Phyl and Jon before us. When we screw up, he hasn't been shy about telling us, and you can't ask for more than that. His phone calls and emails have been a welcome addition to my life, and it's comforting to know he'll be there as an officer emeritus and will continue his guidance. Leon, thank you for all you've done for RUPA.

As you've probably already read elsewhere, we have been extremely fortunate to have Captain John Rains throw his hat in the ring (to borrow from the Eastern pilots) and volunteer to become our new Secretary/Treasurer. John and I go way back, having flown together in the NY Air National Guard even before I was hired by United, when he was furloughed from United during the 1970s. We've maintained that friendship over all these years and I'm thrilled that we'll be working together again. John was an Air Force fighter pilot, retired out of DCA as a captain on the 767, and during his long furlough became a stockbroker and then a certified financial planner. You couldn't ask for more than that in his new position with RUPA! John, thanks much for stepping forward.

In the continuing CVS/Caremark issues, this just in from an esteemed RUPA member: CVS story. My cancer drugs-I was going to run short, so I called CVS Specialty Pharmacy, and asked for an early refill, as we were going on vacation. Nope, can't ship until the 15th, the day we plan to leave. So I said ship them to HNL. Oh, she said, the IL pharmacy will not ship to HNL. I said why not, there is a nonstop flight. Nope. The drug I needed has to be refrigerated, and to me, no big deal. She said call your insurance company, and I asked for a number. The number I called was Caremark CVS.

Explained my story, she transferred back to Specialty Pharmacy, and the two drugs arrived yesterday morning, next day service. Was I surprised! Last part of the story was that I asked what the price of the drug was if I wanted to buy it. First time was \$16 co-pay. Same this time, but I asked what it would cost if I bought the drug, Mekinist, and the answer was \$10,000.

Guess I would be dead without insurance! Or homeless.

I guess the takeaway, again, is don't settle for a "No" with CVS. Get someone else who can give you what you need. Once they do get it right, they do a good job of getting meds to you.

Regards, *Bob*

**Sign hanging in Einstein's office at Princeton.
Imagination is more important than knowledge.**

A note from the Editor's Desk



I want to remind you that if you pay your annual dues with a paper check, it must be sent to a new address listed below. You can still pay with a Credit Card by going to our website www.rupa.org. Personal information such as, address changes, phone numbers, etc. can still be emailed to rupasectr@aol.com. You Snow Birds have to remember to send a change of address every time you head north or south. The address changes for you cannot be automated, and the Post Office will only forward our magazine for sixty (60) days. Please be diligent, as we don't want you to miss even one issue of the *RUPANEWS*.

RUPA
PO Box 757
Stowe, VT 056722

As our Vice President, Bob, informed you in his letter, Leon Scarbrough has stepped down from the position of Sec/Treasurer. I've had the honor of working with Leon for many years, and it has been a pleasure. We've worked together amicably, (most of the time), and I found his work ethic and dedication outstanding. We have become good friends over the years, and I hope he won't mind if call him for advise every once in a while. I enjoyed working with Leon and I shall miss him. Thanks Leon, and enjoy your second retirement! Taking over the duties from Leon is Capt. John Rains. VP Bob listed his background and qualifications and it sounds to me as though he is way over qualified. We are so fortunate to have members such as John who step up and take over these important positions when needed. I have already worked with John, and find him to be a welcome addition to our RUPA volunteer group.

Now on to another subject. I recently mentioned to our President, Cort, and he brought it up in his monthly Letter, that: **I HAVE BEEN RECEIVING FEWER MISSIVES (BIRTHDAY LETTERS) FROM OUR MEMBERS.** When you get to the *Letters & In Memoriam* section of this month's magazine, you will see that we have only four (4) letters from members and five (5) obituaries. We always hope to have few obituaries, but with over 3,000 members we certainly expect more Birthday Letters. Remember, the *RUPANEWS* is intended to keep us connected and informed about each other's lives. Don't let your obituary cause members to say, "We hadn't heard from him or her in so long that I thought he or she had died years ago!"

It's very easy to submit a letter for publication in our magazine. I know we refer to them as a (Birthday Letters), but you can send a letter anytime you wish. Email is the preferred method. You don't have to worry about formatting, just send it as a normal email. I'll take care of all that is necessary to get it ready for publication.

Email should be sent to: rupaed@gmail.com

If you don't do email, just send a letter. I prefer them typed but, if you don't type, just send it handwritten. If you do send it hand written, please make it legible. I've spent a lot of time deciphering hand written letters, and don't always get it right. Printing works better but, even then, they are sometimes difficult.

Snail mail to this address: Cleve Spring, 1104 Burke Lane, Foster City, CA 94404 Cheers, *Cleve*

Information about the next NYSkyscrapers Luncheon

The next NYSkyscrapers Luncheon will be held on Wednesday June 28th, 2017.

It will be held at The Rock Spring Golf Club, 90 Rock Spring Road, West Orange, NJ 07052
\$45/person, including 2 raffle tickets, to be collected at the door. Cash bar.

Please contact one of us by June 21st for reservations:

We will be obligated to pay the Golf Club for the number we tell them a week ahead of time, so please update us if your plans change.

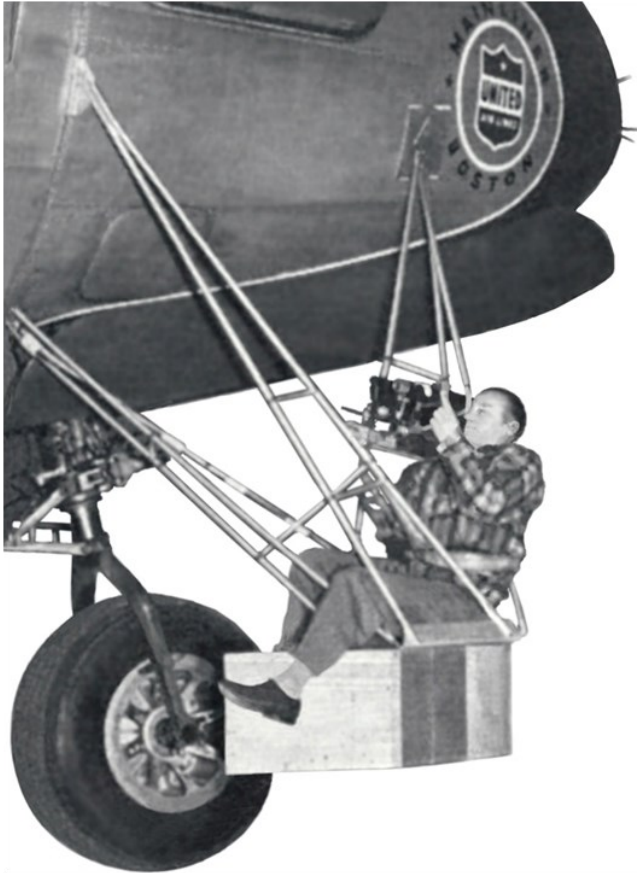
Pete Sofman---psofman@gmail.com---[203-322-0724](tel:203-322-0724)

Bob Beavis---bbeavis@optonline.net---[732-449-9126](tel:732-449-9126)



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Unique aerial views in the film "Flying Colors" were filmed with this nose-mounted movie camera.

In "The Sky is for Everyone" Betty Ashton enacted the role of a Traveling Shoe Buyer.

(below) The "Sky" film's details were discussed by Bernard Kovnat, Melvin Douglas & Charles Palmer.

Two new United films were produced for audiences across the Main Line during September 1954. One film was "Flying Colors" dramatizing activities at the San Francisco Maintenance Base and "The Sky is for Everyone" featured the Mainliner Convair.

"Flying Colors" was written by Walter Wise and produced by Cate & McGlone under the direction of Bernard Kovnat, United's Promotional Advertising Manager and was dedicated to the "thousands of United men and women in aircraft maintenance." All the "actors" in the "Flying Colors" film were United employees photographed on the job at the SFO Maintenance Base and at stations along the Main Line.

"The Sky is for Everyone" demonstrated how the Mainliner Convair brought modern high-speed air transportation to intermediate-sized cities and benefited everyone from the local doctor to the traveling salesman. The "Sky" film was written by Charles Palmer of Hollywood, narrated by Hollywood screen star Melvyn Douglas and produced by Telefilm of Chicago under Bernard Kovnat's supervision.

Prints of the two pictures were distributed to Main Line cities for screening at business, social and civic groups.

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.

About the Cover

Air France says goodbye to an Icon, its last 747

By Ric Peterson

On January 27th a dozen jewels of French aviation met over the Camargue region of France. Eleven Alphajets from the Patrouille de France and the last Air France 747 flew in formation as a salute to the Boeing Icon's last days with the airline.

On 14 January 2016, Air France offered customers a tribute flight over the country's landmarks. The flight number as AF747. More than 45 years after the first flight from Paris to New York on 3 June 1970 the Company saluted the Jumbo Jet's last flight in style with a business class lunch along with champagne for all.



Since the early seventies, the Boeing 747 has been a showcase of modern innovations and has revolutionized air transport. Air travel became more widespread and we entered an era of mass tourism. For cargo, the Boeing 747 had pressurized holds, which were ventilated and protected against fire. Four times larger than the previous generation of Boeing, the 707, they could carry 122 tons of cargo! On both of my trips from Montreal to the Paris Airshow I flew on the Air France Combi 747.

Air France was one of the first airlines to operate this aircraft, making it the flagship of its long-haul fleet: New York, Montreal, the French West Indies, Reunion, Asia ... most of the Company's destinations have been served by the Jumbo.

Air France says, "We started innovating from the early seventies. The role of chief purser was created to coordinate the service and attention paid to customers in this aircraft which could carry up to 500 passengers. Inflight cuisine was of great importance, with menus designed by great French chefs: Paul Bocuse, Gaston Lenôtre and Pierre Troisgros. Finally, the cabin interior was designed by Pierre Gautier-Delaye, who paid particular attention to the comfort of the seat cushions and seatbacks."

San Diego North County RUPA Luncheon

We members of the North County met at the St. Mark County Club as usual. Last month we had to go to the alternate restaurant, as St. Mark was in the process of remodeling. When we arrived on April eleven the remodeling was just finishing, and it was a very short delay, but a waitress waved us in. I stayed outside for a few minutes, hoping more members would arrive and they did.

Our nice surprise was Bill and Evelyn Pauling. Bill had some health problems, so we were very glad he made it this time. Others present were: Rhoda and Brad Green, Ruth and Bob Bowman, and me. It was like old home week, and we all enjoyed the gathering. The Mayers, Mark and Susan were not there, hence no pictures that day.

There was, of course, plenty of airplane talk and many other topics. I had seen an article and pictures in a magazine about the new Boeing 737 Max, which brought in thoughts back to the spring of 1968 when I flew the inaugural trip in the first 737. It was love at first sight for that plane. It was a pleasure after two years on the Viscount, which had its good points, but a brand new model plane is impossible to beat.

The Greens have been picking me up the last few months, and for May, the Bowman's are taking over that friendly chore. The place I live has two "courtesy" buses and since I didn't have a car, being picked up by true friends is wonderful.

Best wishes to you, Cleve and all the rest of the volunteers who make *RUPANEWS* possible.

Fraternally yours, *Bob Harrell*

The Big Island Stargazers (February) 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 us.



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.

RUPA gatherings are a great way to renew or create friendships, but this month we had to say aloha 'oe (farewell) to long-time members Bill and Lauren Cochran. They have shared the past three years with our island ohana and at the end of the month they will move to their new home in Sarasota, Florida. 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.

Our monthly meetings are held on the third Thursday in Kailua-Kona, but 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 the Hilo Bay Café. If you plan to visit the island, please join us! *Linda Morley-Wells*, Scribe



The Big Island Stargazers (March) RUPA Luncheon

It was a beautiful March day in Kailua-Kona and we had a great luncheon at The Fish Hopper Restaurant. The island receives a lot of visitors this time of year and we extended a warm aloha to several guests.

Left to Right: Guest Jim Smith, Scotia Holmes & Don Blackard (SFOFO Ret'd), Guest Conrad Kartanas, Bill (Hawaiian Airlines Ret'd) & Linda Hayes (KOA Customer Service Ret'd), Don Diedrick, David Carlson, Linda Morley-Wells, Winfield Chang, Grace & Dick Slinn, Joan & Gerry Baldwin. Walt Wells didn't run fast enough to make the photo op!

Cool libations and lively conversations flowed in the bar and continued throughout lunch. Gerry & Joan Baldwin introduced longtime friends, Conrad and Jim, who were visiting from Seattle. Many years ago, Joan and Conrad worked together as corporate librarians. Retired UAL Kona Customer Service agent Linda Hayes and her husband Bill (retired Hawaiian Airlines pilot) got word that we are a fun group and they drove over from the Hamakua Coast to join us for lunch. We were able to compare pass travel benefits with Hawaiian Airlines and Linda had interesting stories to tell about working at the Kona airport. Retired SFO pilot and RUPA member Don Blackard and Scotia Holmes were vacationing on the island and dropped by to

share the comradery. It turned out that Gerry Baldwin and Don flew the 400 together and they reminisced about the good old days. It came to our attention that tap dancing has become popular and several of our talented and nimble members have been tapping their heels and toes. We learned that David Carlson and Winfield Chang recently starred in a command performance at Gertrude's Jazz Bar in Kona Town! We think Fred Astaire's legend may be at risk!



Left to Right: Guest Jim Smith, Scotia Holmes & Don Blackard (SFOFO Ret'd), Guest Conrad Kartanas, Bill (Hawaiian Airlines Ret'd) & Linda Hayes (KOA Customer Service Ret'd), Don Diedrick, David Carlson, Linda Morley-Wells, Winfield Chang, Grace & Dick Slinn, Joan & Gerry Baldwin. Walt Wells didn't run fast enough to make the photo op!

After our April meeting in Hilo, we will be back in Kailua-Kona on the third Thursday of the month. If you are in town, please join us. *Linda Morley-Wells*, Scribe

San Francisco Bay-Siders RUPA Luncheon

We were all set for an Easter parade but needed a lot more folks to make it happen. An Easter theme was present at the Hofbrau and our own Easter Bunny (Rose) had treats for all. It was nice to have a new person, Larry Darnell, join us. Hope that the regulars enjoyed wherever they were and will be back with us next month.



Those present were: Larry Darnell, Rich & Cyndi Erhardt, Carol Gillette, Jeri Johnson, Hank Morales, Jan McNaughton, George Mendonca, Bill O'Connell, Cleve & Rose Spring, Jerry Terstiege, Isabel Traube 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, C A. *DL 'Larry' Wright*

PICKLES | Brian Crane



RUPA DAY AT SUN-n-FUN

This year's Sun-n-Fun International Fly-In and Expo was held 4-9 April 2017. In addition to the static displays and workshops there were numerous fly overs by vintage aircraft and warbirds. One very interesting new addition, its first time at Lakeland, was the C-54 "Spirit of Freedom" (the commercial DC-4) which was a veteran of the 1948-49 Berlin Airlift. One was able to walk aboard and see the very nicely restored interior with a few airline seats inserted. There were informative display cases of the history of the Berlin Airlift, the "Candy Man" popularity of 1st Lt Halvorsen for the German children, sample cargo, the airlines using the DC-4, even a replica of the mascot dog "Vittles", a huge boxer who had his own parachute as directed to be worn by GEN Hap Arnold. This aircraft is based at Miller J. Airpark, Toms River, N.J.

The weather the day before our RUPA Day was extremely hot and humid and the morning of RUPA Day on Thursday a severe storm system blew through but cleared out all the heat and humidity by 10 a.m. resulting in a clear, cool, breezy day – perfect for walking the flight line. The RUPA turnout this year was the most in recent history – a total of 37.

Once again, thanks to the generosity of the local OX-5 Mid West Florida Wing's President Wayne Gordon, we were able to enjoy the comfort of the Club's facilities, a first rate luncheon and camaraderie. This year's five-dollar luncheon (still the best value of the entire airshow) was prepared by OX-5 volunteer members, Deborah Waldrop, Brenda Jones, Pat Walls and Chris Meek. In addition to hot dogs, baked beans, homemade chicken salad and chili, the dessert line-up included pecan pie, coconut tres leches cake, carrot cake and peanut butter pie! Of course, everyone showed up for the lunch and most for the group photo.



Another added asset to the day was the help provided by several high school students from the Central Florida Aerospace Academy near the Lakeland airfield including Gianna Azzaro and Tori Reid.

As last year, at 1:00 pm in front of the club house, and the star of the show, was the start-up and running of the club's OX-5 engine which is now 99 years old – built in 1918. Quite a crowd gathered and its timing was just before the traditional RUPA photo. Jim Beisner and Mac Meeks, OX-5ers, started the engine and it came to life and ran for about a minute. It performed four times during the course of the day and generated interest of many visitors each time.



For those not familiar with the Curtiss OX-5 engine, it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WWI to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920's and 1930's. The OX-5 is an eight cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). Web site is www.ox5.org.

Mail your dues check to:

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

In the group photo, because of the larger number, we divided the RUPA attendees into three separate groups. It was a challenging evolution to get some order into the photographic sessions due to the Blue Angles practicing overhead but we prevailed the best we could amidst all the air work activity! Apologies if we missed anyone.



L to R: Bob Van Nuise, Dave Thompson, Ham Oldham, Burt Olson, Jim Sutton, Ruth Oldham, Carl Eberle, Bob Helfferich, Gene Ruder, Gene Chapman, Bonnie Ruder, June Jackson, Art Jackson, Marian Wickersham, Dave Wickersham, Eric Hinshaw, Brian Leiding and Doug Horuczi.

In the second photo left to right: Gene Ruder, Gene Chapman, Bonnie Ruder, June Jackson, Art Jackson, Marian Wickersham, Dave Wickersham, Eric Hinshaw, and Doug Horuczi

In the third photo left to right: Bob Gore, Julie Miller, Gene Hammond, Jim Bowlds, Dan Hillman, Roger Bjornberg, Dot Prose, Glenys Bird and Dale Bird

Several who signed in but missed the photo shoot: Nile Meling, Susan Guletsky, Don Roberts, Jim Good, William Zangs, Ed Groel, Bill Southwick, Phil Ponder and Ed Ripper who brought a retired U.S. Navy Chief Petty Officer, Bob Weber, as a guest who had flown C-118s in VR-52 out of Willow Grove, PA.



Thanks to all who stopped by. We hope to do it again in 2018. The dates for Sun-n-Fun next year are April 10-15, 2018. RUPA Day would be Thursday April 12, 2018. Mark your long range calendars! Have a great summer! Gary Crittenden and Dot Prose.

Denver Good ol' Pilots' RUPA Luncheon

In accordance with past practice and procedure on March 21st, 32 Good Ol' Pilots and guests assembled at The Tin Cup Bar and Grill in Aurora for food and happy/social hour. Stanley Boehm, the meeting coordinator du jour, led off with some humor. Rick Beebe spoke of retired United Captain Jeff Dotur who recently flew west. Jeff was a highly respected and well liked Air Force and Continental pilot who left there when Frank Lorenzo did his number on Continental.

Attending were: Jim Adair, Darrell and Chris Ankeny, Gerry Baker, Rick Beebe, Stanley Boehm and Marilyn Gifford, Mark Bosler, Ray Bowman, John Carter and spouse Chris Dearborn, Jack and Angie Davis, Al Dorsey, Bill Ford, Denis Getman, Bill Hanson, Steve Jacques, Ron Juhl, Dick Kobayashi, Cliff Lawson, George Maize, Bruce Munroe, Randy Phillips, Jim Popejoy, Dan Romceovich, Joe Rozic, Rick and Mokihana Steele, Casey Walker, Ross Wilhite, and Ted and Rose Wilkinson. Your Co-Scribe, *Tom Johnston*

Boeing Facts

If you unwound the baggage conveyor belts at ORD into a straight line it would be about 8 miles long.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Another Sunny, Beautiful but WINDY ☁️ Day at Shrimper's for our Treasure Coast group - all 9 of us. As is usually the case this time of year, some of our 'Sunbirds' have left SE FL to head back up North in time to celebrate the Easter Holiday with their Families. Although we hate to lose our friends for about 6 months or so.....it certainly is good to see a reduced amount of traffic on our SE FL roads and in our Restaurants as well. But we do want to Thank our Sunbirds very much for bringing their Money down with them and leaving a lot of it here.....it helps to keep our Taxes and Cost of Living Quite Affordable. 🙏

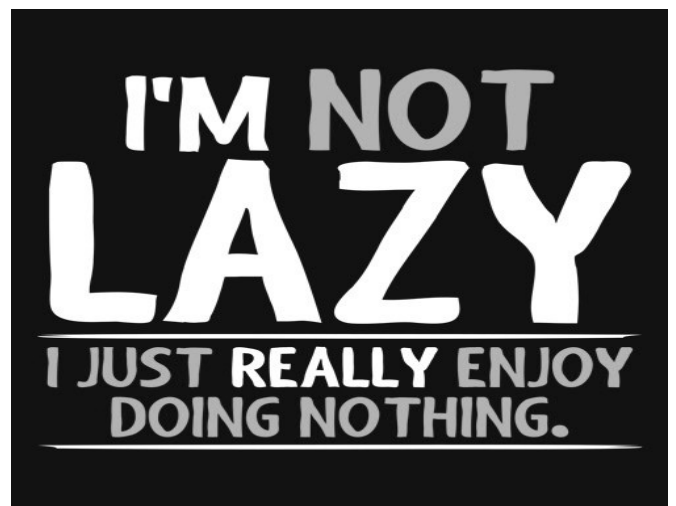


Seated from Left to Right: Don Onofrio, Ted Osinski, Jim Dowd, Jack Boisseau and Andy Lambert.
Standing from Left to Right: Bill Cole, Dick Starita, Bob Schaet and Bob Langevin.

We had a very good and TALKATIVE Time and were served VERY WELL by our Server, Danielle. As the plates were removed from the table, they were all empty.....so I guess that everyone enjoyed their meal and Adult Beverages.....not to mention the beautiful 'views' to be seen 🌅 in the dining area and on the water surrounding Shrimper's. Yes, a delightful 😊 several hours in many ways. The conversation(s) mainly involved UAL's recent Newspaper activity (Leggings & Deplaning of Passengers 🙄 - not good PR here!), CVS vs. Walgreen Drug Stores, Syria and Politically speaking what's going on in Wash. DC and the rest of the World. 🤔 Interesting to say the very least. I - PERSONALLY - am glad that I'm as 'old' as I am.....because I'm afraid that what's ahead of us is not as GOOD as what's behind us. But, the Jury is still out, so we'll have to wait and see...

That about it for now.....but our next TC RUPA Luncheon will be at Shrimper's (in Stuart, FL) on Tuesday, May 9th. If you happen to be in SE FL around that time, be sure to come and join us for a few hours, great stories, and good food with a variety of SPECTACULAR 'Views'.

Best Regards, *Bob Langevin* (The TC Scribe)



Williamsburg Virginia RUPA Luncheon

The RUPA Williamsburg Virginia group has been meeting monthly for breakfast since April 2016 with only about 3 regular attendees. This month we met at Victoria's restaurant in Williamsburg for lunch at 11:30 with a better attendance.



Pictured from Left to Right are: Jim Krasno, Bob Harris, Gean Rockhill, JoBeth Lynch, Paul Hottinger, and Vic Shumaker.

No formal presentations were made, but we had a lively discussion on a wide range of topics from changing the retirement age to 65 to medical ailments. We are looking for a way to encourage our Virginia Beach, Chesapeake, and Norfolk retirees to attend. *Jim Krasno*

The FAT Flyers RUPA Breakfast

The Fat Flyers met for breakfast on April 14. Welcome "new" member Jerry McKneely!



Seated left to right: Paul Nibur, Errol Mullins, Jerry Mc Kneely, Andy Bender, Rick Pamplin, Richard Jordan, Randy Bushore, Eric Mullins and Tom Rayl.

As one might have guessed, the main topic of conversation was the forcible removal of our passenger. One thing no one understands is exactly why United is taking the fall for this incident when it was a Republic flight, and the Airport Security folks did the removal. Yes, it is on United since we contract with Republic, but for Munoz to fall so completely on his sword seems unnecessary.

Anyway, we had a nice breakfast and we welcome any of our United family to join us on the 2nd Friday morning every month. Just call me, *Paul Nibur* at 559-289-2626 or drop me a line at p.nibur@gmail.com

**When I die I want my last words to be,
"I left a million dollars under the....."**

Dana Point RUPA Luncheon

As you can see by the picture, it was a very pleasant day on the Deck at Wind and Sea restaurant. Glad to see the Peggy and Ann here to enjoy our lunch group-- welcome ladies! Unfortunately, Cheryl Arp was not present to greet them. Cheryl was on sick list.



Front row Seated L to R: Ann Frisch, Peggy Dunkle.

Second row seated: Bruce Dunkle, Joe Udovch, Bill Rollins, John Arp, Jim Grosswiler, Bob Fuhrmann, Rusty Aimer and Ted Simmons. Standing in back: Jack Frisch, Bill Stewart.

In picture above, Rusty is showing the Hi sign for HNL his other hand had bandages on it from a conflict with a table saw. I now have got RID of my Radial Arm saw!

I talked with Carlos Bernhard who is well and doing well and will try to get our lunch. Seems his days in flying instruction conflicts with our Second-Tuesday lunch.

Much talk of what has happened with our good 'old' United! It was brutal to see a passenger haul down the aisle and tossed off!! Times have changed? Must be some way to stop this kind of brutal handling of a passenger! Seems that someone in the crew could have stopped this rough handling of a passenger!!! Or have we changed to the Russian way of handling 'over booking'!. Some other comments that came up:

-Now offering one free carry off -We beat our customers, not our competition- We treat like your luggage--A bloody good airline and many more!! Name withheld!

Harrison Ford's landing on the taxiway at Orange county airport was batted around a bit. No one hurt -No bent metal- No problem. He gets a slap on the back!?

John Arpis is going to Yuma for a couple of weeks next month. "We have a three-year contract with YPG (Yuma Proving Grounds) to do different type of parachute drop testing that the Army wants in order to support troops around the globe". Sounds like same very interesting Flying to be done.

Jim Grosswiler commenting on his St Kitts vacation--only drawback was when his wife got stuck in the hotel bathroom by a broken lock. When a service man came and rescued her he demanded money for the service call

Cheers to All, *Ted*

Tucson Toros RUPA Luncheon

After a hiatus of about two years, and at the suggestion of John Anderson, we finally got a group of pilots and spouses together for a luncheon, this time at Manuel's in Green Valley, famous in southern Arizona for its authentic Mexican food. It was nice to have lunch at a new place and nobody complained (to me at least) about the drive.

It must have been really good because there was a lot of loud conversation throughout the entire meal and nobody left early.

We'll try for another get together, sooner this time. Any suggestions will be greatly appreciated.

Randyryan40@msn.com.



Pictured are, clockwise from front left, Pam Ryan, Glenna Day Charlie Choate, Jack Hareland, Carl Hankwitz, Jim Walker, Tom Workinger, Barbara Treichel and now back down the right side Bill Treichel, Bev Workinger, John Anderson, Liz Hareland, Diana Raymond, Judy Choate, Chris Swenson, Mike Day and Randy Ryan.

Phoenix Roadrunners RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant on April 11th for our lunch. Attending were: Tom & Renee Libuda, Frank Soare, Harold Oas, John Baczynski and myself.

We had some discussions regarding the Tenerife accident. One friend talked to the copilot who survived and he said that the second officer got up to look out the window and the gear truck of the other plane took out the engineer station completely. So he would not have survived had he not gotten out of his seat to look. Another accident we discussed was the Pan Am accident, Flight 830 in August 1982 between Narita and Honolulu, where a bomb exploded. John Baczynski was the copilot on that flight. Interesting that the fuselage stayed whole even though a bomb exploded inside. Showed how sturdy the 747 was built.

Our next luncheon will probably be in October as lots of our members have left our Valley-of-the-Sun for the summer season. Spouses are always welcome. *Ken Killmon*

Ohio Cleveland Crazies RUPA Luncheon

The Cleveland Crazies meeting on March 16th, although a small turnout, was fun as usual for all concerned. The conversation was serious at times, but the stories from the past were great. And we had a few good jokes from Bob Olsen that made us all laugh. Our favorite server, Shayla, kept us in drinks and the food, as always, was excellent.



Left to right are: Monica Burrill, Dawn Lang, Bob Lang, Bob Olsen, Phil Jach, Shayla - our server, Joe Getz, Mike Holmberg, and Jim Burrill. Cheers, *Phil Jach*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Three cheers for the arrival of Spring! Winter in our area has its own special beauty, but now, with Spring, and the blossoms, flowers and buds all coming out...it is just even more beautiful. The Rogue Valley is noted for the pears grown here and thus a Pear Blossom Festival, run etc. each Spring. It is timed with the pear blossoms in bloom and the valley just glows. Beautiful time of the year!

Had our gathering last week at our haunt, The Pony Espresso, in Jacksonville, Oregon. While always fun to join forces, the lunch devolved into story after story of our 'famous names' from the past and all the many fun and some 'not so fun' stories about them. Too good to stop so we remained around the table far longer than normal....mainly laughing at the antics from the United of old and enjoying our good fortune to have been a part of it all.



Our group this month included seated left to right: Harvey Saylor, Art Lumley, Jim Jaeger and Leeann Fusco. Standing, Bob Niccolls, Steve Fusco, Scot Lee and Dan Kurtz. Cheers to all, *Bob*

San Francisco North Bay RUPA Luncheon

The North Bay RUPA group, inspired by Leon Scarborough, held its first gathering on *April Fool's Day*, in 2004. On April 5th of 2017, we celebrated the start of our fourteenth year of monthly lunch meeting, and were privileged to applaud Leon, as he was presented a beautiful plaque from RUPA, in appreciation of his years of dedicated service to his fellow pilots...Very Well Done, Sir! Barney Hagen did the honors of the presentation...

The meeting opened with a toast to all those friends who are no longer with us, then a brief business session, copies of UAL's hiring requirements, and comparative salary/contract, were passed around, and discussed, as was the pro's and con's of Spandex leggings. Our cook for the day was no less than the hotel's Executive Chef, and was most acceptable!



In Attendance were: Jules Lepkowsky, Mike and Natacie Tar, John and Carol Reed, Larry Whyman, Gardner and Sheila Bride, Rick Saber, Bill McGuire, Leon Scarbrough, Wayne Heyerly, Sam and Mickie Orchard, Bruce Mylan, Jim Mansfield, Bill Greene, Dick Lammerding, Barney Hagen, J. R. Hastings and Bob and Doris Donegan.

Los Angeles South Bay RUPA Luncheon

We met for our regular luncheon at Sammy's Wood Fired Pizza Restaurant. Though welcoming a sparse number of our regulars, we would like to honor Bill Horn. Many of our regulars were missing maybe because they were hoping for the Easter Bunny who was a no show. We also want to recognize the effort of Darryl Naegeli, who braved the busy 5/405 freeway to come from San Diego. It was a nice day and the freeway traffic wasn't too bad. Still 2 hours to come to our get-together is very much appreciated. We suggested that the Dana Point meeting is closer but on a different day.



Left to Right: Loyd Kenworthy, Bill Horn, who we were surprised and honored to have our super senior Capt. at (98), who car-pooled with Bob Gillette, Darryl Naegeli, Bob Gillette, Arvi von Nordenflych, Don & Sharon Crawford and Sue von Nordenflycht.

Continued Next Page

As we expected, the denied boarding event caused a fair amount of discussion. All that because the deadheading crew members could not travel on an earlier canceled United Express Flight. Things really do snowball!

An update on the LAX ground improvement project is now well underway. Check your "NOTAMS" before you get caught in the construction detours. With that building effort we are pleased about United's expansion at LAX.

As we all are hitting the magic senior citizen time, a lot of our discussion does center on health issues. While this epistle is not really meant for obituaries, I do want to extend our sympathies to the families of Capt. Clare A Lee, Capt. Ron Saunders and in February, Capt. Doug Rankin. All were loooong LAX pilots and now boarded their west bound flight.

The next lunch event is early: June 8, 2017. Check your e-mail updates as to the location. We will be checking with the Proud Bird to see if they are re-opening. Happy Easter, *Arvid*

Seattle Gooney Birds RUPA Luncheon

March 16, 2017 The first nice day in a wet month in Seattle brought out a happy crowd that filled the tables to capacity. Lots of happy conversations and remembrances during lunch was followed by a clever skit put on by Bud Granley and Herb Marks, complete with accents of an Irish Policeman, (Bud) and a London Attorney (Herb), who recruited Tom Smith as their straight man. Jack Brown gave a short talk about the memorial service for Ray Alverson, may he Rest In Peace, and described the civic services that he had been involved with. Dave Carver came up with a funny one -liner and Phil Scott read a good joke from an E Mail.

It was a successful event and we adjourned until next month.



Sitting: Bev Sindlinger, Margie Reid
Standing: Lee Johnson, Mary Brevik, Carol Granley and Jan Gilkey.



L/R: Mark Gilkey, Chuck Westphal, Al Haynes, Jim Barber, Dave Carver, Dan Mueller, Phil Scott and Bill Brett.



L to R: Bud Granley, Tom Smith, Herb Marks, Bill Stoneman, Hank Kerr, Fred Sindlinger, Bob Reid.
Not in pictures: Jack Brown, , Gary Dunn, Vince Edwards and Neil Johnson. *Herb Marks & Bill Brett*

Monterey Peninsula RUPA Lunch Bunch

We had 20 folks gather at Edgar's at Quail Lodge for our monthly luncheon. The recent passenger dragging incident and Oscar's damage control was a topic of great interest. Based on the terrible PR United is receiving it may be wise to try to travel and actually have a chance to get on as an SA.

Ken and Cheryl Bohrman recently returned from a medical missionary trip to the Philippines. Ken briefed the group on their trip and what they did to assist. Cheryl is a retired nurse and was able to help in the operating room while Ken...the pilot...helped where needed with logistics. Carlos Quintana had an old photo of Midway Island and told us about the time back in 1989 when commanding a B-747 SP he had a passenger onboard who was examined by 2 doctors and diagnosed with a heart attack. Carlos diverted to Midway where the Medical Clinic was able to stabilize the passenger. There was no pressure fueling available so the S/O had to hand fuel the SP from above the wing. They then flew on to SFO. B. S. Smith traveled to join us as well as Steve Filson from the East Bay.

I recently visited Dave Mackie at the Carmel Valley Manor Retirement Community. Dave is continuing to have trouble walking and is in the medical care facility. We enjoyed talking about our days at United and our fond memories of flying the 747 that will soon be retired forever.



There were conversations up and down the table and a great time was had by all. Joining together were our host Pete Walmsley....thank you Pete, Phyllis Cleveland, Ken and Cheryl Bohrman, Phil and Pat McClain, Ed Manning, B.S. Smith, Carlos Quintana, Milt and Sunee Jines, Jack Cowles, Steve Filson, Terry Huggins, Barrie and Sharon Nelson and Jane and Jon Rowbottom.

Our next lunch will be Wednesday, May 10th at 1130 and Edgar's. RSVP to Phyllis by noon the Tuesday before. *Jon Rowbottom*

PICKLES | Brian Crane



The Columbia River Geezer's RUPA Luncheon

The Columbia River Geezers showed up in force this past Wednesday the 12th of April. Lots of conversations around the table about Drone pilots, travel and of course the passenger de-boarding incident that occurred on a recent United Flight.



Left to right are: Lew Meyer IADFO, Bill Park LAXFO, Bill recently had both his knees replaced and post-surgery and after physical therapy he realized that he was 2 inches taller, I wonder if Medicare paid for that option? Sam Richardson SFOFO, Sam just returned from down under. During the Pacific NW winter time Sam and his wife travel to their home in New Zealand which is located approximately 145 miles south of Auckland on the East coast of the island. Steven Barry SFOFO, Steve just finished changing out a cylinder on his Cessna 170. Walt Ramseur SFOFO, this was Walt's first RUPA luncheon with the Geezers as he just moved from the SFO Bay area to southern WA. Walt was on the very front end of United/ALPA's CLR program as he was the first line pilot to be checked out to teach in the CLR program. Dick Ionata LAXFO, Mike Thomas SEAFO, Doug Howden SFOFO, Tony Passannante SFOFO, Rich Warden SFOFO, Rich is flying Corporate and just returned from spending 5 days laying over in Georgia sitting around the pool. He flew one of his clients and friends to Augusta Georgia where they attended the Master's Golf Tournament. You may notice that the Wx must have been perfect in Georgia as Rich is sporting a great tan. Bill Englund SFOFO and Ron Blash HNLFO.

Also present was Phil Swain SFOFO who had to leave early. I was able to snap a photo of Phil just before he left our table. Phil has a very active hobby that keeps him busy traveling, so we don't get to see or converse with him often. Phil trains Bird hunting dogs and is a highly recognized judge at Bird Dog Competitions around the country. Phil retired as a Navy Captain then went to work for United.



A great turnout of Geezers, total of 13. Hope to see you all again on the second Wed. of May. *Ron Blash*

SAC Valley Gold Wingers RUPA Luncheon

This is such a great time of year to be going to a luncheon and enjoying our time with a fun group of people. We had a very special visitor join us whose husband was a dynamic United pilot and huge contributor of ALPA and past editor of the *RUPANEWS*. Sheila Savage was our special guest who was married to Jock Savage. We thank her for coming to our luncheon and, of course, is always welcome in the future.

I expressed to our present group members that Cleve Spring is very interested in receiving missives from members for *RUPANEWS*. I expressed to them that anytime is a good time for an update on themselves or family members. I expressed my thanks to Leon Scarbrough for everything he has done for RUPA and wished him well in the future. How interesting it was that 2 young passengers were denied boarding because of "leggings" they were wearing on a flight from Denver. As it stands, they were pass riders and should have worn the proper clothing. Bottom line, dress properly as an employee. I reported that the last flight of the 747 was flown from Hong Kong to San Francisco. Very sad for those who flew that flight in their careers. We also passed on that employees may no longer use the Polaris Lounge when their seat assignment is either in Polaris First or Polaris Business. This is due to the popularity of the Polaris Lounge. The Polaris Lounge will be a great addition for our passengers transiting during stopovers. The merger of Continental Micronesia was discussed. Dave Leippe discussed the performance of the French Air Group at Mather Air

Field commemorating the 100th anniversary of the US entering WWI. Oh, we had a fun discussion of colonoscopies for us all. So, get behind me on this one. Lastly, I showed a video of Air Force One with presidents that have flown this wonderful aircraft. I was privileged to be a part of this unit in my active duty career. Now, there was not much snoring during the video but we did have some quick exits of our members. Ha Ha, I certainly don't blame them.



Left to right: John & Sharon Gorczyca, Jim Harty, Bob & Kathy Lynch, Shelia Savage, Marv Alexander, Al Fink, Ken Ledwith, Dave Leippe, Judy Whittington, Bill Authier, Jim Whittington, Linda & Ed Akin, Helen Violette, Andy Fossgreen, Rod Violette.

Thanks to all for attending. Such great RUPA members. And with that being said, be careful of that adverse yaw! Still Flying High, *John Gorczyca*

San Francisco East Bay Ruparian's Luncheon

We had another great luncheon in San Ramon at Primavera, and was enjoyed by all.

After lunch, Jerry Sickafoose mentioned that after an hour and twenty minutes, nobody had mentioned health! So...we spent an hour on health. Amongst the chit-chat, we commented on UAL's policy on removing unwanted paying customers from their assigned seats. Probably not the last we'll hear on this subject.

Our leader, Rich Bouska, and Georgia abandoned us in favor of a ski vacation. We welcomed first timer, Bob and Ann Frasier.



Attending were: Bob and Ann Frasier, Jerry Sickafoose, Lee and Shirley Francis, Jerry Udolhoven, and Neil and Tammy Dahlstrom.

Remember, we meet the second Wednesday at 1 PM at Primavera Ristorante, in San Ramon.

Go Warriors, *Neil Dahlstrom*

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*

United wins Google's 'Most Innovative Partner' award

UNITED  Google's travel team named United as its 'Most Innovative Partner' at a conference in Ireland. We prevailed over Virgin (VX) and Etihad Airways (EY), in addition to hotel companies, car rental providers and travel management companies.

How did we do it?

- We established a direct connection that allows Google employees to access their corporate negotiated rates directly on united.com instead of going through a third-party provider.
- We put creative pricing on Google's most competitive markets, enabling Google employees to save money, and us to secure a larger share of Google's business travel.
- We were recognized for our participation in Google's internal rewards program, which rewards employees with points when they save the company money during business travel.

"This is a proud moment for United," Western Sales Managing Director Anthony Toth said. "Customers have recognized the new spirit of United. This honor is a testament to the great strides we've made as a company and the collaboration between [sales](#), IT and ecommerce -- without that progress, this wouldn't have been possible."

Oscar shares 'proof, not promises' at aviation conference

Posted March 15, 2017



At the JP Morgan Aviation, Transportation and Industrials Conference in New York, Oscar highlighted the progress we've been making in delivering "proof, not promises" since we rolled out our corporate strategy on Investor Day: to be the best airline in the world for our employees, customers and investors.

Here's a brief recap of what Oscar presented:

- Earning employee trust and elevating leadership -- We've re-engaged our front-line workforce and we believe we have built the best executive team in the industry. "When you travel with United, and you interact with anybody from our company, and you ask them how they're feeling about their company and their future, you're gonna see some more positivity than you've seen before."
- Improving operational reliability -- We made significant improvements on all operating metrics in 2016, and 2017 is shaping up to be another great year.
- Creating the world's leading network -- We have the best network potential given our hub positioning in the five largest markets in the U.S. We're going to start realizing our network potential by improving connectivity through our hubs and by competing and winning in our local hub markets by offering products and flight times that appeal to customers, especially frequent business travelers.
- Delivering a highly competitive and profitable customer experience -- From products like Basic Economy to United Polaris business class, we plan to win back customers - and win new ones - across the price spectrum with differentiated products. Of the marketing investment in Polaris, Oscar said, "We should make a big deal of it; it's transformative. The pride from our employee base about seeing things like this in the press, going from what used to be 'What's wrong with United?' to an exciting 'What's next?' has been part of the overall strategy to reengage and get our employees a lot more enthusiastic about what they've done. It's not just about the customers, it's also about the employees and the pride they take in the product."
- Powering our business through technology -- IT represents our largest capital expenditure on an annual basis. "The apps that we provided to our employees are terrific. You don't see it [as customers], but you're going to feel it. Because one of the things that's important in a huge, operational logistics company is really around communicating."
- Building our future through financial strength -- Oscar spoke about questions he received early in his tenure about whether United should just cede ground and accept that we're always going to be number two in terms of margin: "We have a defined strategy with specific points that we think we can close the gap. All other things being equal, I understand the math that people worry about, but we have initiatives that are worth sizable amounts of money that can generate returns to shareholders and close this margin gap."
- Revenue and capacity -- Close-in bookings have remained strong, and a new revenue management system is on the horizon for later this year. We now expect full-year 2017 consolidated capacity growth to be 2.5-3.5 percent, versus our prior guidance of 1-2 percent, to align with our summer schedule plans. We also announced that we have lowered our full-year 2017 non-fuel cost per available seat mile (CASM) guidance from 3.5-4.5 percent to 2.5-3.5 percent.

Church Ladies with Typewriters!

At the evening service tonight, the sermon topic will be 'What Is Hell?'
Come early and listen to our choir practice.

United Airlines modernizes airport screening experience



United Airlines is enabling customers to move through the screening process quicker at its hub at Newark Liberty International Airport with the opening of a fully redesigned and consolidated security checkpoint in Terminal C. The redesigned checkpoint, which includes dedicated Premier Access and TSA Precheck security lanes, features 17 state-of-the-art automated screening lanes, making Terminal C the first checkpoint in the country to exclusively feature the new lanes.

“At United, we pursue relevant innovation in everything that we do, on the ground and in the air,” said Greg Hart, United’s executive vice president and chief operations officer. “The opening of our fully redesigned, state-of-the-art checkpoint in Newark – New York’s premier trans-Atlantic gateway – continues our commitment to use the latest technology to improve the airport experience for our customers.”

The launch of the redesigned security checkpoint and additional automated screening lanes at Newark marks the latest step in United’s ongoing strategy to leverage the latest technology to ensure customers have a reliable and enjoyable experience during their travels. United recently opened automated screening lanes at its hubs in Newark, Chicago and Los Angeles. Later this summer, United plans to install audio and visual enhancements at security checkpoints at several hubs, utilizing cutting-edge technology to provide customers with more information. The airline is also constructing a new, state-of-the-art customer check-in area and a consolidated security screening checkpoint in Terminal 7 at Los Angeles International Airport, which the carrier expects to open later this year.

United Airlines in recent years has introduced multiple enhancements in Terminal C to further meet the needs of its customers. In 2014, the airline opened a new Global Services reception lobby for its top frequent flyers and collaborated with OTG to unveil an elevated dining and retail experience in the terminal, with cutting edge technology, premier dining options and trendsetting design. Additionally, United launched its “p.s.” Premium Service at Newark Liberty in 2015, offering customers on transcontinental flights from the New York area the highest levels of service on the ground and in the air.

In February, United debuted its all-new United Polaris business class cabin on the airline’s new Boeing 777-300ER aircraft, which entered service flying out of Newark. The aircraft – and its United Polaris cabin interior – will initially operate between the airline’s hubs in Newark and San Francisco. United also plans to open an all-new United Polaris lounge in Terminal C later this year, offering customers chef-designed pre-flight dining, spa-like showers and sleep pods, a U.S. carrier first.

United moving 787 flying from Houston to Washington Dulles

Ben Mutzabaugh/USA TODAY



United Airlines customers can expect to see more of the carrier’s Boeing 787 “Dreamliners” flying from Washington Dulles starting this winter. United’s Dreamliners will take over the airline’s routes from Washington Dulles on several high-profile routes, including the carrier’s non-stop flights from Dulles to Beijing, London Heathrow, Paris Charles de Gaulle and Sao Paulo.

The move comes as United said it would close its 787 pilot base at its hub at Houston Bush Intercontinental, which was the carrier’s initial Dreamliner base when it began receiving its first 787s in 2012. United also has opened 787 pilot bases at its hubs in San Francisco and Los Angeles, airports from which the airline uses its Dreamliners for long trans-Pacific routes.

The news about the 787 shift was first reported by FlightGlobal reporter Edward Russell, who cited an April 6 company letter to pilots from Howard Attarian, United’s SVP of flight operations. Attarian billed the move

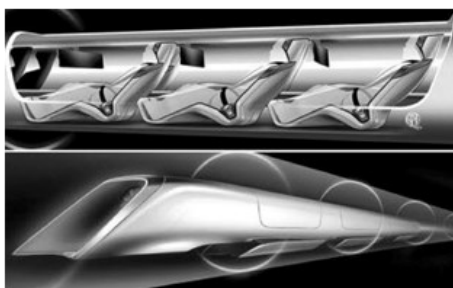
Continue Next Page

as one that would help United with schedules to reduce the amount of time its 787s will spend on the ground between flights. "Changes to our 787 flying will effectively add an entire 787 aircraft to our fleet for free," Attarian said in the letter to pilots. United's fleet currently includes 12 787-8s and 20 787-9s, according to FlightGlobal.

Attarian also stressed that the shift in Dreamliner flying would not result in any routes being dropped from Houston. Instead, Attarian said Dreamliner routes from Houston would be picked up by other aircraft. As examples, he said United would switch from a 787 to a Boeing 777-200 for its Houston-Frankfurt flights and to a Boeing 767-300ER on its Houston-Buenos Aires flights, according to FlightGlobal.

FlightGlobal called the 787 change the "latest from United in a larger effort to raise aircraft utilization across its fleet," noting the company has undertaken similar measures elsewhere in its network. "Improving our fleet utilization is an important initiative underway at United," Attarian is quoted as saying in the letter. "By flying our aircraft harder each day, we can grow the airline without actually adding aircraft to our fleet."

First full scale Passenger Hyperloop Capsule is being built



Hyperloop Transportation Technologies (HTT) has begun construction of the world's first full scale Passenger Hyperloop™ Capsule. This first capsule is the culmination of over three years and thousands of hours of design, research, and analysis.

Construction is underway for delivery and an official reveal in early 2018 at HTT's R&D center in Toulouse, France for integration and optimization. The capsule will then be utilized in a commercial system soon to be announced from the ongoing negotiations and feasibility

studies currently taking place around the world.

HTT's passenger capsule is being built in collaboration with Carbures S.A., a leading expert in fuselage and advanced materials construction in both aeronautics and aerospace. The final specs for the capsule are:

- Length: 30 meters (98.5 feet)
- Diameter: 2.7 meters (9 feet)
- Weight: 20 tons
- Passenger capacity: 28-40
- Speed: Up to 1223 km/h (760 mph)

"We are building the world's first full scale passenger hyperloop capsule," HTT CEO Dirk Ahlborn said.

"We are taking a passenger first approach to guarantee that safety is always our number one concern. It has been crucial in our development to go past the simple requirements of freight in order to build a better and safer system for everyone."

"This is a fascinating project utilizing our expertise and technology around the world," said Carbures Cofounder and Chairman Rafael Contreras. "We are pleased to work in this innovative, global, and important project."

"Carbures is a consolidated leader in the structural composites world with over 15 years of experience," said HTT Board Member Ramón Betolaza. "With over 1,000 employees, eight manufacturing plants and five engineering centers, they are the perfect partner for HTT."

Carbures works on a global level with fuselages for the aviation industry. Their global positioning is especially well placed for the growing number of regions, including France, Czech Republic, Slovakia, Indonesia, and the United Arab Emirates, currently working with HTT to develop Hyperloop™ systems with more regions to be announced soon.

"We have some of the best global talent as part of our team," said HTT Chairman Bibop Greste. "Tapping into this expertise ensures we are able to build not just faster, but better. Hyperloop comes to life because we're building this company in a smarter way."

Changes regarding employee access to the United Polaris lounge!



The response from customers, the media and employees toward United Polaris since its December debut has been nothing short of overwhelming. As many of you have seen firsthand, we truly have set the standard for business class travel, not only with our inflight amenities, but with the on-the-ground product as well.

Our United Polaris lounge at ORD, the first of nine such lounges, has become so popular that customers are spending more time there than we predicted -- which is great testament to how we are exceeding our customers' expectations.

Because of that, however, we've experienced overcrowding, particularly during peak times, and we need your help: We invite employees traveling positive space (PS) or space available (SA) with a seat assignment in United Polaris first or United Polaris business class to visit the United Club instead of the United Polaris lounge.

As of April 3, employees traveling PS or SA are no longer allowed access to the United Polaris lounge. As we add new lounge locations, we will re-evaluate employee access and update you on any changes to that policy.

Janet Tyse, United HR Services Training Manager

United Mothballing New Aircraft Thanks to Delayed Seats

Skift Take United's Polaris rollout may not go as quickly as originally planned thanks to a shortage of airplane seats. In the meantime, business travelers wait impatiently.

United has been making much ado about its new premium Polaris product, but full integration of the new cabin into the airline's fleet is being held up thanks to a lagging supplier. According to Woody's Aero Images on Twitter, two of United's new aircraft are going into storage rather than out into operation thanks to a lack of available Polaris seats.

United's Polaris seats are manufactured by Zodiac, a French company that specializes in aircraft interior design. Earlier this month, United's CEO Oscar Munoz admitted that he is "not happy" with the status of the relationship, reflecting his concerns about deliveries.

Zodiac, for its part, has maintained that it can keep up with production despite a somewhat mixed history around timely deliveries. Last year, American Airlines canceled a contract with the manufacturer after numerous delays, leading to an uneven rollout of its international business class. After similar difficulties at other carriers, Zodiac put itself up for sale in late 2016 and was purchased by Safran in January for \$10 billion.

Provided that the United-Safran relationship stays intact, the production delays simply mean that fewer travelers will see the completed Polaris product before the end of the year. Currently, United has an additional 13

777-300 aircraft on order and according to Flightglobal, the airline plans to retrofit the Polaris cabin onto 69 777-200s and 767s.

While the older aircraft wait for upgrades, many passengers will remain stuck in United's legacy business class layout with a 2-4-2 configuration - a largely unpopular cabin among the airline's business travelers.

Irrespective of the delays, United's Polaris cabin continues to rake in rave reviews among passengers. Last month the airline launched inaugural international service with the aircraft on a new route between San Francisco and Hong Kong. Business travelers on that route, in stride, rejoiced. Everyone else will unfortunately have to wait.

IN SCHOOL you're taught
a lesson and then
GIVEN A TEST
IN LIFE you're given
a test that teaches
YOU A LESSON

March 14, 2017

Two Free Checked Bags Policy

Retirees/employees are allowed to check up to two bags (up to 70 lbs each) free of charge on United and United Express flights ONLY when traveling space-available or on a confirmed myUADiscount ticket. All other tickets purchased directly from united.com or other websites, including tickets purchased using MileagePlus miles, do NOT qualify for the free baggage allowance. The eTicket receipt you receive when listing for passes or buying myUADiscount tickets will show the cost of two checked bags as \$0.

If you feel you were unfairly charged for bags, submit a “**Checked bag refund**” request form via united.com > Reservations > [Refund/cancelation policy](#). Next, use the drop down arrow under “Select a refund type” to choose “Checked bag refund” and fill out the request form. At the end of the process, you’ll receive a Refund Request Number that you can use to check the status of your refund directly from united.com.

Domestic growth plan & Atlantic summer seasonal flying New destinations for standby travel!

Effective Feb 16th United now has new service from DEN and SFO to BUR (Burbank). Also announced; new flights from EWR to AVL (Asheville, North Carolina), TYS (Knoxville, Tennessee) and SAV (Savannah).

Effective Feb 17th United’s “Bay to Bay” service began with daily roundtrip 737-900 service from SFO to TPA (Tampa, FL).

Effective March 10th daily service from SJC (San Jose, CA) will include ORD and EWR. Also, daily service EWR to MYR (Myrtle Beach, S.C.) has begun for the summer season.

On Feb 27th Scott Kirby wrote about United’s routes and growth plan. We are going on the OFFENSE and there will be 4 new domestic destinations this summer: CMI (Champaign, IL), COU (Columbia, MO), RST (Rochester, MN) and STS (Santa Rosa, CA). Read more on FlyingTogether:

https://flyingtogether.ual.com/web/content.jsp?SID=News&path=/Leadership/170227_Blog_UA-GrowthPlan.jsp

United has announced new summer seasonal service and added frequency across the Atlantic from EWR, IAD, ORD, IAH and SFO.

Exciting for SFO: a non-stop to MUNICH! Read about all the flights & effective dates here: https://flyingtogether.ual.com/web/content.jsp?SID=News&path=UnitedDaily/NewsPage_OtherStories/170303_5summerRoutes.jsp

Mexico Tourist Tax collected by invoice

Prior to October 2016, the Mexico Tourist Tax was collected at the Mexican airport as you departed (unless you were using a Mexican passport). Now the tax is no longer collected at the airport; retirees/employees who are not using a Mexican passport will be sent an invoice for it. At this time the technology is not in place to pre-pay the Mexico Tourist Tax in employeeRES. However, when listing for flights departing Mexico you will be required to pre-pay Mexican Departure Tax; the Mexico Tourist Tax is in addition to the departure tax.

Travel Discounts with ID90: cars, cruises, resorts, rooms

United has expanded its relationship with ID90 so we can get discounts when traveling for leisure. Discounts (some as much as 60% off) also apply to our eligible pass riders. Access the ID90 website via the banner in the left column in employeeRES, just beneath “ePass Balances” (which is reached from FlyingTogether > “Book a Flight”).

For more ID90 information: https://flyingtogether.ual.com/web/content.jsp?SID=News&path=UnitedDaily/2017/03_March/170306_2ID90.jsp ID90 has a phone and email support: 1-877-298-5233 and customersupport@id90travel.com.

For ID90 Questions/Answers: https://flyingtogether.ual.com/web/content.jsp?SID=Travel&path=/Integration/links/QA_ID90_travel.jsp

Note; to book FLIGHTS on almost all OTHER AIRLINES use **myIDTravelPurchase** to buy ZED tickets (click on the “OtherAirline InterlineTravel” tile on FT> “Travel”). For help and step-by-step instructions click on: **RAFA’s “OTHER AIRLINE Travel”**

More info: Basic Economy fares

Basic Economy tickets are now on sale to/from MSP (Minneapolis) and will expand to other markets later this quarter. First travel date: April 18th. Employees/retirees may buy myUADiscount tickets with BE fares, subject to fare rules and restrictions.

United is educating the public about BE via the Big Metal Bird series. To watch the video (it may take a while to load) go to this link: https://flyingtogether.ual.com/web/content.jsp?SID=News&path=UnitedDaily/2017/02_February/170221_9beFaresOnSale.jsp

For further “Basic Economy” information, visit FlyingTogether > Company > Products&Networks > “BasicEconomy.”

Got questions? Use “United ServiceAnywhere”

Retirees may use **USAW** to get answers about Pass Travel, HR policies and Employee Service Center items (retiree badge, name changes, etc). Requests may be submitted online, 24/7. It’s like a Google search within Flying Together; check it out!

Access “United ServiceAnywhere” by either:

- 1) On FlyingTogether “Home” page, scroll the tiles below the picture horizontally by clicking the YELLOW arrow buttons; find dark purple United ServiceAnywhere tile, click!
- 2) On Flying Together > “Employee Services” page, click on the dark purple United ServiceAnywhere box.
- 3) On Flying Together > “Travel” page, scroll down the RIGHT column to find the dark purple United ServiceAnywhere box, click!

Torgy’s Travel Tips (RUAEA Newsletter)

Trusted Traveler Programs

Three years ago, I wrote an article for this column describing TSA Pre[√], which was somewhat new at that time. Many of you may have periodically experienced the benefits of this program since then, even though you have never enrolled. That is now about to change as Customs and Board Protection (CBP) has announced the elimination of random selection, meaning only enrolled participants will qualify for this expedited security program. So, I’d like to assist you with what choices you have to make your airport security and international border crossing experiences work the best.

There are 5 programs to choose between if you’d like to bypass long waiting lines. All have costs, all require an application and some require an in-person interview. Take a look:

TSA Pre[√] ~ \$85, valid for 5 years

- Logo on your boarding pass allows entrance to expedited security lines at 160 US airports
- Shoes and jackets stay on during security
- Laptops can remain in your carry-on bag
- Liquids/gels/creams can remain in your carry-on bag
- 30 airlines participate (including 6 international carriers) during check-in process
- Quickest program to qualify for, usually 7-21 days

<https://www.tsa.gov/precheck>

Global Entry ~ \$100, valid for 5 years

Includes all benefits of TSA Pre✓ plus expedited re-entry to USA from foreign ports
Upon arrival into USA, proceed directly to kiosk for fingerprint verification and electronic customs declaration.

Receipt prints and you proceed directly to bag claim and exit

Requires rigorous background check and in-person interview

Takes 4-6 weeks for entire qualification process

<https://goes-app.cbp.dhs.gov>

NEXUS ~ \$50 valid for 5 years

Includes all benefits of both TSA Pre✓ and Global Entry plus expedited land crossing between USA and Canada.

Requires rigorous background check and in-person interviews with both US and Canadian Border Protection agencies

Can also include free iris scan to qualify for expedited air arrivals into Canada, if desired

Primarily beneficial for those living near the Canadian border who cross by car frequently

All vehicle occupants must have NEXUS when using these special lanes at the border

Takes up to 4 months (sometimes longer) to clear qualification process

<https://goes-app.cbp.dhs.gov>

SENTRI ~ \$122.50 valid for 5 years

Includes all benefits of both TSA Pre✓ and Global Entry plus expedited land crossing between USA and Mexico. Similar application procedures as NEXUS.

<https://goes-app.cbp.dhs.gov>

Clear ~ \$179 valid 1 year only.

Non-governmental company vetting your ID only

Proceed through blue “CLEAR” lanes at 22 US airports for fingerprint and iris scan

Escort will take you to beginning of regular (not TSA Pre✓) bag screening line

Operated by a private company, partially owned by Delta Airlines

Note: This service bypasses the normal TSA ID check line only.

All normal screening rules apply, i.e. take off shoes and jackets, take out laptops, etc.

<https://www.clearme.com>

How To Apply:

The process to apply for TSA Pre✓ involves an online application that takes about 5 minutes to fill out.

You must pay the non-refundable \$85 fee with a credit card at the time you submit the application.

(There are discounts available through Mileage Plus as well as several other credit card companies and loyalty programs, such as Hilton HHonors, Chase Sapphire Card and select American Express cards.)

You select the time and location (usually an airport) where you wish to be interviewed by CBP personnel.

Following your interview, you will receive an email, usually within 7 to 21 days with your “Known Traveler Number (KTN)” if you have been approved.

Global Entry, NEXUS and SENTRI applications take about 30 minutes to fill out online.

Payment of the non-refundable fee must be made at the time you submit your application and there are NO discounts.

Wait for an email granting you “Conditional Approval” which can take anywhere from 7 days to 4 months.

Select a time and location for your in-person interview once Conditional Approval is received.

During your interview, your Known Traveler Number (KTN) will be issued if you are approved and you may use it immediately for air travel.

The physical plastic card for NEXUS and SENTRI arrive by mail about 10 days later. You cannot use

the NEXUS or SENTRI driving lanes at the border without the card.

Lastly, once you have your KTN you need to enter it into your employee profile.

Go to flyingtogether.ual.com>employee res>quicklinks>employee profile

Select the blue line titled: Add/Edit Secure Flt Info and Travel Contact Info

Highlight your name and select the tiny "pencil" icon which means edit

Scroll down to Known Traveler Number, type in your number and select Submit.

Each time you fly, whether on a pass or with your 20% MyUADiscount ticket, the TSA Pre✓ logo will appear on your boarding pass granting you access to a quicker departure!

When flying on other airlines, enter your KTN when you make your listing or reservation.

First Boeing CST-100 Starliner Parachute System Test Launched Successfully



Boeing CST-100 Starliner Parachute System Test Launch lifted off successfully from Spaceport America in New Mexico.

In collaboration with teams from Boeing and White Sands Missile Range, a giant helium-filled balloon lifted off from Spaceport America in New Mexico, carrying a flight-sized boilerplate Starliner spacecraft up to about 40,000 feet where it floated across the San Andres Mountains for a parachute landing on the other side. The goal was for the spacecraft to reach the same velocity it would experience during a return from space and for the parachutes to deploy as planned.

"We took another step toward returning a domestic crew launch capability to the U.S.," said John Mulholland, Vice President and Program Manager, Boeing's Commercial Crew Program. "Our team is reviewing the data from this first successful test and gearing up for a few more drops that will enable us to qualify our parachutes for spaceflight." Data collected from these tests will be used to verify the parachute inflation characteristics and landing system performance, as well as the altitude and descent rate of the Starliner at touchdown.

"We are proud that Boeing chose Spaceport America as a test location for the CST-100 Starliner," said Daniel Hicks, Chief Executive Officer Spaceport America. "It's been a privilege to support this important endeavor in returning human spaceflight launch capabilities to NASA and the United States."

The results of these mission-critical tests will confirm that the Starliner's parachute system can stabilize and decelerate the crew module to a nominal terminal descent velocity, such that a landing on the Earth's surface can be safely accomplished.

Boeing's Crew Space Transportation CST-100 Starliner spacecraft is being developed in collaboration with NASA's Commercial Crew Program. The Starliner was designed to accommodate seven passengers, or a mix of crew and cargo, for missions to low-Earth orbit. For NASA service missions to the International Space Station, it will carry up to four NASA-sponsored crew members and time-critical scientific research. The Starliner has an innovative, weldless structure and is reusable up to 10 times with a six-month turnaround time. It also features wireless Internet and tablet technology for crew interfaces.

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

Boeing energy conservation program lauded by EPA



Boeing was recognized by the US Environmental Protection Agency (EPA) with a 2017 ENERGY STAR Partner of the Year – Sustained Excellence Award for the company’s continued leadership in protecting the environment through superior energy efficiency. Boeing received the award April 26 in Washington, D.C. This is the seventh consecutive year Boeing has been recognized by ENERGY STAR.

During 2016, Boeing improved energy efficiency, invested in key energy infrastructure and continued public outreach with its conservation message. Boeing’s key 2016 accomplishments in the U.S. include:

- Improving energy efficiency by 4.1 percent, a cumulative improvement of over 40 percent since 2009, all while reducing absolute energy consumption in 2016 by 2 percent and still delivering commercial aircraft at near-record levels.
- Absolute energy reduction of 863,000 MMBtu — equivalent to the annual energy use for 23,000 average U. S. homes.
- Replacing over 6,000 inefficient lighting fixtures with more energy-saving LEDs and making direct energy conservation investments of \$6.7 million to reduce energy use by over 77,000 MMBtu annually.
- Expanding the company’s environmental “Build a Better Planet” website to enhance employee engagement and share conservation messages and best practices in key forums and conferences.
- Expanding the Everett, Wash., site by 1.5 million square feet to include a new composite wing center built to LEED Silver specifications. Everett is home to the largest contiguous building by volume in the world.
- Reducing greenhouse gas emissions by 8 percent or 228,000 metric tons and water intake by 6 percent or 517 million gallons since 2012.

The 2017 Partner of the Year – Sustained Excellence Awards are given to a variety of organizations that have demonstrated continued leadership in energy efficiency. Winners comprise a spectrum from small, family-owned businesses to Fortune 500 organizations — representing energy-efficient products, services, new homes, and buildings in the commercial, industrial, and public sectors.

Boeing 787-10 Dreamliner completes first flight



The Boeing 787-10 Dreamliner took to the skies for the first time at Boeing South Carolina. The airplane, which is the newest and longest model of the 787 family, completed a successful flight totaling four hours and 58 minutes.

“The 787-10’s first flight moves us one step closer to giving our customers the most efficient airplane in its class,” said Boeing Commercial Airplanes President & CEO Kevin McAllister. “The airplane will give carriers added flexibility in growing their network routes and build on the overwhelming

success of the 787 Dreamliner family.”

Piloted by Boeing Test & Evaluation Capts. Tim Berg and Mike Bryan, the airplane performed tests on flight controls, systems and handling qualities. The 787-10 will now undergo comprehensive flight testing before customer deliveries begin in the first half of 2018.

“From takeoff to landing, the airplane handled beautifully and just as expected,” said Berg, chief 787 pilot. “The 787-10 is a fantastic machine that I know our customers and their passengers will love.” The 787-10 has won 149 orders from nine customers across the globe.

The 787 Dreamliner family is a key part of Boeing’s twin-aisle airplane 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 152 million people on over 560 unique routes around the world, saving a estimated 14 billion pounds of fuel.

FAA: Data Comm comes to New York



Data Comm, the NextGen technology that enhances safety and reduces delays by dramatically improving the way air traffic controllers and pilots talk to each other, is up and running at five airports in the New York metropolitan area: JFK, LaGuardia, Newark, Teterboro and Westchester. Minneapolis-St. Paul International Airport is also up and running. These airports were among the first to receive the critical system upgrade. The new technology supplements radio voice communication, enabling controllers and pilots to transmit important information such as clearances, revised flight plans and advisories with the touch of a button.

“Data Comm is helping to keep flights departing on time throughout the New York area,” said FAA Deputy Assistant Administrator for NextGen Pamela Whitley. “This significantly improves flight operations throughout the nation’s airspace, since one-third of all flights in this country each day fly to, from or through New York airspace.”

Members of the media toured the air traffic control tower at JFK and a jetBlue aircraft for a working demonstration of Data Comm from the perspective of controllers and pilots. Officials from the FAA, jetBlue, the National Air Traffic Controllers Association and the Professional Aviation Safety Specialists were on hand.

The improved efficiency provided by Data Comm saves an average of 13 minutes per flight in New York during times of heavy traffic congestion, typically caused by bad weather. More than 7,500 flights receive the benefits of Data Comm each month at the New York area airports – a number that continues to grow. Data Comm last year improved the flying experience for 10.6 million passengers on 70,000 flights departing from New York.

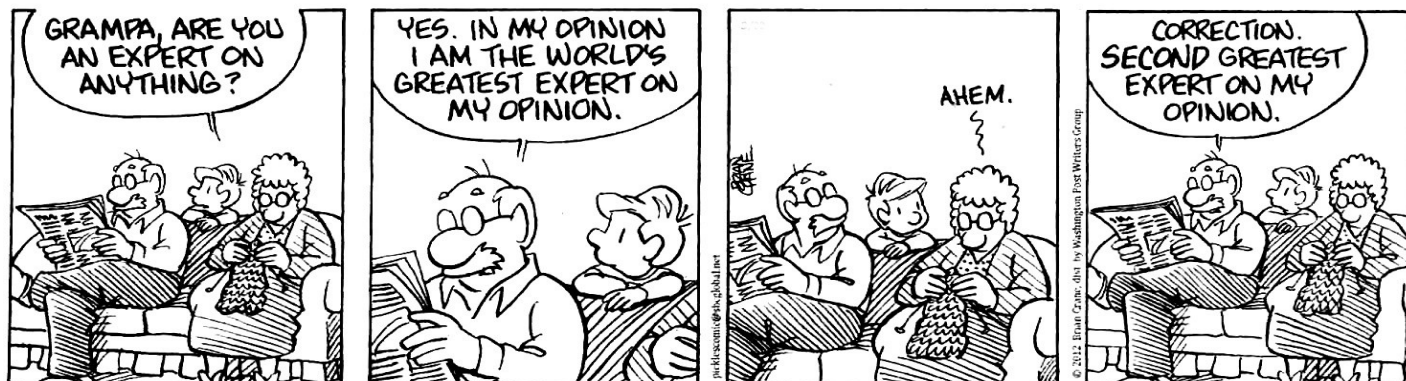
The technology is being used by eight other U.S. operators in New York – American, Alaska, Delta, Fed Ex, Southwest, United, UPS and Virgin America – and 22 international airlines. Data Comm is installed in 31 different types of aircraft.

Voice communications can be time consuming and labor intensive. For example, when planes are awaiting takeoff, controllers must use a two-way radio to issue new routes to pilots to help them avoid bad weather. This process can take 30 minutes or more, depending on how many aircraft are in line for departure. It also introduces the potential for miscommunication known as “readback/hearback” error.

By contrast, flight crews on planes using Data Comm receive revised flight plans from the controllers via digital messages. The crews review the new clearances and accept the updated instructions with the push of a button. Planes keep their spots in the takeoff line – or may even be taken out of line and sent ahead – enabling them to depart on time.

Data Comm is now operational at 55 air traffic control towers nationwide, following a rollout that was under budget and more than two and a half years ahead of schedule.

PICKLES | Brian Crane



FAA forecasts continued growth in air travel



The FAA released its annual Aerospace Forecast Report Fiscal Years 2017 to 2037, which projects sustained and continued growth in nearly every aspect of air transportation from general aviation private flying to large commercial airline passenger levels.

In commercial air travel, Revenue Passenger Miles (RPMs) are considered the benchmark for measuring aviation growth. An RPM represents one revenue passenger traveling one mile. The FAA forecast calls for system RPMs by mainline and regional air carriers to grow at an average rate of 2.4 percent per year between 2016 and 2037, with international RPMs projected for average annual increases of 3.4 percent per year. System RPMs are forecast to increase 65 percent during the 20-year forecast.

A key new portion of the forecast focuses on the growth in the use of Unmanned Aircraft Systems (UAS), also known as drones. The FAA projects the small model hobbyist UAS fleet to more than triple in size from an estimated 1.1 million vehicles at the end of 2016 to more than 3.5 million units by 2021. The commercial, non-hobbyist UAS fleet is forecast to grow from 42,000 at the end of 2016 to about 442,000 aircraft by 2021, with an upside possibility of as many as 1.6 million UAS in use by 2021. Pilots of these UAS vehicles are expected to increase from 20,000 at the end of 2016 to a range of 10 to 20 times as many by 2021.

Predictions for small UAS are more difficult to develop given the dynamic, quickly-evolving market. The FAA has provided high and low ranges around the hobbyist forecast, reflecting uncertainty about the public's continued adoption of this new technology. The FAA's non-hobbyist (commercial) UAS fleet size forecasts contain certain broad assumptions about operating limitations for small UAS during the next five years based on the basic constraints of the existing regulations: daytime operations, within visual line of sight, and a single pilot operating only one small UAS at a time. The main difference in the high and low end of the forecasts is differing assumptions about how quickly the regulatory environment will evolve, enabling more widespread routine uses of UAS for commercial purposes.

The FAA utilizes a variety of economic data and projections to develop its annual forecast, such as generally accepted projections for the nation's Gross Domestic Product (GDP). The FAA annual forecast is consistently considered the industry-wide standard of U.S. aviation-related activities. The report looks at all facets of air travel including commercial airlines, air cargo, private general aviation, and fleet sizes.

NASA study confirms biofuels reduce jet engine pollution



Using biofuels to help power jet engines reduces particle emissions in their exhaust by as much as 50 to 70 percent, in a new study conclusion that bodes well for airline economics and Earth's environment. The findings are the result of a cooperative international research program led by NASA and involving agencies from Germany and Canada, and are detailed in a study published in the journal *Nature*.

During flight tests in 2013 and 2014 near NASA's Armstrong Flight Research Center in Edwards, California, data was collected on the effects of alternative fuels on engine performance, emissions and aircraft-generated contrails at altitudes flown by commercial airliners. The test series were part of the Alternative Fuel Effects on Contrails and Cruise Emissions Study, or ACCESS.

Contrails are produced by hot aircraft engine exhaust mixing with the cold air that is typical at cruise altitudes several miles above Earth's surface, and are composed primarily of water in the form of ice crystals.

Researchers are most interested in persistent contrails because they create long-lasting, and sometimes extensive, clouds that would not normally form in the atmosphere, and are believed to be a factor in influencing Earth's environment.

"Soot emissions also are a major driver of contrail properties and their formation," said Bruce Anderson,

ACCESS project scientist at NASA's Langley Research Center in Hampton, Virginia. "As a result, the observed particle reductions we've measured during ACCESS should directly translate into reduced ice crystal concentrations in contrails, which in turn should help minimize their impact on Earth's environment." That's important because contrails, and the cirrus clouds that evolve from them, have a larger impact on Earth's atmosphere than all the aviation-related carbon dioxide emissions since the first powered flight by the Wright brothers.

The tests involved flying NASA's workhorse DC-8 as high as 40,000 feet while its four engines burned a 50-50 blend of aviation fuel and a renewable alternative fuel of hydro processed esters and fatty acids produced from camelina plant oil. A trio of research aircraft took turns flying behind the DC-8 at distances ranging from 300 feet to more than 20 miles to take measurements on emissions and study contrail formation as the different fuels were burned. "This was the first time we have quantified the amount of soot particles emitted by jet engines while burning a 50-50 blend of biofuel in flight," said Rich Moore, lead author of the Nature report.

The trailing aircraft included NASA's HU-25C Guardian jet based at Langley, a Falcon 20-E5 jet owned by the German Aerospace Center (DLR), and a CT-133 jet provided by the National Research Council of Canada.

"Measurements in the wake of aircraft require highly experienced crew members and proven measuring equipment, which DLR has built up over many years," said report co-author Hans Schlager of the DLR Institute of Atmospheric Physics. "Since 2000, the DLR Falcon has been used in numerous measurement campaigns to investigate the emissions and contrails of commercial airliners."

Researchers plan on continuing these studies to understand and demonstrate the potential benefits of replacing current fuels in aircraft with biofuels. It's NASA's goal to demonstrate biofuels on their proposed supersonic X-plane.

NASA's super 747 SOFIA: The world's biggest flying observatory

By Chris Sloan, of AirwaysMag.com



The Boeing 747SP named SOFIA is the largest flying observatory in the world, according to NASA. SOFIA (Stratospheric Observatory for Infrared Astronomy) is designed to observe light in the infrared spectrum in the universe that's not visible to the naked eye, and provides data that can't be picked up by any other telescope on the ground or in space.

Most telescopes, as we know them, observe light that's visible to the naked eye. SOFIA is important because it studies infrared light sources that have never been studied. The light you see with your eyes reveals only part of the universe. Astronomers observe many other types of "light" to expand our views of the universe.

Infrared light energy is just one strata of the electromagnetic spectrum. This includes visible light, X-rays, radio waves and other forms. Many objects in space emit almost all of their energy at infrared wavelengths. But they are invisible in visible light. In other instances, visible light is concealed by clouds of gas and dust in space. That's where SOFIA comes in. It provides data that can't be picked up by any other telescope on the ground or in space ... at least in the known galaxy.

Pamela Marcum, NASA's SOFIA project scientist, said the goals of the overall mission include "studying objects spanning the full gamut of astronomical topics including planets, moons, asteroids and comets in our solar system; star and planet formation; extra-solar planets and the evolution of planetary systems; the interstellar medium and interstellar chemistry; the nucleus of the Milky Way galaxy, and nearby normal and active galaxies."

SOFIA is a true multi-use observatory. Its instruments consist of cameras, spectrometers, and photometers. They operate at different infrared wavelengths. Some are dedicated to studying specific astronomical science phenomena. Other instruments serve a more general role but are capable of acquiring data simultaneously with another more specialized instrument.

I Know You're Mad at United but... ***(Thoughts from a Pilot Wife About Flight 3411)***

If there's one thing I have learned over the years, it's that there are always two sides to every story.

On April 9th, a very unfortunate incident played out on United Flight 3411, the video of which has since gone viral causing a mass social media uprising with an 'off-with-their-heads' mentality. I mean, across the board. Fire 'em all and let the gods sort it out later.

Look, I get it. When I first saw the video I was appalled too. To say that it was inflammatory would be putting it mildly. But it was also a situation that was escalated far beyond the boundaries of necessity. If a federal law enforcement officer asks me to exit a plane, no matter how royally pissed off I am, I'm going to do it and then seek other means of legal reimbursement. True story.

Knowing what I know about airport security, I'm certainly not going to run back into a secured, federally restricted area at an airport flailing my arms and screaming like a banshee...because, you know, that just happens to be breaking a major federal Homeland Security law. But that's just me. Obviously.

The moment I made that particular ill-advised choice, I would become an immediate and imminent threat to the aircraft's security. That's kind of a big deal. I mean, come on, I once actually had to remove my infant son's socks because they mimicked little baby sneakers. These guys mean business. I didn't like it. I thought it was just plain stupid, honestly. But instead of pitching a massive fit, refusing to comply, and bolting through the TSA checkpoint like an out-of-control toddler, I did the big girl thing—sucked it up, removed the offensive socks, and went on with my happy life, sans being tackled and dragged through the airport in handcuffs by a bunch of big men with guns.

Because if you choose to take advantage of the services the airport provides, you play by their rules. I know you're all out there screaming that the 'rules' are unfair, but I am a pilot wife. I remember 9/11. Do you? I want my husband, the father of my children, to come home. I want you to get home. That law exists to protect my husband. And your wife. And your grandmother. And your child. And you. I, for one, am glad for the law.

I'm not here to dispute the facts of 3411 with you. I am not interested in getting into an argument of opinion with anyone. We're all entitled to our own. I'm not arguing that what happened wasn't completely terrible—it was, on multiple levels. But I am suggesting that the general public take another look at the situation, ask a few more questions, gather a few more facts, and then create a less hostile and more intellectually wrought opinion about what happened. Because the media is giving you just enough information to keep you enraged—enough to keep their ratings up.

Things to consider:

- 1) "You can't just kick a paying customer off the plane!" Psssst! It's in the fine print. They can, indeed, do just that. And it's not an airline specific rule, it's a commercial aviation rule. Every ticket you purchase comes with a plethora of fine print—you know, the stuff we just click 'next' on without actually reading what we are agreeing to. Yeah, that. Well, it's in there, and you checked the 'I agree' box when you purchased your ticket. Kind of makes you want to read all those tiny words on your next phone update before you click 'I agree', huh? You should. United did not break any law, and he agreed to the policy and possibility of involuntary bump when he bought his ticket. And so do you.
- 2) "Kicking a paying customer off an airplane!? I'm taking my business to Southwest!" Ummmm, okay. But just be sure you understand that every major airline, Southwest included, has a similar policy for involuntary bumping in a 'must ride' scenario. Don't believe me? It's called the contract of carriage. If you're really bored, you can read Southwest's, or Delta's small print. Believe me, it's in there. This could have been any airline. In fact, it happens all the time. Most people just don't wrestle the feds in the aisle.
- 3: "So what's this 'must ride' nonsense anyway? They shouldn't bump a paying customer for a free employee ride!" I'm afraid you're going to have to take this up with the federal government, not United. And it's actually pretty important to you as an airline traveler anyway. They were not 'freeloading home.' That's

called non-rev and they have to wait in line behind your checkbook and often don't make it home to their families if flights are booked (believe me, I know). No, this was a must fly, a positive space situation. In layman terms, it means that a crew must be flown to an airport to man a flight in order to avoid cancellation of said flight due to crew unavailability. This is a federal DOT regulation, not an airline one. The airlines are required to do so to avoid disruption of air traffic. In other words, if there are no willing volunteers and they need seats to get a crew somewhere to avoid disruption of aviation flow, they can, will, must by federal regulation bump people for the better good of the 1000's. Why? Because one cancelled flight has a serious domino affect in the delicate, complicated world of connections and aviation law.

4: "It's the airline's fault for not planning better!" You obviously have no clue about the complexities of aviation travel and should do some research. There are about a million and one things that can cause a crew shortage including but not limited to weather, maintenance, weather, connecting flight delays, weather, FAA timeout regs, and did I mention weather? I wish I could control Mother Nature because I would be one filthy rich person. But I can't. And neither can United. So they inconvenience one, or four, to keep hundreds on track. Do the math. And of course, if we were on the other end of this thing, we'd be tirading and blowing up the internet because United didn't bump a passenger to make sure our flight didn't get cancelled and left hundreds stranded. Damned if you do; damned if you don't. We're a fickle crowd, we social media folks.

5: They shouldn't have picked the minority Vietnamese doctor! It's racist." That's just silly. Though federal regulation demands they involuntarily bump to prevent interruption of flights when necessary, each airline does have the leniency to determine how they choose the bumped passengers. They did not play spin the bottle or walk down the aisle looking for the Asian guy. Use your heads, people! There is a computerized algorithm that takes into account price of ticket, how long ago it was purchased, whether or not they can get the passenger to their destination in a timely manner, etc. It wasn't an 'Asian thing.' Stop, people. Just stop.

6: "United should go under for assaulting that passenger! Fire the entire crew!" Read the facts. United neeeever touched the passenger. In fact, by all witness accounts, the United flight crew remained calm and pleasant throughout the entire event, never laying hands on the passenger. They followed protocol as required by law. Once law enforcement became involved (also as required by federal protocol), United stepped out of the decision-making process. They had nothing to do with the rest. The passenger was forcibly removed by federal aviation security (the disturbing clip that everyone is talking about) after running back into the secured area after being escorted out once. Once he did that, like it or not, they (law enforcement) were under full discretion of the law to apply necessary force to remove the threat. I'm not saying it's pretty, but the only one who actually broke a law was the passenger. There's a reason for these laws—it's called 9/11. We can't have it both ways. But by all means, let's berate and punish an entire flight crew—in fact thousands of pilots, FA's, gate attendants, ground crew, etc.—because it makes us all feel a little better.

7: "You piece of **it!" I get that the passengers were upset, angry, maybe even confused. I get that you are too. After all, media is tossing you out chunks of bloody meat like you're a pack of starving wolves. But I'm seriously disgusted that the poor must ride crew that had to take those seats after the unfortunate mess that unraveled were verbally abused and threatened. Can you imagine the very uncomfortable position they were in? Then they were demeaned, belittled, threatened. Along with many others all over the internet and airports today. They were and are men and women doing their jobs to feed their families. Just. Like. You. They didn't have a choice. They didn't ask for this. They didn't assault anyone. They are not a corporation; they are individuals who need a job. They are my friends and maybe even my husband. There's a very fine line between what you despise and becoming what you despise. Many of the comments and actions I have seen perpetrated against United employees cross it. Don't become what you hate.

Like I said, I know you're mad at United, but there's much more to the story than hits the media fan.

I truly hope that this gives you something to chew on and gives you a smidgen more insight into the complexities of aviation. I'm not making excuses. I think there were bad decisions made on both sides. However, I am saying there are always two sides to every story. Make sure you consider them both.

Tailwinds. Angelia (A Pilot Wife)

Airline Quality Rating announcement to reveal best US carriers



When it comes to four key performance factors tied to customer satisfaction, American-based airlines appear to be heading in the right direction, according to preliminary results of the Airline Quality Rating (AQR), the longest running, most comprehensive study of the performance quality of the 12 largest airlines in the United States.

The 27th annual AQR, is conducted by researchers Dr. Dean Headley at the W. Frank Barton School of Business at Wichita State University and Dr. Brent Bowen of Embry-Riddle Aeronautical University's Prescott, AZ campus.

Key findings so far show that all four AQR factors – on-time performance, involuntary denied boardings, mishandled bags and customer complaints – improved for the airline industry in 2016.

“Some exciting news emerging from this most recent AQR is that airlines are listening to their customers and addressing the issues they care about,” said Dr. Headley, Associate Professor of Marketing Research at Wichita State. “There is across-the-board improvement in key factors directly impacting the traveling public’s interaction and experience with airlines.”

This year’s report also reveals the lowest rate of bumped passengers for the industry and the lowest rate of mishandled baggage for the industry since the AQR started in 1991.

The AQR findings cover the 2016 calendar year and rate the following airlines: Alaska, American, Delta, ExpressJet, Frontier, Hawaiian, JetBlue, SkyWest, Southwest, Spirit, United and Virgin America (last year’s No. 1 overall airline). In 2016, Virgin America announced a merger with Alaska.

“It will be interesting to see how the Virgin America-Alaska merger will pan out moving forward,” said Dr. Bowen, Embry-Riddle Prescott’s Dean of the College of Aviation. “But in the end, airlines with a solid commitment to their customers and those key experiences, like making sure your flight is on time or that your baggage isn’t lost or damaged, will always come out on top.”

As the most established measure of airline quality, researchers use a combination of performance-based data that allows comparison of actual performance among airlines most used by the public. This year’s announcement will be streamed live via Facebook. Full results will be available April 10.

Which U.S. Airline is the biggest? Which Foreign Airline Has the most U.S passengers?

By Ted Reed/thestreet.com

What is the biggest U.S. airline? Well, how do you want to measure?

The Bureau of Transportation Statistics recently released full-year 2016 statistics that showed Southwest as the leading U.S. airline in terms of passengers.

Airlines can also be measured with other metrics. By revenue, American is the biggest with 2016 revenue of \$40.2 billion. American edged out Delta, which had revenue of \$39.6 billion.

In the airline industry, revenue passenger miles is also an important metric. It measures the number of miles flown by a paying passenger. By RPMs, the largest airline is Delta.

In terms of international passengers traveling to and from the U.S., American is the largest airline, followed by United.

British Airways is the largest foreign airline in terms of carrying passengers to and from the U.S. Next is Lufthansa, then two Canadian airlines.

Now let's look more closely at the statistics.

First, here is the ranking, compiled by BTS, of the top U.S. airlines in terms of passengers.

Southwest moved up to first in passengers, after being second to American in 2015. While Southwest's passenger 2016 count rose by 5% from the previous year, American's fell by 1.6%.

Southwest's capacity, measured by available seat miles, grew 5.7% in 2016, while American's grew by 1%. Southwest's relatively rapid growth was panned by airline analysts, who believe that more capacity means lower fares.

On Southwest's earnings call in January, CEO Gary Kelly said, "Our seat growth is less than 3% in the first quarter, so our growth is absolutely beginning to slow."

Annual Airfare Study reveals the best times to buy flights



The findings of the Annual Airfare Study, which crunched 921 million airfares from 2.9 million trips to find the best and worst times to buy an airline ticket, were released in April.

For the second consecutive year, the study found that 54 days out is, on average, when travelers can get the best deals on domestic flights. However, the best timing depends on when and where passengers fly. The study found that the lowest fare for a given flight changes an average of 71 times between the time it's announced and the day the plane takes off. In other words, the price of a flight changes on average every 4.5 days, and each change averages \$33 up or down.

"People always ask why air fares have to be so crazy complicated," said Jeff Klee, CEO of CheapAir.com. "We try to share as much data and insight as we can to make the process a little less daunting." Klee added, "The most important rule is fairly obvious: don't wait until the last minute, as that rarely works out. But beyond that, you also want to be careful not to buy too early. I always suggest that travelers check fares early and often and get familiar with the market. Then, when you see a good deal pop up, grab it, because it likely won't last very long."

The Airfare Study identifies five booking windows in which travelers buy flights which CheapAir has labeled:

- "First Dibs" approximately 6 – 11 months in advance, when flights first open for sale and fares tend to be on the high side.
- "Peace of Mind" 3½ – 6 months in advance, when fares are at a modest premium but options abound.
- "Prime Booking Window" 3 weeks – 3½ months in advance, when airfares are the cheapest, on average. This is typically the best time to buy airline tickets.
- "Push Your Luck" 2 – 3 weeks in advance, fares can vary dramatically but are often rising significantly, particularly as flights fill to popular destinations.
- "Hail Mary" 0 – 2 weeks in advance, this is when airfares are highest, on average \$150 more than booking in CheapAir.com's "Prime Booking Window."

The study also examined whether the day of the week you click "purchase" makes a difference. The study found that there is on average less than a 0.6% (less than \$2) difference between purchase days of week. However, the day of the actual flight is a different matter. Tuesday and Wednesday are the cheapest days to fly, and Sunday is the most expensive, with an average difference of \$73.

Changes regarding employee access to the United Polaris Lounge



The response from customers, the media and employees toward United Polaris since its December debut has been nothing short of overwhelming. As many of you have seen firsthand, we truly have set the standard for business class travel, not only with our inflight amenities, but with the on-the-ground product as well.

Our United Polaris lounge at ORD, the first of nine such lounges, has become so popular that customers are spending more time there than we predicted -- which is great testament to how we are exceeding our customers' expectations.

Because of that, however, we've experienced overcrowding, particularly during peak times, and we need your help: We invite employees traveling positive space (PS) or space available (SA) with a seat assignment in United Polaris first or United Polaris business class to visit the United Club instead of the United Polaris lounge. Beginning on April 3, employees traveling PS or SA will no longer be allowed access to the United Polaris lounge. As we add new lounge locations, we will re-evaluate employee access and update you on any changes to that policy.

Elders who use tech tools feel less lonely, more physically fit

By Lisa M. Krieger



Use of computers and cell phones is linked to higher levels of mental and physical well-being among those over age 80. Forget bingo and shuffleboard. Use of computers and cellphones is linked to higher levels of mental and physical well-being among those over age 80, according to new Stanford research. And these elders — dubbed “the oldest old,” a generation typically ignored by the youth-obsessed tech industry — are motivated for the same reasons as digital-savvy millennials: to stay connected. “Using tech to connect with loved ones was related to higher life satisfaction, lower loneliness and general attainment of meaningful goals — being happy, independent,” said researcher Tamara Sims of the Stanford Center on

Longevity. Those who used technology to learn new information were in better physical health, her study also found. Expansion of elder-focused tech education and support could help those born in an era of Greta Garbo, Model T cars and vacuum tube radio, said Sims.

Americans are living longer than previous generations, and many want to stay at home. With digital tools, they can stay socially engaged — and reach out for help, if they need it. “I couldn’t do without it,” said Sal Compagno, 80, of Berkeley, president of the national World War One Historical Association. “It saves me infinite trips to the library.” Every morning, after his second cup of coffee, he answers emails about the war and his organization. Then he does research, which helps him stay abreast of any newly published academic studies. He also uses his PC to plan upcoming seminars — honoring the centennial of America’s engagement in the war — seeking conference venues, speakers and nearby hotels. He searches the web to find images for his World War I lectures to civic groups and schools, and then puts his presentation on a thumb drive for travel.

Ham radio operator Rudy Bahr, 93, of Mountain View uses a computer program that, in an earthquake or other crisis, can communicate radio messages directly to emergency operation centers, hospitals and other critical facilities. Created by the volunteer-run Southern Peninsula Emergency Communications System, it offers a direct connection that is more reliable than traditional email or cell services. In an emergency, his damage reports would “show up on the big screen — telling how many casualties, how many roads are out, if there are any building fires,” said Bahr, a retired engineer. “It is quite an elaborate operation.”

Saratoga’s Tsing Bardin, 78, and her husband, 85, use FaceTime with their children and grandchildren in Italy and in New York. “It is free and you can see them as you speak,” she said.

Google Calendar is the tool used by 91-year-old Lois Hall, of Palo Alto, to book appointments for one-on-one tech tutoring of other elders at a Computer Learning Center, sponsored by Palo Alto’s senior center Avenidas. She also uses computers to create informational fliers. She cherishes newsy or humorous emails from her son in San Jose and daughter in Cupertino. She also uses email to plan monthly dinners with friends. She uses Netflix to watch new episodes of the Canadian drama “Heartland.” With the holidays approaching, she’ll use it for shopping. “I find everything in the world on Amazon,” she effused. “I’ve loved computers forever.”

Sims didn’t expect to find much of a correlation between technology and well-being in adults older than 80 because these elders were considered to be the most unfamiliar with these technologies and the least likely to use them. Conventional wisdom holds that as people age, they perceive time as more limited — and prioritize meaningful interactions with their loved ones rather than learning new information or meeting new people. “I was going into it a little bit skeptical,” according to Sims, whose research is published in the current issue of the *Journal of Gerontology: Psychological Sciences*. She conducted the study with Andrew Reed, a former Stanford postdoctoral fellow, and Dawn Carr, an assistant professor of sociology at Florida State University. The research team surveyed 445 people between the ages of 80 and 93, online and over the phone. Elders were asked about their motivation for using cellphones, personal computers, video streaming services and other digital tools. Contrary to stereotypes, most of the adults over 80 said they used at least one

technological device regularly, and doing so was related to higher levels of self-reported physical and mental well-being, reported Sims. “The key here is that if you get them using these technologies, we could probably see some real benefits to quality of life in very old age,” she said, in a prepared statement.

Interviewed elders said that tech tools could be improved to ease their use. “I wish they would make it easier to comprehend the terms that comprise the Internet,” said Compagno, who avoids unnecessary “bugles and bangles” when using computers. “Computers keep improving, but with improvement comes more language — and you have to keep up with it.” Bahr prefers the efficiency and simplicity of a conventional cellphone over a smartphone, saying the multiple steps are an impediment to use. What’s challenging, he said, “are all the steps you have to go through to operate the latest technologies. You can look up all these steps and do it, then two days later, you forget.” Another common frustration, said Hall, is navigation — for instance, learning how to move photos from iPads and iPhones to the computer. When she sets up tutoring sessions, she matches elders with specific questions to volunteers with that type of expertise. She, too, was initially stumped — but with time, patience and training, improved. “I struggled along and eventually found classes,” she said. “I’m fascinated by computers and wanted to figure it out.”

Try these tips to protect the brain



The latest Alzheimer's research has a clear theme: Change your lifestyle to protect your brain. It will take several years for scientists to prove whether some experimental drugs could at least delay Alzheimer's disease. Whatever happens on the drug front, there are generally healthy everyday steps people can take - from better sleep to handling stress to hitting the books - that research suggests that it might just lower the risk of Alzheimer's.

Here are five tips to help guard your brain against memory loss:

Get better shut-eye: Studies of more than 6,000 people linked poor sleep quality - and especially sleep apnea - to early memory problems called mild cognitive impairment, which in turn can raise the risk of later Alzheimer's. Other research showed poor sleep can spur a brain-clogging protein named amyloid that's a hallmark of Alzheimer's. Talk to your doctor if you're having sleep problems, advises Dr. Kristine Yaffe of UC-San Francisco: "Sleep disorders are so common, and we think many are quite treatable."

Exercise gray matter: Seniors often are advised to work crossword puzzles, take music lessons or learn a new language to keep the brain engaged. The protective effects of learning may start decades earlier in life. Learning and complex thinking strengthen connections between nerve cells, building up "cognitive reserve" so that as Alzheimer's brews, the brain can withstand more damage before symptoms become apparent.

Get moving: What's good for the heart is good for the brain, too, and physical activity counters a list of damaging problems - high blood pressure, diabetes, high cholesterol - that can increase the risk of memory impairment later in life.

Don't forget mental health: Late-life depression is a risk factor for Alzheimer's. Harvard researchers found loneliness is, too, accelerating cognitive decline in a study that tracked more than 8,000 seniors for over a decade.

Eat healthy: Diets high in fruits and vegetables and lower in fat and sugar are good for the arteries that keep blood flowing to the brain. Type 2 diabetes, the kind that is linked to excess weight, raises the chances of developing dementia later in life.

Medicare: Policy, Advocacy and Education Website

This is a very valuable website that's chock full of information, but sometimes help is needed to go through the information. See the telephone consultation information in the next paragraph.

<http://www.cahealthadvocates.org/basics/index.html>

Your Brain, Your Disease, Your Self

Gray Matter By Nina Strohming & Shaun Nichols/The New York Times



WHEN does the deterioration of your brain rob you of your identity, and when does it not? Alzheimer's, the neurodegenerative disease that erodes old memories and the ability to form new ones, has a reputation as a ruthless plunderer of selfhood. People with the disease may no longer seem like themselves.

Neurodegenerative diseases that target the motor system, like amyotrophic lateral sclerosis, can lead to equally devastating consequences: difficulty moving, walking, speaking and eventually, swallowing and breathing. Yet they do not seem to threaten the fabric of selfhood in quite the same way.

Memory, it seems, is central to identity. And indeed, many philosophers and psychologists have supposed as much. This idea is intuitive enough, for what captures our personal trajectory through life better than the vault of our recollections?

But maybe this conventional wisdom is wrong. After all, the array of cognitive faculties affected by neurodegenerative diseases is vast: language, emotion, visual processing, personality, intelligence, moral behavior. Perhaps some of these play a role in securing a person's identity. The challenge in trying to determine what parts of the mind contribute to personal identity is that each neurodegenerative disease can affect many cognitive systems, with the exact constellation of symptoms manifesting differently from one patient to the next. For instance, some Alzheimer's patients experience only memory loss, whereas others also experience personality change or impaired visual recognition. The only way to tease apart which changes render someone unrecognizable is to compare all such symptoms, across multiple diseases. And that's just what we did, in a study published in *Psychological Science*.

What we found runs counter to what many people might expect, and certainly what most psychologists would have guessed: The single most powerful predictor of identity change was not disruption to memory — but rather disruption to the moral faculty. We surveyed 248 family members of people who had one of three types of neurodegenerative disease: Alzheimer's, A.L.S. or frontotemporal dementia.

Frontotemporal dementia is the second most common form of dementia after Alzheimer's. It obliterates executive function in the brain, impairing self-control and scrambling the moral compass. People with the disease are prone to antisocial outbursts, apathy, pathological lying, stealing and sexual infidelity. In one part of the survey, we asked the family members questions designed to evaluate identity persistence. For instance, did they feel like they still knew who the patient was? Did the patient ever seem like a stranger? We found that people with frontotemporal dementia exhibited the highest degree of identity change, and that people with A.L.S. exhibited the least. People with Alzheimer's were somewhere between these two extremes. While this result was suggestive, it still didn't tell us which specific symptoms were causing the patients to no longer seem like themselves. For this, we would need to collect a detailed history of the scope and extent of the symptoms that each patient had experienced.

So in another part of the survey, we asked about basic cognitive faculties, like executing voluntary movements and object recognition; about the patient's memory for words and facts and autobiographical details; about emotional changes like agitation and depression; about nonmoral personality change, like extroversion, sense of humor, creativity and intelligence; and about moral character and moral behavior changes, such as empathy, honesty and compassion. We found that disruptions to the moral faculty created a powerful sense that the patient's identity had been compromised. Virtually no other mental impairment led people to stop seeming like themselves. This included amnesia, personality change, loss of intelligence, emotional disturbances and the ability to perform basic daily tasks. For those with Alzheimer's, neither degree nor type of memory impairment impacted perceived identity. All that mattered was whether their moral capacities remained intact.

As monstrous as neurodegenerative disease is, its powers of identity theft have been greatly exaggerated. Remarkably, a person can undergo significant cognitive change and still come across as fundamentally the same person. What makes us recognizable to others resides almost entirely within a relatively narrow band of cognitive functioning. It is only when our grip on the moral universe loosens that our identity slips away with it.

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

DENNIS M. KUDLAK—Erie, PA

It's been two years since my retirement and it was a career that has exceeded my wildest dreams. Retiring after 26 years as a captain, I have logged more than 30,000 hours, flown roughly 14.5 million miles and have landed at 98 destinations on six continents.

I've done the hard part: spent a lifetime getting out of bed and going to work, taken care of my family, volunteered my time with many organizations and saved for retirement. But what exactly do you do to fill all your hard earned free time? Retirement is a stage of life that everyone in the rat race looks forward to. It proves that you paid your dues to society, worked for a lengthy period, and now it's time to open up the next chapter of your life.

About 17 years ago I became a greater believer in my faith and wanted to start drawing on my perspectives and experiences to help others draw closer to understanding God and his ways. I felt it was an inner clarity about pursuing the Permanent Diaconate, which I did for the next five years and was ordained a Permanent Deacon for the Diocese of Erie in 2002.

I believe that my airline career, being a parent, my ministry as a deacon, and my tough experiences in life, have all taught me incredible lessons. I wanted to draw on my perspective and experiences and share them with others. So decided to write a book called "Air Born Again," which I hope will be a source of inspiration and hope too many. It weaves my stories from three "seats," of being a pilot, deacon, and a suffering human being.

I have published this book through Amazon.com and it can also be found on my web site: dennismkudlak.com for additional information.

Dennis

PETE MAURY—Florence, OR

Hi Gang, Another year, life is good. Slowing down a bit, still keeping busy with volunteer work. Elks, Florence Airport manager a couple or three times a month.

Bea and I did the RUPA cruise last year, had a wonderful time and looking forward to Copenhagen and the Celtic Adventure in July and August. Air Cana-

da over and back. We did make Palm Spring in November and December, spent time with friends in Dana Point and Newport Beach while we were there. Crowded!! Rest of our travels have been closer to home enjoying the sites in Oregon.

Rick doing fine with American, Bob about the same, the two Great Grands are great.

I see those young whippersnappers, Sam Spayd and Dick Markee at the airport from time to time.

Thanks to the crew for all the work in getting the *RUPANEWS*. I enjoy it and read it cover to cover.

Pete & Bea

TERRY TRUE—Mundelein, IL

I actually got my dues check in the mail during my birth month this year. No small feat for one of such an advanced age.

Finally retired for good last year after 17 years of corporate/charter flying. It was an interesting second career after the mandatory airline retirement, but just got tired of the recurrent training and FAA medical hassle.

Jerry retired the first of the year after 19 years as a United F/A, so we will actually be home together for however much time we have left. Our first major change will be leaving Illinois this summer. We purchased a home in Valparaiso, IN, which is 20" away from son, daughter-in-law, and grandsons, which is currently a two-hour drive. The boys are 3 years and 6 months and we're really enjoying being grandparents.

Other than prostate enlargement surgery last year, health has been good. Guess there are some benefits to working out three times a week, even though I have to force myself to do it. Never understood those people who say how great they feel after working out. All I want to do is take a nap.

I'll miss the Greater Chicago Area Group Luncheons after we move, but thanks to those who publish the *RUPANEWS* I'll be able to keep in touch.

Terry, ORD-LAX-ORD

WAYNE WALCZAK—Leander, TX

Another year gone by and eleven years since the forced retirement mandated by the age 60 rule.

The years have gone by quickly with no major health issues except for the sore back that yard work leaves. Have gone to work for Flight Safety Interna-

tional in San Antonio as an instructor of the Cessna CE-550 and the CE-560. The company is now owned by that rich guy living in Omaha, NE, and the pay is a middle class salary with full benefits to boot. Just got an email from the hierarchy stating that they are in want of instructors at various centers. If you're interested in part time or full time work, check out the Flight Safety website. I was out of aircraft for five years, was a bit rusty, but the company was fairly liberal with the time it took for me to get up to speed. I thought acquiring the book knowledge of an airplane built by Cessna would have been an easy task, but I was wrong. Haven't worked so hard in a long time, burning the midnight oil just to learn the engineering of the Cessna product! But I have now qualified to teach in the simulators and about to be qualified to teach all the ground school portions of the syllabus. I think my learning curve was much more elastic when I was younger! My commute from Austin is 97 miles one way, which has forced me to get a one-bedroom commuter apartment. I have convinced myself that the RON's are like layovers- some TV, late night snack, and a firm mattress! Payday is on the first and fifteenth of the month with a 401K and full insurance benefits, so I will put up with the inconvenience for a while.

Nani has not returned to work due to continuing problems with her knee replacement done over a year ago. She has continued with physical therapy, but has not been able to recover a consistent bend to allow for squatting or kneeling. But she is a trooper and continues to work toward a goal of full movement. Patience, persistence, progress! Working with athletic trainers who know how to use their physical therapy skills to rehabilitate should go a long way to get Nani back to normalcy. A better quality of life, something we all wish to have as we age, is the ultimate goal.

Have done some travel this past year using vacation passes, making a couple of RUPA luncheons, and visiting grandchildren. Hope to make a few more of those luncheons in 2017/2018, because I really enjoy the conversations with folks whose memories are short on details but great on embellishments!

Taking my vitamins daily along with exercise is getting me closer to my goal of 124 years when you will read about my demise in the 2070 issue of the *RUPANEWS*.

That's about it for now, and if you happen thru Austin, give a shout so we can commiserate over an adult beverage. Aloha, *Wayne*

IN MEMORIAM

ROBERT LEE BRAGG

Robert Lee Bragg, aged 79, died in Harrisonburg, Virginia, on 9 February 2017 at Sentara RMH. He was born in York, Alabama, 14 September 1937.

Robert graduated from U.M.S., a private military school, in Mobile, Alabama. He attended Auburn University where he was a member of the Arnold Air Society, an R.O.T.C. Honorary society, and was the founder of the Pershing Rifles, another R.O.T.C. military honorary society.

He graduated from Auburn University in 1959 with a degree in Aeronautical Administration and a commission as a second lieutenant in the United States Air Force. While in the Air Force, he flew the T-34, T-37, T-33, C-121C Constellations, and C-130E Hercules. After leaving the Air Force in 1964, he was employed by Pan Am.

On 27 March 1977, while a first officer with Pan Am, he was in what is still known as the world's worst commercial aviation accident in history at Tenerife, in the Canary Islands when his B-747 was struck while on the runway by a KLM B-747 in which 583 individuals perished. For his efforts in assisting fellow crewmembers and passengers, Robert received the President's Award for Heroism, the FAA's Achievement Award, and the Flight Safety Foundation's Award for actions during the accident. He maintained a website on the Tenerife crash, <http://www.tenerifecrash.com>, and produced a DVD which assessed the interrelated factors associated with the crash.

After joining United in 1987, he flew as Line Check Airman. He also operated several of United Airline's inaugural flights, such as the first flight from Miami to London, England, the first flight from Los Angeles to Frankfurt, Germany, and the first flight from Los Angeles to Beijing, China. Additionally, he flew the first military charter "Desert Storm" flights. Throughout his career, he accumulated over 35,000 flight hours.

Both before and after retirement, he worked as a consultant for ABC, CBS, NBC, and the BBC. Most

recently he appeared in two documentaries shown on the History and Discovery channels. His articles on aviation have also appeared in international publications. At the time of his death, he was collaborating with his wife on several books, one of which is tentatively entitled Robert's Rules of Aviation.

He is survived by his wife, Dorothy A. Boyd-Bragg, Ph.D. They resided in McGaheysville, just outside of Harrisonburg, Virginia.

THOMAS EDWARD COSGROVE, JR.

Thomas Edward Cosgrove, Jr. of Potomac, MD died peacefully at home on March 28, 2017 after a long struggle with cancer and suffering a series of strokes. He was born June 21, 1930 in Wilkes-Barre, PA and was raised in Philadelphia. Tom graduated from Roman Catholic High School where he was an outstanding athlete and was later voted Best High School Football Center from 1900-1950 by Philadelphia newspaper sportswriters. He graduated from the University of Maryland, College Park, where he was a member of Phi Delta Theta fraternity, Gate and Key honor society, Who's Who in American Colleges and Universities and played on the school's basketball team for two years. He was an All-American Center under the legendary football coach Jim Tatum. He played in the Gator, Orange and Sugar Bowls, as well as the North-South Shrine game, the Senior Bowl and the College All-Star game. In 1952 Tom was honored with the Coaches' Award for the team's most outstanding offensive lineman. In 2005 he was inducted into the University of Maryland's Athletic Hall of Fame. He was drafted by the Cleveland Browns and quickly traded to the Baltimore Colts. He was with the Colts for two years when an ankle injury ended his career.

Tom served in the U.S. Air Force where he earned his pilot's wings. After leaving the service he flew for Capital Airlines and then for United Airlines, retiring in 1990.

Tom is survived by his wife of nearly 63 years the former Marguerite (Peggy) Isabelle Wilson; eight children; 27 grandchildren and four great-grandchildren.

GARET B. JENKINS

Garet B. Jenkins, 85, succumbed to a pulmonary embolism on February 28, 2017.

He was born September 2, 1931, grew up on a rice farm in the Cajun country, and graduated from high

school in Eunice, Louisiana. Garet began studying geology at the University of New Mexico in 1948 for two years, while working in the kitchen on campus to pay for private flying lessons, and then joined the Navy, where he served with distinction as an F9F Panther pilot, on the U.S.S. Princeton, in the Korean War. His squadron and a sister squadron were the basis for the James Michener book and movie, "The Bridges of Toko Ri." He flew a total of 84 combat missions and was awarded the Air Medal at least 6 times that we know of, as well as a citation for bravery, which stated that he flew into heavy flak at great risk in order to suppress and destroy a major enemy anti-aircraft emplacement in North Korea, which had been wreaking havoc on our fighter-bombers.

After the war, he set an altitude record for one type of training aircraft, at 48,000 feet, before returning to his geology studies, at Louisiana State University. One year before graduation, he decided his real love was flying and he left LSU and became a pilot with Capital Airlines. He retired from United in 1991. While with Capital he married a beautiful Delta flight attendant, Wendy Copitka, who shared the rest of his life with him. They lived in San Juan Capistrano, California from 1968 until his death.

A lifelong stock investor, Garet applied himself avidly to investing and trading in stocks and options after his retirement, and he did so very successfully right up to the end. Treating investing like a job, he could be found at his computer every weekday morning at 6:30 when the stock market opened, staying on top of anything that might affect his investments, and adjusting positions accordingly.

Until February of 2017, he walked a mile to a nearby athletic club in Capistrano almost every day of his life and worked out hard at the gym, and as a result was healthy and fit until the last few weeks of his life.

Garet is survived by his wife, Wendy, and their two children.

CHARLES A. MC KINNON

Charles "Chuck" McKinnon, 101, died March 30 in his hometown of Trussville, Alabama.

Chuck learned to fly in a Waco bi-plane from an auto racetrack on a site that is now Hartsfield-Jackson Atlanta International Airport. Famed air racer



Doug Davis provided him flight lessons in exchange for washing and waxing his aircraft. After graduating from Georgia Tech in 1939 with degrees in engineering and business, he continued his career as a pilot when he joined United in December, 1940, which had won a contract to fly supplies to troops during WWII. He is believed to be the last living member of the "Tracy Aces," an unofficial title given to United Airlines pilots who had trained together in Tracy, California. Chuck resigned from United December 31, 1953 and in 1954 joined IBM to found its flight department. He flew the company's first business aircraft, a twin-engine piston Aero Commander, which transported engineers to various sites across the country. He led the department until his retirement in 1977.

"Chuck was a trailblazer for business aviation," said Natl. Business Aviation Assn. (NBAA) president and CEO Ed Bolen. "The industry would not be the same without a visionary like him. He worked tirelessly to promote the many benefits and opportunities of business aviation, both in the U.S. and abroad." During his tenure he opened a satellite flight department at Le Bourget Airport in Paris in 1960, and a decade later worked to save the airport when Charles de Gaulle Airport began operations. He also was active with NBAA, serving as a representative on a committee to standardize cockpit instrumentation and aircraft flight-handling characteristics.

During his career, Chuck flew four U.S. presidents, two kings and several astronauts. NBAA presented its John P. "Jack" Doswell Award to him in 2010 in recognition of his lifelong individual achievement in support of business aviation.

BRUCE P. SMITH

Bruce P. Smith, 94, born November 4, 1922, passed away on March 9, 2017.

Over his lifetime, he was a dairy farmer, carpenter, World War II pilot, shoe repair shop owner, auto body detailer, mechanic, and ended his career with his favorite occupation: a United Airlines pilot.

Bruce was drafted during WWII, and became an Aviation Cadet Program. His first flight was in a Taylorcraft L2. He graduated in September of 1944 with over 100 hours and completing advanced train-



ing. From there, Bruce went on to train in P-40s and P-47s. He was assigned to the 9th Air Force group and was given a 10-day leave before they were to invade Japan. While on leave, the atomic bombs were dropped on Hiroshima and Nagasaki. The war ended and Bruce was discharged, thus ending his three-year military career.

After returning to his hometown of Orland, CA, he worked different jobs for five-years until one day, he came across a United Airlines building. He applied for a job as aircraft mechanic, but the interviewer saw that he had the required 500 hours (he had 580!) of flight time from his military service and urged him to apply for a pilot's position. After completing training in the DC-3, he was assigned to Chicago. He flew his first trip as a DC-3 co-pilot between Chicago and Washington, D.C.

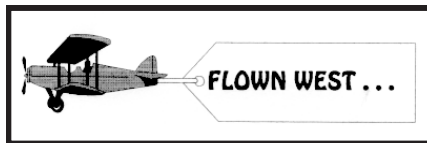
During the early days of flying, he once asked a captain after an easy trip, "Don't you feel guilty about picking up your paycheck after a dream trip like this?" Without missing a beat, the older Captain said, "Look, son, I earned my pay for the year one night last February!" And Bruce eventually learned what he meant by that, since he'd certainly had his own share of "one night last February" trips.

Bruce transitioned to Captain and flew DC-3s, DC-4s, DC-6s, B-720s, and B-727s, all while he handled more emergencies than the average airline pilot. He had 18 engine failures and two engine fires, hydraulic failures, electrical failures, blown tires, a bomb threat and saw his fair share of bad weather. After Chicago, he spent two years in Los Angeles and then flew out of San Francisco for the next 23 years until his retirement in 1979.


He spent a wonderful 38 years in retirement working an almond orchard, living on the water at Clear Lake, enjoying abolone-ing and fishing at The Sea Ranch with family and friends, creating stained glass, building airplane models and living a full, fun life. Up until the day he passed, he was a proud United Airlines Captain, through and through.

Bruce was a beloved son, husband, father, grandfather, and friend, with a great sense of humor and sweetness. He is now flying the "Friendly Skies" of heaven and will be greatly missed.





Howard W. Bailey	Apr. 17, 2017
*Stephen R. Barnes	2017
Robert L. Bragg	Feb. 09, 2017
Thomas E. Cosgrove, Jr.	Mar. 28, 2017
David D. Dryer	Mar. 11, 2017
*Jeff S. Dotur	Mar. 01, 2017
Garet B. Jenkins	Feb. 28, 2017
*Clare A. Lee	Mar. 14, 2017
Charles A. Mc Kinnon	Mar. 30, 2017
Ronald F. Saunders	Mar. 17, 2017
Bruce P. Smith	Mar. 09, 2017
<i>*denotes RUPA non-member</i>	



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

May, 2017 Edition

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To:

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RUPA's Monthly Social Calendar

Arizona

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

California

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

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

Cleveland Craziest (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. Area

Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct)—*J.R.'s Stockyard Inn, McLean, VA*—540-338-4574
Williamsburg, VA (2nd Saturday 11:30)—*Victoria's Restaurant, VA* 757-585-2815