
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Happy 241st birthday to our great nation. Hope this issue of RUPANEWS finds all Ruparians in good health, enjoying the great outdoors while pursuing their favorite pastime.

It was most gratifying to read in the June issue of RUPA News all 18 personal reports from our members at large. That being said, there was a glitch with our printing company and they neglected to publish pages 43-46 which contained 8 of said letters and three obituaries. These are now printed in this issue. Sincere apologies to those members who took the time to write in. We love the memories of past UA experiences as well as current status and life events. This is such an important part of this wonderful magazine. As VP Bob Engelman mentioned, "One does not have to wait for their birthday to write." Anytime it's raining, the fishing is no good, or it's too hot to golf would be an awesome opportunity. Bang one out on the smart phone, computer or even hand write it. This makes Cleve's job easier to fill these pages and also more enjoyable for our readership.

Toward the end of this month is our annual RUPA cruise, encompassing the UK, Ireland, Denmark and Norway. A huge thank you to Capt. Rich Bouska for orchestrating this annual event. It sounds very enticing and we look forward to a post mission report.

There is another company/retiree quarterly meeting scheduled for June 15. Unfortunately, this occurs after press time for this publication, but we will get any timely feedback via E-Blast or in the August *RUPANEWS*.

Another reminder that the biennial nominations for the RUPA executive committee are open until the end of this month.

The RUPA Executive Committee would like to welcome new members:

Capt. Kim S. Fewlass (SFO), Las Vegas, NV / Capt. Jose R. "Joe" Hernand (EWR,) Boca Raton, FL.

Best regards, *Cort*

**Would you like to receive the RUPANEWS by E-Mail?
If so, please send an e-mail request to our Sec/Treasurer.
rupasectr@aol.com**

**Have you ever visited our RUPA Website?
www.rupa.org
there is a lot of good information on it**

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

Greetings from steamy South Florida. We've been alternating between sunny, hot days and windy, rainy ones. Not quite summer here, but you could fool me. It poured this morning, and now it's sunny and beautiful, if you like temps in the 90s. That's why so many of our usual luncheon attendees have headed north. A good time for me to sit at my desk and write this missive for the July *RUPANEWS*.

I'm writing on June 15th, two days before the anniversary of our strike on May 17, 1985. Thirty-two years ago. We've included info in this issue about this year's ALPA presence at Oshkosh. John Perkinson is on the ALPA International staff and he made the request to us, and we were happy to do it, since it'll give the information to those of you who will attend. John worked in the Flight Office at Dulles when I was based in the early 1990s, and we couldn't have asked for a more friendly, and helpful, person to work with. That whole office was wonderful, from Chief Pilot, Poss Horton, on down.

But I digress. The reason I'm bringing this up is that I know many of you have had real heartburn about ALPA after our pensions were sold out from under us. I completely understand and don't disagree. But, as I always tell people in this kind of instance, it's not ALPA the institution that was to blame, but rather the representatives who we elected at our own airline. It was the UAL MEC that was in office that allowed, and took part in, the sale of our A-Plan in return for the convertible bond that they distributed the way they decided, and didn't even include those already retired. HNL and MIA had been closed during the bankruptcy, leaving virtually no one on the MEC who had more than about twelve years at United to make those decisions. They took care of themselves with a bunch of cash they hadn't earned, since they hadn't been in the A-plan very long, and didn't care about anyone else.

The huge irony, and here's where the strike comes in, is that in addition to trying to keep pilots not even hired yet from being put on a never-ending B-scale, we also felt that once those people outnumbered us, they would remember that we put our careers on the line...for them. I remember like it was yesterday being at a Council 12 meeting after the strike when a resolution was floored to give up our next contractual raise and instead distribute the money to the B-scalers. Remember that the company did get a B-scale out of us, although it wasn't quite as bad as the last offer before the strike, and, more important, it went away after a newhire's fifth year. During debate, one of my favorite members of the 570 stood up and said, "You can't do that." We all kind of looked at each other and thought, "Huh?" He went on to say that while he was a B-scaler, and deeply appreciated the thought behind the resolution, he **aspired** to the A-scale, and if we gave up the raise, we be lowering the A-scale for United pilots, and that's just what management wanted. The resolution failed, but it was another example of the United pilots wanting to do the right thing, even if it meant taking money out of their own pockets. Unfortunately, too many of the very pilots we went on strike for had a different way of looking at things.

The reason I've gone through this is to remind everyone that it isn't ALPA that we should be angry with. While it'll never be perfect, former FAA Administrator David Hinson once said that ALPA is the greatest advocate for safety there has ever been. And, having worked at non-ALPA carriers before United and during my furlough, I can attest to what our careers would have been like without a strong union and a strong contract.

So, please don't be angry with us for including the ALPA at Oshkosh information. I've been happy to have maintained many good relationships with ALPA officers and committee members since I've retired, and they haven't hesitated to help when I've asked them to when it comes to issues that affect our membership. This was the least we could do in return.

To a great summer for all – *Bob Engelman*

**Flying United from the East Coast to Chicago, a passenger overheard another passenger asking a female flight attendant if there were any male attendants aboard.
"No," she answered, "but I'm perfectly capable of dragging you out."**

New Secretary/Treasurer's Letter

I saw the "ad" for the Secretary/Treasurer for RUPA in the February 2017 issue and believed I had the qualifications for this job. I have been the Treasurer of our church here in Stowe, VT for about 10 years. Also, I worked for Merrill Lynch as a stock broker back in the '70s while on furlough, and was a CFP for 20 years after my recall in '77. I've been retired since Feb '01 and felt it was time to give back to an organization that has helped keep us old guys connected. So, with the encouragement of my bride Margie (DCASW '9/18/68) I volunteered. To my surprise they said OK.

I can tell you for sure that I feel the decision was a great one. Working with, and learning from Leon Scarbrough has been, and continues to be a delight. His love of this organization is evident as is his knowledge of it and the details that make it work. I appreciate his patience with me and his encouragement as I go through the learning process. My guess is that he would say I'm safe for solo but I have told him not to go too far away!

Together we have tried to make this transition seamless for the pilot group. The email address has not changed however we did, of course, change the PO Box since I live in northern Vermont. From now on, when you write to the Secretary/Treasurer, I will be the one who responds. However, I assure you that any communication intended for Leon personally, I will forward to him.

We spend quite a lot of time in Panzano, Italy and I have worked out most of the details involved with staying in touch while we are out of the country. When we are in Italy, there is a 6 to 9-hour time difference, as of course you know. So, if you get an email response at 2 am, just understand it's morning for me and I just had a second espresso!

It's an honor to be working with Cleve Spring, Cort DePeyster, Bob Engelman, The Board of Directors, and the area representatives who make RUPA work so well. I look forward to being a part of the organization.

John Rains

Leesburg RUPA Breakfast

The usual First Friday gathering of the Leesburg Breakfast was convened by Gary Cook at the Bob Evans Restaurant. Topics of discussion were 'Post-UAL' employments, 'do you remember?', F-8s & A-4s, Air Guard, computer security and ID theft. Biscuits were good. Mark your calendar for the First Friday and come on down.



L-R: Dave Strider, Jim Turner, Gary Cook, Stokes Tomlin, Gene Couvillion, Sim Stidham, Bob Gilbert, Dave Anderson, Charlie Schwab, J.C. Black, Bill Davis, Roy Liggett and E.K. Williams. *E.K.*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Civic officials and the press were given a preview of United's new service to the East and a behind-the-scenes look at the Denver Operating base on a special flight December 14-15, 1954. Carrying 52 VIPs from Seattle, Tacoma, Portland, Spokane, Bellingham and Vancouver the DC-7 "Pacific Nor'wester" flew non-stop from Seattle to Chicago in 4 hours and 59 minutes. When United's predecessor companies first flew the route in 1927 it took 30 hours. Due to a Civil Aeronautic Board requirement regular flights cannot be made non-stop. In the meantime regular flights are making a stop in Denver.

Manager of Flight Operations, William Green, Flight Manager, Jim Mathews and Flight Engineer, R.O. Jones, of Seattle were at the controls. Stewardesses were Nancy Hauser, Jean Tippie and Verena Kistler. Other United personnel on board were Robert E. Johnson, Vice President and Assistant to the President; R.M. Rummel, Director of Publicity; K.C. Jones, Seattle Regional Affairs Manager; Mary Blake, Seattle District Publicity Manager; M.E. Innes, Chicago District Passenger Service Manager and James E. McWayne, Chief Photographer.

By Marvin Berryman, DENTK Retired, from the January 1955 United Air Lines News.

NOTICE: Due to the renovation of the Denver Flight Training Facility UAHF WILL NOT be accepting United & Continental Memorabilia or Artifact donations until further notice. UAHF WILL continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF: Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Please visit our website at www.uahf.org

**If things get better with age then
I must be getting close to freakin' magnificent**

Seattle Gooney Birds RUPA Luncheon

As was mentioned in previous issues of RUPANEWS, attendance at our monthly Gooney Bird Pilot lunch meeting, a whole lot of the size of our meeting depends to a significant dependence on our weather. Well, we had a VERY GOOD DAY in May which filled all the tables to capacity. We are hoping that this is a sign that Spring is really, honest to gosh, here for the forecast is spectacular. Of course none of us are putting our winter survival gear away yet. Still plenty of time for that next batch of low pressure areas coming at us from out of Alaska.

Bud Granley did the honors again with his phone camera with names attached to each photo. As was also mentioned in previous epistles he does good for it's evident that we're a really a good looking bunch of ex-pilots, especially Karen Flynn, our only retired female pilot. As you can see by one of the pictures is the increasing number of pilot wives coming to the meeting, but lunching by themselves in the attached main dining room. If this keeps up we may have to include them at our meeting, and get larger facilities from the Marriott. Not a bad idea, really but we must remember that we've had this small private dining room every month for as many years back that we can remember.



Bev Sindlinger, Carol Granley, Mary Brevik, Sarah Hope, Maureen Hurst, Jan Gilkey and Margie Reid



Alan Black, Bob Reid, Fred Sindlinger, Bob Wolff, Al Meyers, Chuck Westpfahl, Dave Carver, & Jack Brown.



Irv Jones, George Compton, Mark Gilkey, Bill Stoneman, Bill Brett, Fred Hope, Karen Flynn, Herb Marks.

Our meeting spent the time before lunch tossing out some tales of wonder that either they participated in or one of their friends. That means that at least some of them were unbelievable. One item that seems to have been avoided was 'politics'. With one of the most volatile political times in our nation's history, you'd think that some mention of the topic would be discussed. Maybe we're just not that interested in the problems or that we're afraid of getting hell beat out of us in a fist-fight. Not to worry about that - we're not that kind of folks.



Jim Barber, Hank Kerr, Larry Knechtel, Bud Granley, Rich Hurst

As we began to squirm in our seats, it was time to get to the real meat of our get-together: Telling jokes;. We were blessed with quite a few from different people, even when Bud Granley and Herb Marks came out with another one involving two people telling the joke. Once again, our acting ability played its role and quite soon we were filing out, ending another spectacular meeting.

Herb Marks, Bud Granley for Bill Brett. Mgr. keeping order

Manassas RUPA Breakfast

The June RUPA Manassas group discussing the beautiful morning



From left to right; Mike Dzieciolowski, Jim Turner, Hal Cockerill, Bill Davis, Sim Stidham, Gene Couvillion, Don Reinhard, Stokes Tomlin, Bob Wilkerson. *Gene Couvillion*

Ohio Cleveland Crazyes (May) RUPA Luncheon

With the temperatures back in the warm range we had a great turnout for our May meeting with sixteen members, family, and guests. As usual we had fun discussions, good jokes, and great food served by our favorite waitress Shayla. We had a reminder of the coming “Summer Do” at the McMakin home. And we had great jokes from Kenny Wheeler, John Pinter, and Jim Burrill.

We discussed a possible revisit to The Liberty Air Museum this coming September. They now have a flyable Ford Tri-motor and are offering rides. The target date in September will be either Friday the 15th, Saturday the 16th or Sunday the 17th. Phil Jach will get more details for our visit. We will plan for lunch at the Tin Goose Diner, a tour of the museum, and rides for anyone interested in experiencing the Ford Tri-motor.



L to R standing: Phil Jach, John Hochmann, Harvey Morris, Rich McMakin, George Bleyle, Jim Burrill, Monica Burrill, Len Chamberlain, John Pinter, Tom Losasso, Bob Lang, and our lovely server Shayla Salmons.

L to R seated: Joe Getz, Ken Wheeler & his helper, Diane Johnson. Not pictured is Ken’s son Bill Wheeler. Cheers, *Phil Jach*

Ohio Cleveland Crazyes (June) RUPA Luncheon

The Cleveland Crazyes were invited to the beautiful home of Carol and Rich McMakin for our June meeting. Twenty-six pilots and wives enjoyed a perfect summer afternoon and evening together. As usual, the evening meal was provided by all of those present with Rich’s special sausages as one of the main courses.

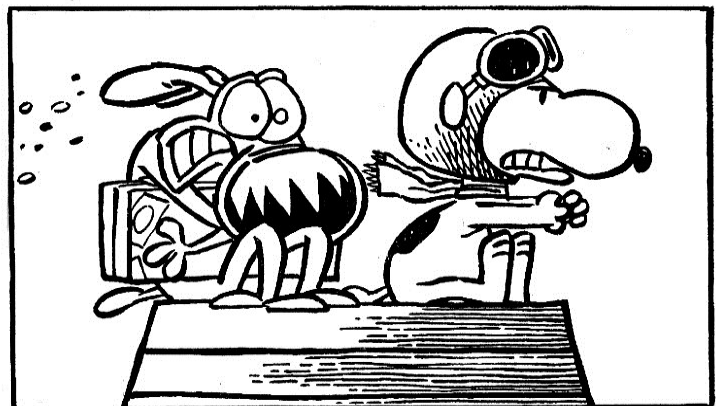
Rick Dubinsky was recognized by the crazies chapter for his service to all of the United Pilots and especially for his work with the crash of United flight 93 at Shanksville, Pennsylvania on September 11, 2001. He gave us a view into how that day unfolded for him and his wife Lisa.

Keep the visit to the Liberty Aviation Museum in mind for September 15th.



Top row: May Lou Sanders, Dick Sanders, Bob Lang, Bob Olson, Rich McMakin, Joe Getz & Rip Curtiss.
Second Row Down: Phil Jach, Harvey Morris, Pat Morris, Dawn Lang, John Hochmann, Vicky Getz, Lisa Dubinsky, Rick Dubinsky, and Shirley Curtiss.
Third Row down: Dan Seiple, Skip Irwin, and Bob Langevin.
Front Row Left to right: John Cusick, Bev Seiple, Linda Jach, JoAnn Pinter, John Pinter, Carol McMakin and wonder dog Peggy, and Len Chamberlain. Cheers, *Phil Jach*

MOTHER GOOSE AND GRIMM by Mike Peters



San Diego North County RUPA Luncheon

Hello Cleve, Here's the group. Not a bad turnout but it could be better. I think we'll have to get in touch with current retirees to let them know we're here.



From left to right is Mark + Susan Mayer, Rhoda + Brad Green, Ruth + Bob Bowman.

As you can see I'm on crutches. Trying to be a 25-year-old when you're 64 isn't a good idea.

Listening to Bob + Brad tell stories of flying is very captivating. Some of the stories about when and how the hiring process was is fun to listen to. Brad has quite a few good stories, is very captivating and every time we gather for our luncheons I hear new stories about things we can only read in books. Great times they had!!! Great for me!!!

Bob Harrell couldn't show up due to some miscommunication and Evelyn Pauling, Bill's wife, was feeling a bit under the WX so maybe next month. The three of them have great stories, too, so hopefully next time. Until next month, *Mark*

San Francisco East Bay RUPA Luncheon

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

The usual topics for discussion were all covered in depth. It seems like we all are in good health; the weather was fine and the airline is still up and running in spite of our absence.

A few of our regulars were absent this time and we hope they are all doing well. If you are in the area on the 2nd Wednesday of the month, we would be happy to have you join us for lunch.



Seated around the table left to right: Georgia Bouska, Tammy Dahlstrom, Jerry Udolhoven, Neil Dahlstrom and the feeble scribe, *Rich Bouska*

Denver Good ol' Pilots' RUPA Luncheon

As usual The Denver Good Ol' Pilots AKA Denver Retired United Pilots along with guests and friends met for lunch and social/happy hour on the third Tuesday of the month at The Tin Cup Bar and Grill in Aurora. Some arrived as early as 11 for a head start on the happy/social hour with lunch to be served at noon. Joe Rozic, coordinator for the meeting, had worked it out with Captain Rob Biddle, the Denver Flight Office Chief Pilot, to have lunch with our group. Rob, along with Assistant Chief Pilot Bob Early and flight office Business Manager Pam Brandenburger, arrived early as well.

After lunch, Stanley Boehm regaled us with some humor. Next, Joe Rozic introduced two first time attendees Stephen Knight and Rich Adams. Both are recently retired. They gave a brief summary of their flying careers. Stephen Knight started flying at age 19 in 1971, worked his way up through general aviation and corporate aviation. He was hired by United in January 1978 and furloughed in spring of 1981. During this brief period, he was assigned to 747 FE school as a new hire to get his FE rating, then sent to ORD to work back seat of the 737, then bid and flew DC-8 S/O, then surplused to 727 S/O. After being recalled in 1983, his career included 727 S/O, 737 F/O, 737 TCA, 777 and Airbus Standards Captain, 747-400 Fleet Captain, 777 LCA and finally 787 Captain for his last year. Rich Adams began flying in 1970 while attending Arizona State. He followed the general aviation path in his career and was hired by United in February 1979. In new hire school he got his FE rating on the 727 then was assigned to 737 back seat in SFO which he flew until August 1980 when he was furloughed. He returned to General Aviation during furlough flying mostly air ambulance duty in light twin aircraft. He was recalled to United in fall 1984. After that his career included 727 S/O and 727 FE check airman, 737 F/O, 757/767 F/O, 737 Captain and LCA, Airbus Captain and LCA, 777 Captain and the last 13 years as 747-400 Captain.

Next, Joe introduced Rob Biddle, Denver Flight Office Chief Pilot, who introduced Assistant Chief Pilot Bob Early and Business Manager Pam Brandenburger. Rob gave a very interesting and informative talk. He spoke of United plans for the future and current affairs. He talked of United moving all training to Denver. He said when all construction is complete, United will have the largest simulator training facility in the world. He reported that the United and Continental cockpit crews are fully integrated and that is going well. He said United is having no problem hiring qualified pilots with many of the new hires coming to United from other airlines. According to Rob, United will soon have 13,000 plus pilots so a new hire will have a seniority number of 13,000 something. At that point, Assistant Chief Pilot Bob Early asked our senior Denver member, WWII B-17 command pilot veteran of 31 European Theater combat missions, Mack Connelley who was hired August 17, 1945, at age 22 what his seniority number was then. Mack replied 813.



Joe Rozic & Chief Pilot Rob Biddle

We appreciate Rob Biddle and his staff attending our meeting. To the best of our knowledge it is the first time an active member of management has done so.

Attending were: Rich Adams, Darrell Ankeny, Rick Bebee, Stanley Boehm and Marilyn Gifford, Ed Cutler, Jack Davis, Bob Dietrich, Al Dorsey, Bill Ford, Denis Getman, Stephen Jacques, Don and Chris Johnson, Tom and Sue Johnston, Stephen Knight, Cliff Lawson, Jim Lee, Rick Madsen, Mark McGurk, John Myer, Jim Reid, Dan Romceovich, Joe Rozic, Rick Steele, Henry Suta, Tony Twardziak, Bob Wheat, Tom Hess, R.J. Wolf, Ron Juhl, Ted Wilkinson, Casey Walker, Al Bielanski, Mack Connelley, Phil Ecklund and our Denver Flight Office guests Rob Biddle, Pam Brandenburger and Bob Early.

Your Co-Scribe, *Tom Johnston*

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

June 8, 2017 the Ham Wilson Gold Coast RUPA luncheon. We had Joe Hernand for his first lunch after retirement. We also were happy to see Paul Livingway. Had not seen Paul in a while and he's looking good.



Those here were clockwise, Dave Friend, Bill Garrett, Paul Livingway, Ona DeChant, Ed DeChant, Jim Morehead, Dan Kurt, Art Jackson, Gene Anderson, Rick Valdez, and Joe Hernand. *Jim Morehead*

Dana Point RUPA Luncheon

It was a beautiful day in Dana Point Harbor for our Lunch today group. Jim Grosswiler brought his wife Karen. I thought there might be a few more ladies as there was last week. Karen enjoyed meeting! It was a good thing we were there early as the deck quickly filled with others customers, even a few seals showed to entertain. The June gloom is gone!

Others present were: Bob Fuhrmann, Bruce Dunkle, Butch Trembly, Carlos Bernhard, Denny Giese, Joe Udovch, John Grant, Park Ames, Ted Simmons and new to our group -Jim Buecher. Welcome Jim! I think that Jim Flew F-100's. His car had a special license that attested to that. Hope you can find your way to our meeting again Jim.

Joe did a great job with the report in the *RUPANEWS* last month. Thanks Joe!

My wife and I did another road trip to the Denver area by car to see our little grandsons (two and three) who live in Parker...just a few miles south/east. My other son is moving back to Denver. The company he works with needed him in LA area, but he is soon going to relocate his growing family of 5 to Denver. Outcome for wife and me that we will have more trips to Denver to see the gang of little guys and one 'Girl' due within 10 days-- that will be seven 7 and under the age of 6. We will have to work getting reduced fares to Denver.

The road trip we take to Denver is by I-15 north and catch I-70 in Utah to Denver. This route takes you through some wonderful country. Speed limits are higher 80+.

We seldom got into traffic. I-70 is especially unique as you go through the Rockies from Grand Junction on. More like you are in a well-planned Park. Our half-way point is Richland Utah. Good lodging at the Holiday Inn is right along I-70 with a great breakfast. Get a room facing away from the road. The Ideal bakery and Creamery has great takeout food. It takes about 9 hours to get this mid-point. A great place for a quick stop in LAS is the Bellagio. In the lobby, the whole ceiling is covered with 'Chihuly' art work. Also, there is a large conservatory full of flowers and trees. Easy parking just off the Lobby.

We all have a lifelong love of flying! John Grant and Carlos Bernhard brought little albums of their history to share. All for now. Cheers, *Ted*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Sure enuf, the same thing every year....they've left us once again 🙄 - but the good news is - we've got our roads and restaurants back (kind of) 🙄 . Many of our REGULARS are gone....but we did have 8 guys make our Luncheon today - thanks to Jerry Bradley and Bill Garrett making the trip up to Stuart from Boca Raton and Coral Springs respectively.

We had MANY-MANY different and GR8 conversations over lunch which included, but were not limited to, Pass Travel, the LGBT Community, VA Hospitals and Benefits, use of cell phones, QB's, IOE's and LCA's AND BEST OF ALL - A LOT of Flying and Layover stories of yesteryear when we were all actively flying the Aluminum Tubes. MANY terrific, entertaining and VERY FUNNY Stories. It really was one Helluva terrific/fun/entertaining lunch. All this was topped off by excellent food served by our Shrimper's staff and we were 'charmed' by our Server, Claudia. 🙄



Seated L to R - Don Jefferson, Dick Starita, Ted Osinski and Jim Dowd.

Standing L to R - Jack Boisseau, Jerry Bradley, Bob Langevin & Bill Garrett.

Wishing you all a Happy and SAFE Summer and if you are in the Stuart area around the 2nd Tuesday of each month, come on over, we'll be at Shrimper's in the Port Salerno area of Stuart and we start at 11:30 AM. That's it for now.....but Happy 4th of July to all. Best Regards, *Bob Langevin*

The Big Island Stargazers RUPA Luncheon

Our May meeting was a bit sparse in attendance due to schedule conflicts and several members were visiting family and friends on the Mainland. Regulars Gerry and Joan Baldwin extended a warm welcome to our newest attendee, Anny Medve. Anny has been retired from UAL for 24 years after 35 years of service in Inflight and Customer Service at MDW, LAX and SAN. She and her family have lived on the island for 15 years and she headed up the Pau Hana Kupuna RUAEA group for 5 years. The Big Island RUAEA was in existence for 30+ years but has now disbanded.



L to R: Anny Medve, Joan & Gerry Baldwin

We welcome United employees and retirees to attend our meetings--as Anny and the Baldwins discovered, we all have much in common. If you are in Kailua-Kona town, please join us on the third Thursday of the month at The Fish Hopper Restaurant. *Linda Morley-Wells*, Scribe

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again, greetings to all in RUPA Land from we lucky ones in the Rogue Valley, aka The Intrepid Aviators of Southern Oregon. Longer days and beautiful weather has been the offering here in the valley and with that, much to do and enjoy. With the recent wet Winter everything is green and the plants and flowers plush, still a lot of snow in the mountains and the streams full....the trout are biting in the high country....ah....love it.

A couple of days ago we had our monthly RUPA Luncheon at the Pony Espresso in Jacksonville.



Attending were L to R, Seated: Marty Niccolls, Cheryl Jaeger, Harvey Saylor, Jim Jaeger, Scot Lee, Banjo Bob and son Chris and standing: Bob Niccolls.

Missing was Dan Kurty who had a granddaughter's wedding to attend and also Steve and Leeann Fusco. Both have been dealing with a nasty bug so we wish a speedy recovery and look forward to having them all back next month. Good to have Banjo Bob Keasbey there with son Chris.

Also, if Cleve has room to show it, a pic, from recent European trip, of a very well-adjusted Bulldog enjoying afternoon coffee with 'the guys'. Not sure how he enjoyed the conversation, but he seemed quite content and part of the scene. Cheers to all, *Bob*

The Columbia River Geezer's RUPA Luncheon

The motley group yesterday L to R: Lew Meyer, Walt Ramseur, Mike Thomas, Steve Barry, Bill Englund, John Cooper a friend of Steve's and a retired PSA and USAIR pilot, Doug Howden and Dick Ionata.



Talk went from the tragic shooting this morning in D.C. to flying the line...many funny stories about flying Flight Engineer on the DC-6, great tales from Walt, (94 years old and sharp as a tack, bless him) and recounts of racing up and down the coast against PSA in the 727. John remembered them well. Much discussion about Ron's new plane, (hope it arrives tomorrow), and its specs. Great time has by all. *Dick*

San Francisco North Bay (May) RUPA Luncheon

The North Bay regulars met at our usual time and place, first Wednesday, Sheraton Tolay Petaluma, on another fine Sonoma County day. Sunny, warm and dry. The rain season is over and we have been blessed with enough of the wet stuff to declare our long drought is over. Our fearless leader, Father Don, was absent and we stumbled along without his great leadership and newsy reports.



Present were Bill Greene, Bill Smith, Don Madson, Jules Lepkowsky, Mike & Natalie Tar, Wayne Heyerly, J. R. Hastings, Carol & John Reed, Dan Bargar, Jim Mansfield, Rob Heath, Bob Grammer, Galen Wagner, Dick Lammerding, and out of camera range, me, *Barney Hagen*.

San Francisco North Bay (June) RUPA Luncheon

The North Bay RUPA group June gathering was held, as usual, on the first Wednesday, June 7th, at the Petaluma Sheraton's Tolay Room.



Left picture, L to R: Doris Donegan, Barney Hagan, Bruce Milan, Bill McGuire.

Center Picture L to R: Leon Scarborough, Bill Greene, Jules Lepkowsky, Wayne Heyer, Jim Mansfield, Don Madson, Dick Hanna and Al Milotich.

Right Picture L to R: Wendy (waitress), Larry Whyman, Carol and John Reed, Mickie and Sam Orchard and Bill McGuire. Members not shown in pictures: Bob Donegan and J.R. Hastings.

We started the meeting with a moment of silence in remembrance of Captain Al Fink, (one of our original members), and Captain Jay Plank, and Dave Mackie, of SFOFO.

A few brief announcements followed, including a plug for the September "Guppy Gathering" in Sonoma, and the recent announcements concerning privatization of the ATC system.

Wayne Heyerly passed around a memorial card from Captain Al's services, and Bruce Milan displayed some DC6/7 manuals for the group's enjoyment... (up, open, forward, lean, and locked?) After conversation, and another fine meal, the group called it a day. *Bob Donegan*

When I was a kid, I wanted to be older. This is not what I expected.

SAC Valley Gold Wingers RUPA Luncheon

It is with great sadness that I must report one of our very distinguished RUPA and Gold Wingers has flown west. Captain Al Fink passed away in May and very unexpectedly. Al was a true warrior, a great military pilot, a far superior United pilot and a friend to many. He had a wonderful sense of humor and quite a character. His father was also a Capital/United pilot that many of our retired pilots may have flown with. Al always had a smile on his face and loved flying the friendly skies. God speed Al Fink!



First row left to right: John Gorczyca, Sharon Gorczyca, Helene Violette, Joanie Mooneyham, Ken Ledwith, Linda Aiken, Barbara Fossgreen.

Back row left to right: Rod Violette, Bill Authier, Wayne Mooneyham, Bob Lynch, Marv Alexander, Mike Kozumplik, Ed Aiken, Dave Leippe, Andy Fossgreen, Jim Whittington.

Bob Lynch and Rod Violette gave wonderful tributes to their friend, Al Fink. They were very well received by our group.

Joanie Moneyham presented details of the Lincoln Airshow that was to occur in the month of June. Lincoln, CA is located very close to Sacramento. Some of the highlights included Pitts Bi-Plane Aerobatics, B-25/P-51 flybys, US Navy UH-60 Helicopter Search and Rescue demos, US Air Force Parachute team "Wings of Blue" demo and the ALPA Jet Aerobatics demo.

We discussed the new retired employee parking change at SFO. Lastly, we again would like to thank the fine service provided by our waitress, Julie. She never misses a beat. She would have been a fantastic United Airline pilot as she is always "on time" with her meals, interacts well with her passengers/guests seated at the tables, and writes a great "expense report" for our purchases.

Again, best wishes to all our fellow RUPA members and their spouses at the beginning of this summer season. Stay healthy, happy and busy! Still Flying High Here, *John Gorczyca*

PICKLES | Brian Crane



Los Angeles South Bay RUPA Luncheon

El Segundo June 8th 2017. It was almost warm enough for a little outdoor dining but, alas, not quite yet. The cool ocean breeze kept us indoors at Sammy's Wood Fired Pizza & Grill. Maybe in August. Sammy's is good, very friendly and efficient so now we are hesitant switching to the Proud Bird which will open sometime in July. But it appears to be a multiple do-it-yourself food hall. Hmm! We will try it before committing to a switch. As my friends there commented "if it's not broken.....leave things alone."



Our lunch folks in the photo are: Left to right: Tom Reidt, Treva Forister, Gary Forister, Dick McKay, Arvid von Nordenflycht, Sharon and Don Crawford, Adrienne Short, Loyd Kenworthy, Helena Reidt and invisible, the photographer, Sue von Nordenflycht.

Our discussions were on the improvements in United's fortunes, but not necessarily our pass-riding. Many of us have learned to appreciate the 20% off fares.

Sue and I are hoping to travel to Finland, my old stomping grounds, visiting cousins in Lapland and maybe go to Svalbard, Norway while we are already north of the Arctic Circle.

As of today, our next get-together normally scheduled the 2nd Thursday (Aug 10th) of the month will have to have another host as we won't be back from Northern Europe in time. Maybe we can bring a Polar Bear with us to entertain you! Cheers and have a nice summer. *Arvid*

Monterey Peninsula RUPA Lunch Bunch

Our June 14th luncheon attendees enjoyed a perfect day of sunshine, temperature, and a slight breeze. Those attending were: Carlos and Judy Quintana, Pete and Donna Walmsley (our hosts), Bob and Cindy Benzies, Barry and Sharon Nelson, Lee and Nancy Casey, Diane Ellis, Brett Morris, Ed and Pat Manning, and your scribe. Jon and Jane Rowbottom were in Tahoe – it has been snowing there in the middle of June!

Reminder: Dave Mackie's memorial is Saturday July 22nd at 10:00 at the Church in the Forest, in Pebble Beach. Linda was unable to attend today's luncheon, but plans on attending in the future.

Brief discussion followed on the latest computer "phishing" headaches. What looks like legit Costco, Amazon, and other "on line" business emails, forward a "gift certificate" for \$50! Graphics looks good, spelling and grammar are better than in the past, and they include a code or coupon number. Don't open! The usual phone calls about the lost wallet of a grandson, jury duty penalties for a no show, and the FBI/IRS investigation penalties, etc., continue to harass our phone lines. Be aware!

Much discussion at our end of the table on the shooting this morning in D.C.

July 12th is our next luncheon. Always RSVP by noon the Tuesday before so we can send the head count to Edgar's!

Happy July 4th *Phyllis Cleveland*



San Francisco Bay-Siders RUPA Luncheon

In June, there are two special days, (other than debs., grads. and weds) and our Rose, rose to the occasion by supplying everyone with a patriotic clip-on for Flag Day and the 4th of July, and the men also received a big Seegar (Sees chocolate) in honor of Father's Day.

It was picture taking day. Sorry if we missed you again.



L to R: Bill O'Connell, Barry & Ginny Hamley, Pat Wright, George Mendonca, Gerry DeLisle, Bill Hartman w/ caregiver Ruby Moi Moi.



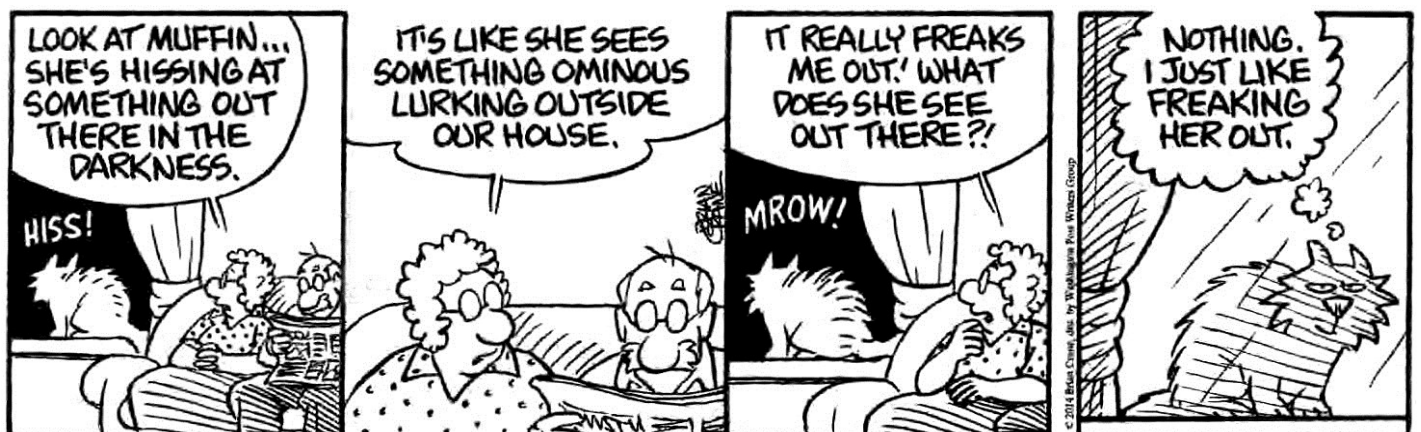
L to R: Gene & Carol Walter, Jan McNoughton, Roz Clinton, Cindy & Dennis Dillon, Jerry Terstiege, Rich & Cindi Erhardt.



L to R: Ed & Pat Manning, Rich and Georgia Bouska, Jeri Johnson, Rose & Cleve Spring.
Not pictured, Bill Madsen and Larry Wright.

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

PICKLES | Brian Crane



DCA RUPA Boy's Night Out

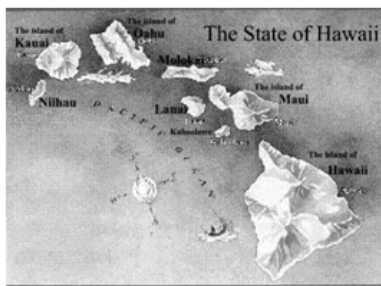
A great reunion was held on June 7th at the Schmankerl Stube (German) restaurant in Hagerstown, MD



(Seated L to R) Bernie Schwartzman, Chuck Rine, Bill Wellborn, Dale Strider, John Eastman (slightly hidden), J.C. Black, Gil Coshland, Jim Turner, Bill Atkins, Gary Cook, John Gallagher.
(standing L to R) Charlie Schwab (PAA), E.K. Williams, John King and Stokes Tomlin (student photographer). Many wonderful stories were shared! *Stokes*

United makes a play to become the top airline to Hawaii

Ben Mutzabaugh/USA TODAY



United Airlines is making a play for the Hawaii market, increasing service to the state from four of its hub airports. The carrier announced it would add 11 additional flights to the state, an expansion United said would give it “the most flights between the mainland and the Hawaiian Islands than any other carrier.”

From Denver, United is upgrading three of its Hawaii routes from seasonal to year-round service. With the move, United says its Colorado hub “becomes a major gateway” to Hawaii.

United also will increase its Hawaii schedules from its hubs at Chicago O’Hare, Los Angeles and San Francisco.

Beyond the schedule adjustments, United will upgrade the premium cabin on a number of Hawaii flights. Starting this summer, the airline says lie-flat seats will be offered on overnight flights connecting Hawaii to Denver, Houston Bush Intercontinental, Newark and Washington Dulles. That development comes as several of United’s rivals have already begun to add lie-flat seats on some of their routes between Hawaii and the mainland.

“As we celebrate our 70th anniversary in Hawaii this year, today’s announcement carries a very special significance for our customers,” Jake Cefolia, United’s VP of Sales, says in a statement. “Our customers have asked for more ways to get to Hawaii, and by adding these flights we are thrilled to make Hawaii more accessible than ever for our customers travelling from the Midwest, Rocky Mountain and West Coast regions.”

In addition to the hubs seeing increased Hawaii service, United also flies to the state from Washington Dulles, Tokyo and Guam.

Despite the ramp-up of its Hawaii service, United says the changes will not change its full-year capacity guidance from 2017. United did not immediately say to Today in the Sky whether service cuts elsewhere were being made to enable the new Hawaii flights.

United to operate world's longest flight

By Ben Mutzabaugh/USA TODAY June 1, 2017



United Airlines already flies the longest non-stop route of any U.S. airline. Now it's ready to add a route that would become the longest of any carrier flying to or from the United States. Starting this fall, United plans to launch an 8,700-mile route connecting Los Angeles and Singapore. It also would become the longest non-stop flight ever flown by a U.S. airline.

"It's the longest route from the U.S. to anywhere in the world," Patrick Quayle, United's vice president – International Planning. It also will become a contender for the world's longest flight when measured by flying time. United's projected time for the Singapore-bound portion of the journey: a whopping 17 hours, 55 minutes.

And there will be yet another superlative for United's new service: The L.A.-Singapore route would also become the world's longest regularly scheduled route to be flown with a Boeing 787 "Dreamliner."

United already holds that title with its existing San Francisco-Singapore route, which will become the world's second-longest Dreamliner route when the L.A. route starts Oct. 27. United plans to fly both of its California-Singapore routes with the 787-9 variant of the Dreamliner. "The 787-9 allows United Airlines the unique opportunities of opening up long thin routes that we would not have been able to serve non-stop without this specific aircraft," says Quayle.

Still, while the Dreamliner was designed with long flights in mind, the U.S.-Singapore flights near the top range for the jet. Quayle acknowledged United would "take a mild restriction on the aircraft" to extend its range, but declined to say whether that would be achieved by leaving some seats unsold or by limiting cargo.

Perhaps more importantly for United, it adds to the carrier's already formidable presence across the Pacific by giving it two U.S. non-stops to one of Asia's most-important business destinations. "What makes United unique is our Asia-Pacific network," Quayle says. "This Singapore flight is just a further example of solidifying that presence from our Los Angeles hub."

"San Francisco has exceed our expectations in terms of performance," Quayle says, suggesting that helped prove demand for a second route. "There has been a growing chorus in the L.A. area who have been asking for United service to Singapore. Singapore is a global city our corporate traffic wants us to serve non-stop" from the United States. Even for connecting passengers, the non-stop options from United's two California hubs will shave up to two hours off total travel time when compared to connections via other hubs in Asia.

However, one side consequence to the new U.S. options will be that United will discontinue its current Hong Kong-Singapore option once the L.A. flights begin. That route -- a continuation of United's Chicago-Hong Kong flight -- will be redundant given the new California options, Quayle says.

United Polaris campaign recognized for excellence



On June 8, the Public Relations Society of America (PRSA) recognized our public relations campaign around last year's United Polaris launch with a coveted Award of Excellence at its annual Silver Anvil Awards in New York.

Brand Public Relations Director, Maggie Schmerin, accepted on our behalf. As she left the stage, local New York City news anchor and the host of this year's Silver Anvil Awards, Pat Kiernan, offered high praise to the audience of roughly 400, remarking, "I just flew United to Hong Kong, and flying Polaris was truly the best sleep I've had on a plane."

The PRSA has honored the best of the best in public relations with Silver Anvils, among the industry's most prestigious accolades, for more than 70 years.

United's last scheduled departure of the Boeing 747 from Japan.



June 14 brought the end of a long and storied era in NRT with our last-ever scheduled departure of the Boeing 747 from Japan.

The "Queen of the Skies" received a fitting sendoff with a gate reception attended by customers, media and employees. As the aircraft departed, many of our employees lined up on the tarmac to wave goodbye to the iconic bird.

Look for more tributes later this year as we prepare to retire the 747; we are the last U.S. carrier to do so.

USC Has Deal in Works to Sell Coliseum Naming Rights to United Airlines

By Zach Helfand/Los Angeles Times...05/19/17



For the first time in 94 years, the Los Angeles Memorial Coliseum will be known as something else. USC has deal in place for Coliseum name rights. United Airlines reportedly will pay the school \$70 million over 15 years. USC'S HOME for football will continue to have Memorial Coliseum as part of its name, according to Mark-Ridley Thomas, president of the Coliseum Commission. A spokesman for United did not respond to a request for comment.

The name of the stadium has not been revealed, though Coliseum Commission President Mark-Ridley Thomas said he reviewed the agreement and said it is "gratifying to know that this historic landmark will always retain 'Memorial Coliseum' as a part of its name."

The news was first reported by Sports Business Daily, which said United would pay \$70 million over 15 years. That would make it the most lucrative naming-rights deal in college football. "It just shows that the Coliseum is and has been one of the most valuable stadium venues in America," said Jerome Stanley, a former member of the Coliseum Commission. Stanley said the stadium's proximity to the entertainment industry, downtown Los Angeles and USC make it uniquely attractive in college sports. "No other major football power has a relationship like that," Stanley said.

A USC spokesman confirmed only that "USC has been pursuing a naming rights arrangement with various entities. At this time, no naming rights deal has been finalized." The deal will provide an injection of cash for a renovation project scheduled to be completed by the 2019 season. Earlier this month, school officials said they had secured \$225 million in cash and pledges for the \$270-million project.

United has increased the U.S. Military luggage allowance



We now allow active U.S. military members traveling on official orders to bring five bags up to 100 pounds each – up from the previous allotment of 70 pounds – on United and United Express flights. The same applies to their dependent (on relocation orders), not traveling with the military member. The weight limits and free bag allowance are the same for both economy and premium cabin tickets and are more generous than the published policies of our primary competitors.

"We greatly appreciate the sacrifice of our U.S. military customers, and this increase in their luggage allowance allows us to better meet the needs of those customers and their families when flying United on official orders," Ground Experience Managing Director Michelle Brown said.

Normal fees apply for any special items (bicycle, surfboard, etc.) for military customers on both official orders and personal travel. Normal bag fees apply to family members traveling for personal reasons without being accompanied by the military customer.

Baggage on travel to/from some locations outside of the U.S. may still be limited to 70 pounds based on individual countries' government regulations.

Lie-flat seat wars? United adds option to third domestic route

By Ben Mutzabaugh/USA TODAY



United Airlines will begin flying lie-flat seats on a third cross-country route this summer. The move comes as four of the USA's biggest airlines have increasingly turned to the swanky seating as they battle for high-spending customers on lucrative cross country routes. United will add the high-end domestic option to its Boston-San Francisco flights starting July 1. The carrier already offers the option on its transcontinental flights that connect its Newark hub to Los Angeles and San Francisco.

In addition to the lie-flat seats, business-class customers also will receive upgraded meal service and amenities. "We routinely see high demand for travel between our coasts and we want to provide the same level of quality typically reserved for international routes – this includes all flat-bed seating in business class as well as an industry-leading dining experience for customers in Economy Plus," Mark Krolick, United's VP of marketing, says in a statement.

Travelers sitting in United's extra-legroom Economy Plus section on the "premium" cross-country routes will be offered a complimentary hot meal and beverage service. "Customers traveling in Economy Plus will receive the industry's best economy cabin dining experience," Krolick added in United's statement. "Flying between Boston or the New York area and the west coast can be akin to flying from the east coast to Europe, and we want to provide a satisfying and unparalleled meal in our Economy cabin."

Frankfurt Airport opens "Quiet Room"

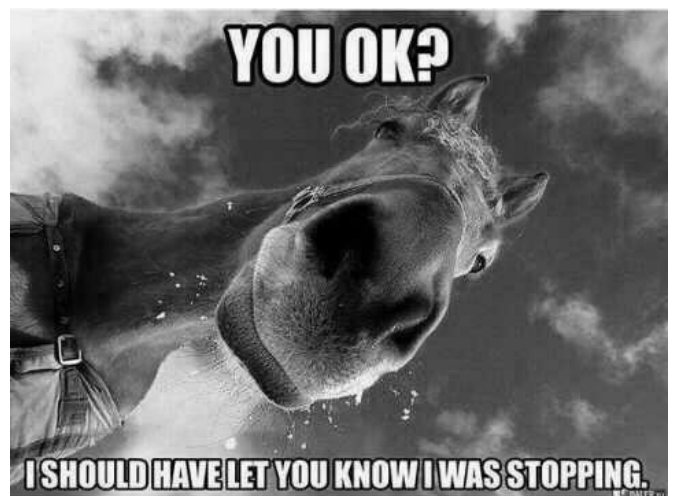


In these days of being constantly available thanks to modern technology, many people long for a place to take refuge from the hustle and bustle of everyday life and turn inward. And now Frankfurt Airport has added a Quiet Room where travelers can do exactly that.

Harry Gatterer, a trend researcher and futurologist who leads the Zukunftsinstitut ("Future Institute") in Frankfurt and Vienna, explains why havens like this are so important in today's fast-paced world: "In the 21st century, we are constantly bombarded by masses of information and bathed in the glow of screens with hardly a break. The so-called information society is now reacting to this overkill with a countertrend: mindfulness. It's therefore safe to say that in the future, people will actively seek moments in which to reflect and reconnect with themselves. This type of everyday spirituality is poised to become an essential survival technique. The principle of 'strength in serenity' has never before been so relevant."

Frankfurt Airport has responded to this widespread wish for a place of silence by creating the "Quiet Room", which all passengers may use for free regardless of their worldview, culture and religious affiliation. The highlight of the white room is an undulating golden ceiling illuminated by lamps that reflect the light onto the floor and walls. An oak bench occupies the middle of the room, inviting travelers to sit down and enjoy moments of rest and contemplation. The Quiet Room is located in the postsecurity part of Terminal 1 on Level 3 of Pier Z and is open daily until 10 p.m.

The airport's operator, Fraport, has coined the motto "Gute Reise! We make it happen" to communicate its commitment to serving passengers and meeting their individual needs and wishes. It constantly strives to upgrade the customer experience at Germany's most important transportation hub by launching new services and facilities.



New Zealand space launch has nation reaching for the stars

By Nick Perry/Associated Press



WELLINGTON, New Zealand — New Zealand has never had a space program but could soon be launching commercial rockets more often than the United States. That's if the plans of California-based company Rocket Lab work out.

Founded by New Zealander Peter Beck, the company was given official approval to conduct three test launches from a remote peninsula in the South Pacific nation. "So far, it's only superpowers that have gone into space," said Simon Bridges, New Zealand's economic development minister. "For us to do it, and be in the first couple of handfuls of countries in the world, is pretty impressive."

Rocket Lab sees an emerging market in delivering lots of small devices, some not much bigger than a smartphone, into low Earth orbit. The satellites would be used for everything from monitoring crops to providing internet service. The company hopes to begin commercial launches later this year and eventually launch one rocket every week. It plans to keep costs low by using lightweight, disposable rockets with 3D-printed engines. It's a different plan than some other space companies like Elon Musk's SpaceX, which uses larger rockets to carry bigger payloads.

The company's Electron rocket is unusual in many respects. It carries only a small payload of about 331 pounds. It's made from carbon fiber and uses an electric engine. Rocket Lab says each launch will cost just \$5 million, a tiny fraction of a typical rocket launch.

Unlike SpaceX, which aims to build a rocket that's fully reusable, Rocket Lab's rockets are disposable. Beck said they are light and use relatively little fuel. Customers who have signed up so far include NASA and Moon Express.

Rocket Lab, which is privately held, has received about \$150 million in venture capital funding, including an undisclosed amount from Bessemer Venture Partners in Silicon Valley. Bessemer partner David Cowan said that for years, the trend was for both rockets and satellites to get bigger and bigger, until many satellites were the size of a bus or even a house. Needs have changed rapidly over the last few years as technology has allowed tiny, cheap satellites to be put into lower orbits, he said. "So far, it's only superpowers that have gone into space," said Simon Bridges, New Zealand's economic development minister. "For us to do it, and be in the first couple of handfuls of countries in the world, is pretty impressive."

Visit the ALPA Tent at Oshkosh July 24-30

Planning to Attend Oshkosh? ALPA is too and we hope to see you there! Stop by our booth (C-11) between 9:00 a.m. and 5:00 p.m. at the Education and Career Center at Aviation Gateway Park.

We plan to take a group photo of current and retired ALPA members on Wednesday, July 26 at 1:00 p.m. in Boeing Centennial Plaza.

Also join us Saturday, July 29 from 7:00 p.m. to 9:00 p.m. in the Camp Scholler area or a reception honoring all current and retired ALPA members.

Look for the ALPA tent. Details of these and other events are available at www.alpa.org/oshkosh.

Have questions? Contact us at alpaoshkosh@alpa.org. We look forward to seeing you there!

A graphic for the ALPA booth at Oshkosh 2017. It features a circular logo at the top left that says "SEE YOU AT EAA AIRVENTURE OSHKOSH JULY 24-30 2017" and "Look for us at Booth #C11". The main image is a black and white photograph of a biplane flying in the sky. Below the photo, the text reads "ATTENDING OSHKOSH THIS SUMMER?" followed by "Be sure to stop by the ALPA exhibit booth in the Education and Career Center within Aviation Gateway Park. Also look for rightly themed activities and ALPA participation in other EAA AirVenture Oshkosh events." At the bottom, it says "For more information, contact us at ALPAoshkosh@alpa.org. For information about Oshkosh 2017, visit www.eaa.org/en/airventure."

United announced enhanced premium transcontinental service



As part of our strategy to build a more customer-focused airline, we are excited to announce enhancements to our premium transcontinental service that will bring the experience more in line with what we offer on international flights. These enhancements will begin rolling out over the next several weeks, with the goal of being fully deployed by July 1.

We're also excited to announce that BOS (Boston) - SFO will become a premium transcontinental route on July 1, joining EWR-LAX and EWR-SFO.

We already offer the most departures between BOS-SFO and the market's only widebody service. Now, as a premium transcontinental market, all business class seats on this route will be flat-bed. With the new schedule, we will offer customers the widest range of flight times, including early morning options from both SFO and BOS, an 8:30 p.m. departure from BOS and multiple overnight flights from SFO. The most popular timings in peak periods will operate with Boeing 777-200 aircraft, including 8 a.m. service from SFO and an early evening BOS departure, ideal for business customers traveling at the end of the work day. We will also operate Boeing 757-200 aircraft on this route.

Customers ticketed in premium transcontinental business class will enjoy a flat-bed seat and will benefit from enhanced food and beverage offerings inspired by United Polaris onboard dining, as well as deluxe amenities including:

- 180 degree flat-bed seats for a more relaxing and sleep-enhancing flight.
- Custom-designed duvet and pillow provided by leading luxury specialty store and New York-bred retailer Saks Fifth Avenue and new amenity kits designed by Saks that feature products from Soho House & Co's Cowshed Spa.
- A featured cocktail, the Moscow Mule by Crafthouse Cocktails. Created at a bar on the Sunset Strip in Los Angeles more than 75 years ago, the Moscow Mule will be accompanied by a candied ginger skewer and lime wedge.
- Hot towel service will be offered after take-off and prior to landing.
- Seasonally refreshed menus, developed in partnership with The Trotter Project and its critically recognized chefs, including several from cities served by United's premium transcontinental service. The chefs include Della Gossett of Spago Beverly Hills, David LeFevre of California's Manhattan Beach Post, Mitchell Nordby of San Francisco's Parallel 37 at the Ritz Carlton Hotel and Michael Armstrong of New York's Dream Downtown and Bodega Negra. Sample fare includes pumpernickel and goat cheese crostini with mango relish and smoked sea salt; savory pan roasted chicken with kale pesto; orzo with grilled artichokes, a staple of California, and sautéed leeks; and braised short ribs with creamy goat cheese grits.
- Dining will be topped off with items inspired by the popular United Polaris dessert menu.
- Before arrival, snacks such as Boulder Canyon potato chips and Madik's almonds will be served.

Customers seated in Economy Plus will also enjoy a coastal-city-inspired menu, at no additional charge. Beginning on flights in July, this will feature industry-leading meal service, including a complimentary hot fresh entrée, dessert and fruit, a pre-arrival snack and alcoholic beverages.

With these changes, we are phasing out references to p.s. Premium Service over the next several months. We will refer to these routes as premium transcontinental routes.



A January 2, 1964, *Aurora, CO Advocate* article about DENTK

Provided by Mrs. Barbara Metzgar, found in her husband, Gerald Metzgar's, old papers

Thursday, January 2, 1964

Aurora, (Colo.) Advocate

Potential Pilots Get Plenty Of Ground Flying

Long before a United Air Lines pilot dons his uniform and gets behind the controls of his airplane he will have spent scores of hours "Flying" on the ground.

The feat is accomplished at United's Flight Training Center in Denver where pilots in training can "fly" multi-million dollar simulators that duplicate every operation of any plane in United's jet and piston fleet.

Gerald M. Baker of 1645 Peoria recently graduated from United's training school and is now assigned as a second officer with the airline flying out of Chicago.

The pilot training program starts off with five weeks of classroom work on the DC-6, a four-engine piston plane accounting for 77 aircraft in United's fleet. A 10-day period follows with instruction in other aircraft and aircraft terminology.

The student pilot then moves into a DC-6 simulator (United has three) for three weeks of intensive "flight" training, the simulator duplicating every operation from take-off and level flight to landings, complete with "tire squeak" sound effects.

Other simulators include two DC-8, a Caravelle, a Boeing 720, a Viscount, and the Boeing 727 tri-engine jet.

A week of "finals" for the training pilot includes a rating ride, oral exams, a simulator check and finally, a check ride in the air behind the controls of his plane.

Those who pass all tests, monitored both by United and the Federal Aviation Agency, must take an additional four weeks of first officer training, including two weeks of classroom study and two weeks in simulators.

New pilots are assigned to the



GERALD M. BAKER of 1645 Peoria is at the controls during the "flight" of a DC-6 simulator as instructor Don Bouts briefs two other Aurorans, Gerald D. Metzgar of 2285 Dayton and Fred W. Sells of 1355 Moline. Actual flights are simulated in United Air Lines Flight Training Center at Denver. (United Air Lines Photo)

fleet as second officers, whose job it is to check all functions of the aircraft, supervise fuel loading and monitor instruments while in flight.

United will graduate 96 new pilots this year, while training an additional 1,000 "on line" pilots, who will be moving up to different aircraft during the introduction of 40 Boeing 727 planes.

United estimates it takes a complement of five crews for each aircraft in order to meet the requirements of 24-hour scheduling, days off and vacations.

The Flight Training Center at Denver employs a staff of 218 instructors who annually train,

check or re-check 3,100 flight crew members.

The training center, probably the most extensive outside the military, also offers contract training for business pilots, flight crews from other airlines, as well as ground school training in radar and radio techniques.

Paul Allen has rolled out the world's largest airplane

By Christian Davenport/The San Francisco Chronicle

The initial construction of the massive airplane Paul Allen has been quietly building in the California desert is complete, and the vehicle, which would be the world's largest airplane with a wingspan wider than Howard Hughes's Spruce Goose, was wheeled out of its hangar for the first time on May 31. Called Stratolaunch, the plane has some impressive stats: a wingspan of 385 feet, or longer than a football field, and a height of 50 feet. Unfueled, it weighs 500,000 pounds. But it can carry 250,000 pounds of fuel, and its total weight can reach 1.3 million pounds.



But, really ... how big is it? It's so big that it has 28 wheels and six 747 jet engines. It's so big that it has 60 miles of wire coursing through it. It's so big that the county had to issue special construction permits just for the construction scaffolding. It's so big that to truly get a sense of it, you have to see it from a distance — like a mountain.

But why is Allen, the co-founder of Microsoft and owner of the Seattle Seahawks, building such a massive plane? It's not to carry passengers, but rather rockets. The bigger the plane, the larger the rockets, or the greater the number.

Allen's Stratolaunch company has partnered with Orbital ATK to "air launch" the Dulles-based company's Pegasus XL, a rocket capable of delivering small satellites, weighing as much as 1,000 pounds, to orbit. The rockets would be tethered to the belly of the giant plane, which would fly them aloft, and once at an altitude of 35,000 feet or so, the rockets would drop and "air launch" to space.

"With airport-style operations and quick turnaround capabilities," the company said it believes "air launch" is a cheaper and more efficient way to get satellites into space than rockets that launch vertically and can be extraordinarily expensive.

For Allen, it's all about LEO, or low Earth orbit. He, and others, such as Richard Branson's Virgin Orbit, are betting that they can reduce the cost of launching small satellites to space. And that, in turn, will lead to new ways to beam the Internet all across the globe, provide better Earth-sensing capabilities and better communication, and open up all sorts of avenues.

More than a decade ago, Allen had hoped to spark a revolution in space travel when he funded SpaceShipOne, which became the first commercial vehicle to cross the threshold of space. The project ultimately won the Ansari X Prize, and a \$10 million award. He then licensed the technology to Branson and moved on to other pursuits. But with Stratolaunch, he is back in the space business.

"Thirty years ago, the PC revolution put computing power into the hands of millions and unlocked incalculable human potential," he wrote. "Twenty years ago, the advent of the Web and the subsequent proliferation of smartphones combined to enable billions of people to surmount the traditional limitations of geography and commerce. Today, expanding access to LEO holds similar revolutionary potential."

In a statement May 1, Jean Floyd, Stratolaunch's chief executive, said the company would be "actively exploring a broad spectrum of launch vehicles that will enable us to provide more flexibility to customers."

He added: "Over the coming weeks and months, we'll be actively conducting ground and flight line testing at the Mojave Air and Space Port. This is a first-of-its-kind aircraft, so we're going to be diligent throughout testing and continue to prioritize the safety of our pilots, crew and staff. Stratolaunch is on track to perform its first launch demonstration as early as 2019."

Boeing plans to test pilotless plane next year



If you have a fear of flying, this probably isn't going to do you any favors. Boeing has revealed plans to develop planes that fly with no pilots, and intends to test the new technology next year.

“The basic building blocks of the technology clearly are available,” Mike Sinnett, Boeing's vice president of product development, said at a briefing ahead of the Paris Airshow which takes place later this month. The idea of air travel in an autonomous plane sounds scary, but, at the moment, jetliners can already take off, land and cruise using their computers. Planes are also fitted with flight management systems which determine the best flight path based on the flight plan inputted by the pilot. The number of pilots needed on flights has also dropped from three to two in recent years. Pilotless planes would help address the pilot shortage expected in the next few years.

Sinnett said the company would begin to test the technology in a cockpit simulator over the summer before flying an airplane with “some artificial intelligence that makes decisions that pilots would make,” next year. The technology to carry out pilotless flights is just the first step, though. Self-flying planes would have to pass safety standards, and regulators would need to figure out a way to certify the planes.

Sinnett concedes he has “no idea how we're going to do that,” but said “we're studying it right now and we're developing those algorithms.” The planes would also need to be able to land safely, of course, and be as reliable as humans. “The machine has to be capable of making the same set of decisions, and if it can't, we can't go there,” Sinnett said.

Sinnett said he would be “perfectly happy” if the research concludes humans are needed to fly planes safely. “This isn't a quest to go take pilots out of the cockpit,” he said. “This is a quest to ensure that the system maintains the same level of safety that we have

Elon Musk's aerospace company to launch mysterious X-37B “space plane”



SpaceX will take over the launch of the US Air Force's secretive X-37B ‘space plane’ – a first for Elon Musk's aerospace company. Director of the Air Force Rapid Capabilities Office Randy Walden said of the announcement: “We are excited about this new partnership on creating flexible and responsive launch options and are confident in SpaceX's ability to provide safe and assured access to space for the X-37B program.”

All four previous X-37B missions were overseen by United Launch Alliance, a joint venture between Boeing Co. and Lockheed Martin who launched the ship from atop one of its Atlas V rockets. The X-37B is boosted into space by a launch vehicle. It then re-enters the Earth's atmosphere and lands as a plane.

The new contract was revealed during Air Force Secretary Heather Wilson's appearance before the US Senate Armed Service Committee, just two months before the scheduled launch. Contracts are usually announced around two years before a flight. The Air Force hasn't provided details about when the contract was awarded. In March, SpaceX beat United Alliance to win its second Air Force launch contract valued at \$96.5 million.

Mystery surrounds the X-37B missions as most of their payloads and activities have been classified. However, the Air Force claims the mini-space shuttle is simply testing technologies in orbit and carrying out experiments which can be returned to Earth. The plane completed its last mission in May after a record-breaking 718 days.

Nearly 35,000 aircraft valued at \$5.3 trillion required in next 20 years



The world's passenger aircraft fleet above 100 seats is set to more than double in the next 20 years to over 40,000 planes as traffic is set to grow at 4.4 percent per year, according to Airbus' latest Global Market Forecast 2017-2036.

Over this period, increasing numbers of first time flyers, rising disposable income spent on air travel, expanding tourism, industry liberalization, new routes and evolving airline business models are driving a need for 34,170 passenger and 730 freighter aircraft worth a combined total of \$5.3 trillion. Over 70 percent of new units are single aisle with 60 percent for growth and 40 percent for replacement of less fuel efficient aircraft.

A doubling in the commercial fleet over the next 20 years sees a need for 530,000 new pilots and 550,000 new maintenance engineers, and provides Airbus' global services business a catalyst to grow. Airbus has expanded its global network of training locations from five to 16 in the space of three years.

Air traffic growth is highest in emerging markets such as China, India, the rest of Asia and Latin America and almost double the 3.2 percent per year growth forecast in mature markets such as North America and Western Europe. Emerging markets currently home to 6.4 billion of the world's 7.4 billion population will account for nearly 50 percent of the world's private consumption by 2036.

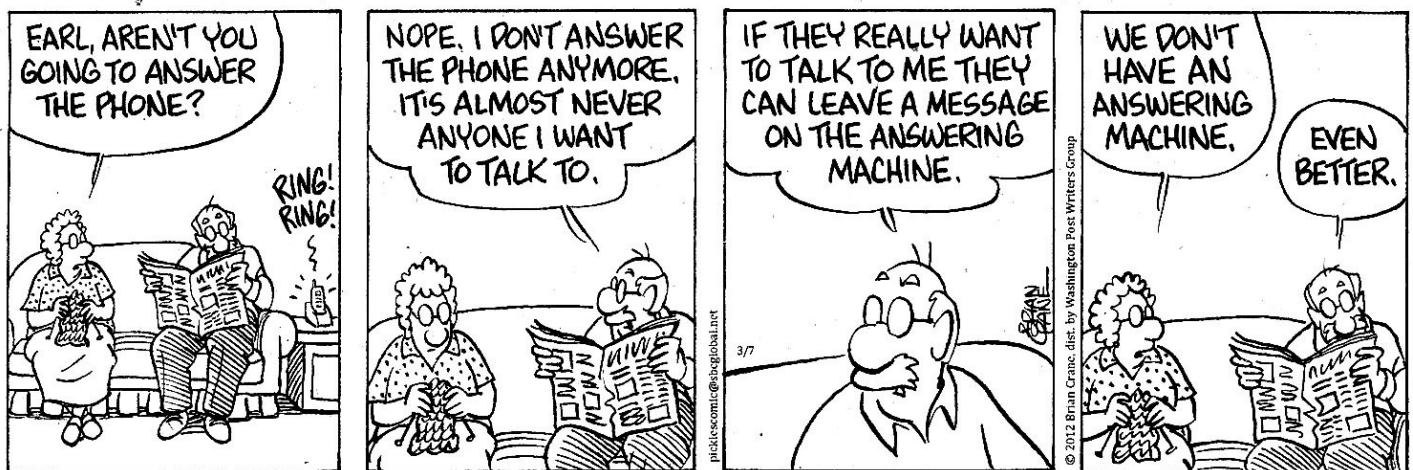
"Air travel is remarkably resilient to external shocks and doubles every 15 years," said John Leahy, Chief Operating Officer – Customers, Airbus Commercial Aircraft. "Asia Pacific continues to be an engine for growth, with domestic China to become the world's largest market. Disposable incomes are growing and in emerging economies the number of people taking a flight will nearly triple between now and 2036."

Over the next 20 years Asia Pacific is set to take 41 percent of new deliveries, followed by Europe with 20 percent and North America at 16 percent. Middle class numbers will almost double to nearly five billion as wealth creation makes aviation even more accessible particularly in emerging economies where spending on air travel services is set to double.

In the twin aisle segment, such as the A330 Family, A350 XWB Family and the A380, Airbus forecasts a requirement for some 10,100 aircraft valued at \$2.9 trillion.

In the single aisle segment, such as the A320neo Family, Airbus forecasts a requirement for some 24,810 aircraft valued at \$2.4 trillion. Airlines adding capacity by upsizing to the largest single aisle, the A321, will find even more business opportunities with the A321neo thanks to its range up to 4,000nm and unbeatable fuel efficiency. In 2016, the A321 represented over 40 percent of single aisle deliveries and over 60 percent of single aisle orders.

PICKLES | Brian Crane



Dutch king leading secret life as an airline pilot for 21 years

The King of the Netherlands has a secret identity: For the past 21 years, King Willem-Alexander has secretly been a commercial airline pilot.

The Netherlands' 50-year old king guest co-pilots two flights a month for KLM, the country's flag carrier airlines. All the while, his passengers had been left in the dark. He finally divulged his secret double life to Dutch newspaper *Der Telegraaf*. He said it's more of a hobby than



anything. "You have a plane, passengers and crew and you are responsible for them. You can't take your problems with you off the ground," he said. "You can completely switch off for a while and focus on something else," he said, describing flying a jetliner in terms most guys his age reserve for a round of golf.

While KLM would be hard-pressed to say no to their monarch if he asked to fly, he's apparently a really good pilot. "For the relatively few hours the king flies, he is always very sharp. He knows the procedures well. Very well," said KLM captain Maarten Putman, who frequently sits in the left-hand seat alongside king Willem-Alexander who served in the Dutch Air Force. It was no secret he had a pilot's license, but no one knew just how often he put the license to use.

Though he wants to keep flying now that his secret is out, he has his work cut out for him. KLM is retiring the narrow-body regional jet he's used to piloting, the Fokker 70 Cityhopper, for a new fleet of Boeing 737s. May 16 was his last flight in a Cityhopper, which KLM uses for short flights primarily to Germany, the United Kingdom, and Norway. He'll have to get certified on the 737 to keep flying — KLM doesn't allow any safety shortcuts, even for royalty.

He waxed enthusiastic about retraining for the 737, a bigger plane that can fly longer distances than the Cityhopper. "It also seemed nice to fly to other destinations one day, with more passengers and bigger distances. That was the real motive for training on the 737," he said.

Few of his passengers notice who he is when he's walking through the airport with his pilot's uniform on. He never gives his name when he talks over the intercom, so other than an occasional passenger who recognizes his voice over the intercom, he can fly completely incognito.

"The advantage is that I can always say I am speaking on behalf of the captain and crew to welcome them on board, so I don't have to say my name," he told *Der Telegraaf*.

Aviation Hell

A pilot dies and goes to hell. As he is waiting for the devil, he notices three doors.

The devil is nowhere in sight so he walks over to door number one and peeks inside. There he sees a lone pilot, sweating over emergency after emergency, non-stop bells and horns. Quickly closing that door, he creeps to door number two. There he sees a pilot going over checklist after checklist after checklist. Slamming closed that door, he steps over to the third and last door. Inside is a pilot, along with three flight attendants who are pouring coffee, serving dinners and cold compresses to the pilot. Smiling he slowly closes the door and goes over and sits down. The devil finally arrives and tells him to choose a door. He laughs and chooses door number 3. "Sorry" says the devil. "Door number 3 is Flight Attendant hell."

Updated June 18th, 2017

It may be easier to read this UPDATE on RAFA's website: <http://www.rafa-cwa.org/page-1836169>

1) ETC updated the Travel page:

On May 15th, the Employee Travel Center made the FlyingTogether > Travel page easier to navigate.

What's changed on the Travel Tab?

The left navigation menu was revised to improve user experience and provide an intuitive menu to make it easier to find resources and information related to pass travel.

Advisories now have a short tagline and require users to click to read the full article.

More webpage content in addition to the pdf documents of the past.

Related information to the right of each page will include all useful information on that subject including supporting pdf documents, question and answers and other related policies.

Visit the Travel tab and explore revised/improved left navigation menu items! Five dark blue tiles on the main page still take you to "Book a flight", "Update pass riders", "Pass Travel Report", "Other airline/ Interline travel" and "myUAdiscount". Note the new myUAdiscount page has really been improved!

"Torgi's Travel Tips" on page 5 of RUAEA's July newsletter covers those five blue tile links in depth, especially the myUAdiscount page. An excerpt is included at the end of this UPDATE.

RAFA has updated our Important Links page in the Travel Benefits section of our website to sync with the new FT > Travel page links. Check it out!

2) Standby, myUAdiscount, myUAdiscount-Basic Economy:

Pass riders flying space available or traveling on myUAdiscount tickets have the following carry-on and checked baggage allowances.

Note: When purchasing a myUAdiscount Basic Economy fare only one personal item is allowed onboard (must fit under the seat). However, you are still eligible for two free checked bags and one of those can be a full-size carry-on that will be gate checked and put in the belly.

Tickets purchased on the customer United website or somewhere else are not myUAdiscount tickets and you will not be eligible for the two free checked bags. To buy myUAdiscount tickets go to FlyingTogether > Travel > myUAdiscount or use the United app > Book a Flight (if your Mileage Plus number is linked to your employee profile in employeeRES).

Where do I sit?

Standby: available seats are assigned at the gate, in boarding priority order, according to the cabin you listed in.

myUAdiscount: select a confirmed seat when purchasing the ticket; upgrades to Economy Plus, FC or BF seats may also be available to purchase.

myUAdiscount Basic Economy: an Economy seat will be assigned at the gate (there is no guarantee your party will be seated together); upgrades to Economy Plus, FC or BF are not allowed.

3) More flights to Hawaii coming in December:

As United celebrates its 70th anniversary in Hawaii this year we announce significant frequency upgrades effective Dec 20th from DEN, LAX, ORD and SFO.

DEN-KOA, DEN-LIH and DEN-OGG will become daily, year-round.

LAX-ITO will increase to daily. LAX-KOA & LAX LIH increase to 2x daily. LAX-OGG increases to 3x daily.

ORD-OGG will increase to daily (except Tue/Wed)

SFO-KOA increases to 3x daily. SFO-LIH to 2x daily. SFO-OGG to 5x daily.

Current flights to HNL will continue from DEN & ORD (daily), LAX & SFO (5x daily).

UA also connects to HNL daily from IAH, EWR, IAD, GUM & NRT.

4) Order a retiree badge (Instructions are the same for pilots)

A United retiree badge is available to any eligible former employee currently receiving a post-employment benefit or pass travel privilege. The badge is intended to provide retirees with a tangible link to their former employer and supplement the Verification of Eligibility Letter when applying for any applicable discounts offered to United retirees. This badge is in no way mandatory nor is it required for pass travel.

Please note: The badge cannot be used to go thru TSA checkpoints.

Retirees may only order the badge online through the "United Service Anywhere" self-service portal on Flying Together. "United Service Anywhere" or "USAW" can be accessed via the dark purple tile on the Employee Services page (it's also scrolling across the Travel page). You can also go to employeeRES > Quick Links > EmployeeProfile > "Click here to obtain your Retiree Badge" which will redirect you to USAW (same link as above).

Once arriving on the USAW page, type "Order retiree badge" in the search box. Read the FAQ article
or simply click on the green "Request Service" box to order.

First pay a \$35 fee for the initial badge, payable thru PayPal.

To complete your order:

- 1) Input your payment confirmation number from PayPal.
- 2) Submit a passport size photo of yourself in jpeg format (on a light blue or off-white background).
- 3) Submit a copy of your government issued ID for identity verification.
- 4) The badge will be sent via FedEx; a signature is required for delivery.

To print a Verification of Eligibility Letter go to FlyingTogether > Book a Flight (employeeRES) > QuickLinks > EmployeeProfile > "Click here to obtain your Verification of Eligibility letter". It's in the "Saved EmployeeRES Information" box.

5) Have you seen our RAFA website?

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

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

For other Pass Travel Topics: Previous Travel UPDATES.

6) BONUS: myUAdiscount ticket information from RUAEA

Many thanks to Kathie Torgison for permission to reprint this excerpt from "Torgi's Travel Tips" on page 5 of the July 2017 RUAEA newsletter. Visit RUAEA here: <https://www.ruaea.org>

And who among us just doesn't want to put up with the uncertainty of standby travel, especially as flights fill up faster and faster these days? Well, take heart because you have easy access to the myUAdiscount program—where a confirmed seat at 20% off the lowest applicable fare is just a few clicks away. It is applicable to all UA/UAX flights and your enrolled friends can use this program, too.

When you click on the link* you will first go to a page inside the FlyingTogether website which explains the program, shows who is and isn't eligible to use the discount and explains that 2 checked bags are free, mileage plus miles accumulate, compensation for denied boarding is the same as for full-fare passengers and that all rules of the fare you select are applicable. You must then click the myUAdiscount box on the right side of the screen again to enter the actual booking site. There is no other way to obtain this discount!

Once you indicate your travel date, city pairs and the number of travelers, etc., you will be shown all the applicable fares. Note that each fare clearly shows the words "employee fare" above the fare amount so you can rest assured that your discount has been factored. The discount program applies to all fare classes (basic, economy, business and first class) and all fare levels (refundable and nonrefundable).

A great bargain to watch for these days is the new "basic economy" class. This fare type does not allow advance seat assignments (no guarantee your party will be seated together), no upgrades and no carry-on baggage except that which fits under the seat – and they mean it! But, remember that we are allowed to check up to 2 bags per person for free, so if you can live without your suitcase for a few hours, this inexpensive fare may be "just your ticket".

*Access the myUAdiscount page via the blue tile on Flying Together > Travel.

Compiled by Kirk Moore, RAFA Travel Benefits Committee

TSA to test biometric fingerprint screening at DEN and ATL airports



Forget fumbling for your photo ID and boarding pass at the airport. Soon, certain passengers will be free to move through the airport and check into their flights using only their fingerprints, thanks to the TSA's latest, more intrusive, innovation.

The Transportation Security Administration (TSA) announced June 13 that it will be assessing new biometric authentication technology (BAT), which allows travelers to go from the curb to the gate using only their fingerprints as their form of identification, and a boarding pass. The technology was unveiled at a TSA PreCheck lane in Hartsfield–Jackson Atlanta International Airport and a lane in Denver International Airport. The agency posted a video to their Instagram page,

demonstrating how the technology works.

The TSA will conduct a voluntary pilot program to gather data about the technology from the two airports. After analyzing the data, the TSA will decide whether to deploy more BAT lanes later this year. Passengers who choose to participate will still need to go through the standard process of showing their boarding pass and ID.

The technology, which was created by the TSA's newly-established Innovation Task Force, matches a passenger's fingerprints to those that have been provided to the TSA when a passenger enrolls in the TSA PreCheck program. Once a match is found, the technology is able to obtain the passenger's boarding pass and identification information. Eventually, the TSA hopes the technology will eliminate the need for a boarding pass and identity document, allowing for a totally automated checking process in the future.

The TSA says automated lanes will increase efficiency and reduce crowd size at checkpoints. They also said the automated lanes would "increase awareness of who passengers are and how and when they are passing through airports," according to a blog post from Acting Assistant Administrator Steve Karoly. One of the agency's goals is to create an automated "curb-to-gate secure travel environment," which would be less invasive and more secure, according to Karoly.

"The TSA looks at technologies and intelligence capabilities that allow us to analyze and secure the travel environment, passengers and their property," Karoly said. "Through these and other technology demonstrations, we are looking to reinvent and enhance security effectiveness to meet the evolving threat and ensure that passengers get to their destinations safely."

There Was No 'Golden Age' of Air Travel

By Patrick Smith/The New York Times May 28, 2017



It's pile-on time for America's commercial airlines. The contempt people hold for them has long been severe, but following a raft of highly publicized incidents, resentment has hit a fever pitch. It started about a month ago, with the forced removal of a passenger onboard a United Express flight. This was followed by several more airlines-behaving-badly controversies, up to and including the death of Simon, a giant rabbit who perished after a London-to-Chicago United flight. Over and over we are reminded about the hellishness that is commercial flying. Enabled by cellphone cameras and the catalyst of social media, even the most mundane boarding snafu or onboard fracas has been getting its 15 minutes.

I'm a commercial pilot, so I take some of this personally. I also think it's time for a slightly different perspective.

People often talk about a proverbial "golden age" of air travel, and if only we could return to it. That's an easy sentiment to sympathize with. I'm old enough to recall when people actually looked forward to flying. I remember a trip to Florida in 1979, and my father putting on a coat and tie for the occasion. I remember cheesecake desserts on a 60-minute flight in economy. Yes, things were once a little more comfortable, a little more special.

One of the reasons that flying has become such a melee is because so many people now have the means to partake in it. It wasn't always this way. Adjusted for inflation, the average cost of a ticket has declined about 50 percent over the past 35 years. This isn't true in every market, but on the whole fares are far cheaper than they were 30 years ago. (And yes, this is after factoring in all of those add-on "unbundling" fees that airlines love and passengers so despise.)

For my parents' generation, it cost several thousand dollars in today's money to travel to Europe. Even coast-to-coast trips were something relatively few could afford. As recently as the 1970s, an economy ticket from

New York to Hawaii cost nearly \$3,000, adjusted for inflation. Not only are tickets cheaper, but we have got a wider range of options. There are planes going everywhere, all the time. Pretty much any two major cities in the world are now connected through at most one stop: Los Angeles to Delhi; New York to Fuzhou, China; Toronto to Nairobi. Overall journey times used to be much longer, and flying from the United States to points overseas meant having to connect at one of only a handful of gateway airports, with additional stops beyond. Even well into the jet age, what today would be a simple nonstop or one-stop itinerary could include multiple stopovers. Not just internationally, but domestically, too: Three stops in a DC-9 to reach St. Louis from Albany, then another two stops on the trunk route over to Seattle or San Francisco.

Sure, you had more legroom and a hot meal. It also took you 14 hours to fly coast-to-coast, or two-and-a-half days to reach Karachi, Pakistan. Miss your flight? The next one didn't leave in 90 minutes; it left the following day — or the following week.

I could mention, too, that the airplanes of decades past were louder — few things were more deafening than a 707 at takeoff thrust — and more gas-guzzling and polluting. And if, in 2017, you're put off by a lack of legroom or having to pay for a sandwich, how would you feel about sitting for eight hours in a cabin filled with tobacco smoke? As recently as the 1990s, smoking was still permitted on airplanes.

As for legroom, there's that conventional wisdom again, contending that airlines are forever cramming more rows into their aircraft. Except it's not necessarily true. The spacing between rows, called "pitch" in the business, is, on average, less than it was 20 or 30 years ago — and yes, passengers themselves have become larger on average — but only slightly. Remember Laker Airways, whose "Skytrain" service ran between the United States and London in the 1970s and early '80s? Sir Freddie Laker, the airline's flamboyant founder, configured his DC-10s with a bone-crunching 345 seats — about a hundred more than the typical DC-10 at the time.

And what's that in front of you? It's a personal video screen with hundreds of on-demand movies and TV shows. No, not every carrier has these, but on longer flights it's a standard amenity, along with USB and power ports. Onboard Wi-Fi is widespread. Remember when the "in-flight movie" was projected onto a blurry bulkhead screen, and you listened through one of those stethoscope-style headsets with jagged plastic cups that scratched into your ear?

Up front, in first or business class, forget it. You can have your Pullman berths and caviar on the flying boats of the 1940s, trundling along noisily, 17 hours from New York to Paris. You can have your tuxedoed stewards and your piano lounges in the old 747 upper deck. I'll take the state-of-the-art sleeper seat and 25-inch screen; the electric privacy barrier and five-course dinner presentation. It's no contest; premium class has never been as swanky or as comfortable as it is today.

Then there's safety. Globally — catastrophes like those involving Malaysia Airlines Flights 17 and 370 included — the last 10 years have been the safest in the history of commercial aviation. Here in North America the stats are even more astonishing: There has not been a major crash involving an American legacy carrier in more than 15 years. By comparison, in 1985, 27 air disasters killed almost 2,500 people worldwide. During the 1960s, the United States saw an average of four major crashes every year. United alone had seven major accidents in a five-year span.

The 1960s, '70s and '80s also were rife with terrorist bombings and hijackings: Pan Am 103, Air-India, UTA and TWA, among others. Between the late '60s and early '70s, American commercial aircraft were hijacked at a rate of nearly once per week. Airport terminal attacks were frequent throughout that era as well.

For a number of reasons — technological, regulatory and infrastructural — aviation accidents have become a lot fewer and farther between. There are twice as many planes in the air as there were just 25 years ago, yet the rate of fatal accidents per miles flown has been steadily falling. The International Civil Aviation Organization reports that for every million flights the chance of a crash is one-sixth what it was in 1980. Hijackings and terrorist attacks, for all of the attention lavished on their mere possibility, have become even rarer.

There's no denying that airlines today could and should do a better job — at communicating, at treating their customers with dignity and respect. I'm well acquainted with the nuisances of modern-day air travel: I don't enjoy claustrophobic planes, delays, noisy airports or wasteful security practices any more than you do.

But those good old days, maybe, are more mythical than we admit. Do you really want to travel like people did in the 1960s? Are you sure? No, you don't have to love flying. But you shouldn't take it for granted, either.

Patrick Smith is an airline pilot who writes about flying at www.askthepilot.com.

Route to Air Travel Discomfort Starts on Wall Street

By Nelson D. Schwartz/The New York Times



When an unlucky passenger was violently dragged off a full United Airlines flight in Chicago in April, setting off a public-relations nightmare for the company, the blame naturally fell on the cabin crew, the police and eventually airline executives. But ultimately, the episode was set in motion elsewhere — on Wall Street.

Relentless pressure on corporate America is creating an increasingly Dickensian experience for many consumers as companies focus on maximizing profit. And nowhere is the trend as stark as in the airline industry, whose service is delivered in an aluminum tube packed with up to four different classes, cheek by jowl, 35,000 feet in the air.

“There’s always been pressure from Wall Street,” said Robert L. Dilenschneider, a veteran public relations executive who advises companies and chief executives on strategic communications. “But I’ve been watching this for 30 years, and it’s never been as intense as it is today.” Rich bonus packages for top executives are now largely tied to short-term income targets and fatter profit margins instead of customer service. Of course, bolstering profits — and in turn, stock prices — has always been a big part of management’s responsibility to shareholders, but making it virtually the only criterion for executive pay is new.

Five years ago, American Airlines factored in on-time arrivals, lost baggage and consumer complaints to help calculate annual incentive payments for top management. Today, these bonuses are based exclusively on the company’s pretax income and cost savings.

United has also scaled back bonuses linked to reliability and customer satisfaction for senior executives in recent years. But in the wake of what happened in April, bonuses “will be made more comprehensively subject to progress in 2017 on significant improvement in the customer experience,” the company said in a financial filing.

“Fifteen years ago, airlines competed with each other over who could buy the most planes or have the most routes,” said Jamie Baker, a top airline industry analyst at JPMorgan Chase. “Executives are just as competitive today, but it’s about who can achieve an investment-grade rating first, who can be a component in the S. & P. 500, and who has better returns for investors.” These new incentives also partly explain why airlines are packing seats more densely and squeezing more passengers into the back of the plane.

“Densification is driven by the desire to sweat the assets and generate revenues without having to commit capital to building new planes,” Mr. Baker said. Such a shift isn’t unique to the airline industry.

“As in other industries, like manufacturing or consumer goods, the focus is on more traditional financial metrics like pretax income, margins, return on capital and total shareholder return,” said Andrew Goldstein, head of the executive compensation practice in North America for Willis Towers Watson. “Airlines haven’t abandoned operational and customer-service metrics, but they are putting less emphasis on those factors.” And with the economy growing at a rate of only 2 percent while the stock market rallies on promises of soaring earnings, something must give so profit margins can grow.

In the case of United or Spirit Airlines, whose repeated cancellations led to a melee among travelers this month at a terminal in Fort Lauderdale, Fla., it was customer service. At other companies, like Ford and Alcoa, it was the head of the chief executive that was served up when profits failed to meet expectations. Mature industries — where double-digit annual profit growth is a reach in the best of times — are especially vulnerable to activist investors’ demands for board seats, bigger stock repurchases and other short-term financial rewards. The pressure is especially brutal in the airline industry because the key expense, fuel, is for the most part beyond management control. Yet airline executives have largely convinced Wall Street that the bad old days of bankruptcies and fare wars are over, replaced by the kind of predictable annual profits more common among industrial companies.

That's among the reasons fees have popped up in recent years for everything from checking bags to securing an assigned seat before boarding. Known on Wall Street as ancillary revenue, this stream of income is especially favored by investors because it doesn't swing sharply the way fares do. And so far, despite occasional bouts of air rage and frequent consumer complaints, Wall Street has been getting what it wants. United's stock has surged to more than \$80 per share from \$25 per share five years ago, with profit margins rising to 13.6 percent from 3.7 percent over the same period. Overall industry margins hit 16.3 percent, up from 5.2 percent in 2012.

Spirit's operating margins are among the highest in the industry, topping 20 percent in 2015 and 2016. But Paul Berry, a company spokesman, said Spirit had pivoted to focus more on customer service in the last year, even as some larger rivals keep cutting costs to compete.

Despite rewarding top executives strictly according to financial targets, American said it, too, was committed to improving the passenger experience. "Every single person at American knows we succeed or fail based on how well we serve customers," said Joshua Freed, a company spokesman. "We will only meet those financial goals if we keep our customers happy."

Still, the promise of steady profit growth has prompted even Warren E. Buffett to take a fresh look at airline stocks. He once famously called the industry a money-losing "death trap," but reversed course late last year, with his company, Berkshire Hathaway, acquiring stakes in several airlines. "In the past, airline stocks were seen as hazardous to one's wealth," said Mr. Baker, the JPMorgan analyst. "They were trading vehicles, and potential destroyers of capital."

The pressure on United, American and other giants is only going to increase with the rise of so-called ultra-low-cost carriers like Spirit, Frontier and Allegiant. In fact, American and United are rolling out a stripped-down new class called Basic Economy. Here, in exchange for the cheapest tickets, fliers can't choose their seats before checking in and are more likely to be stuck in the middle of the row. They board last and are less likely to be able to sit with companions. No carry-on luggage is permitted, forcing anyone without elite frequent-flier status to check anything larger than a backpack — for a fee.

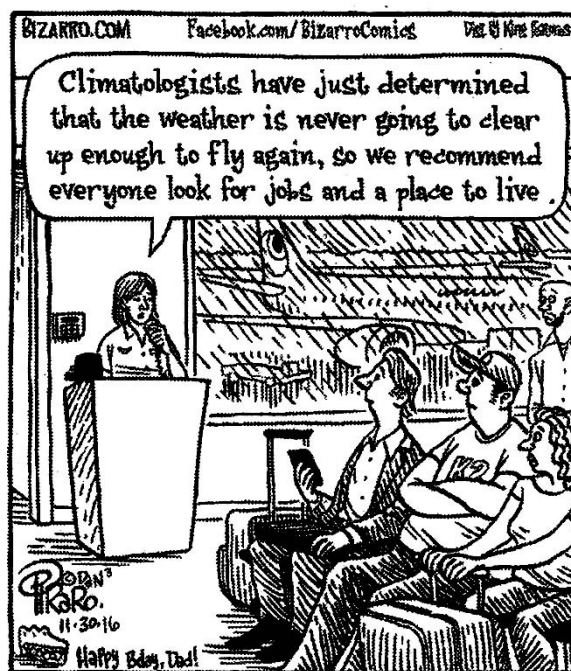
"That's the experience on a ultra-low-cost carrier," said Rajeev Lalwani, an airline industry analyst with Morgan Stanley. As the legacy airlines introduce similar no-frills offerings to hold off upstarts like Spirit, he said, "part of the idea is to get folks to upgrade to premium economy and collect fees." It's also the wave of the future, at least for budget-conscious travelers.

"For the lowest price comes the most basic product," said Alan Wise, a senior partner with the Boston Consulting Group, who leads the firm's travel and tourism practice for North America. "Spirit has been a growth story in the space, and it's forced the legacy carriers to adapt and innovate."

To be sure, some industry veterans insist it is a mistake to simply blame investors or hedge-fund managers for fostering a race to the bottom in customer service. "The response isn't to Wall Street. It's to customer behavior," said Alex Dichter, a senior partner at McKinsey who works with major airlines. "About 35 percent of customers are choosing on price, and price alone, and another 35 percent choose mostly on price." Mr. Dichter noted that when American added two to four inches of legroom in coach in the early 2000s, "as far as I know, the airline didn't see one bit of improvement in market share or pricing."

"The great irony is that most C.E.O.s would love to compete on product and experience," he added. "It's much more fun. The problem is that customers aren't paying attention to that."

BIZARRO | Dan Piraro



What Intl travelers should “Know Before You Go” this summer



As the busiest three months of international travel approach, U.S. Customs and Border Protection (CBP) encourages travelers to “Know Before You Go” when traveling to the United States or returning home this summer. CBP officers at international airports, cruise terminals and land border ports of entry around the country and at Preclearance facilities around the world are prepared for the additional traffic expected this summer. Last summer, CBP processed more than 108.3 million international travelers at U.S. ports of entry.

“The United States has been and continues to be a welcoming country and CBP remains committed to facilitating lawful travel to the United States,” said Acting Commissioner Kevin McAleenan. “In the spirit of this commitment, CBP has deployed innovative programs and technology including Trusted Traveler Programs, Automated Passport Control kiosks and Mobile Passport Control to make the arrival process as efficient and as quick as possible while maintaining our dual mission of border security and travel facilitation.”

CBP encourages travelers to plan ahead to ensure a smooth and efficient processing experience. Use these tips to help you prepare.

Travel Documents: Travelers should have appropriate passports and any other associated travel documents ready when approaching a CBP officer for processing or visiting a foreign country. Find out more information about approved travel documents for entry into the U.S. as well as country specific information at getyouhome.gov and travel.state.gov. Remember to carry these documents with you, do not pack them.

Familiarize yourself with Automated Passport Control (APC) and Mobile Passport Control (MPC) : These two programs are making the entry process more efficient, intuitive and paperless for travelers. Learn which option works best for you and speed up your entry into the United States. APC expedites the entry process for most international travelers by allowing them to submit their biographic information and answers to inspection-related questions electronically at self-service kiosks located at 49 airports worldwide. At 23 U.S. airports, U.S. citizens and Canadian visitors can submit their passport information and answers to inspection-related questions to CBP via a smartphone or tablet app prior to arrival. Android and iPhone users can download the Mobile Passport app for free from the Google Play Store and Apple App Store.

Declare goods: Truthfully declare everything you are bringing from abroad including duty-free items. If duty is applicable, credit cards or cash payment in U.S. currency is acceptable.

Declare foods: Many agriculture products can bring damaging pests and diseases into the country.

Apply and pay for an I-94 online: Speed up your entry into the U.S. by providing your biographic and travel information and paying the \$6 fee for the I-94 application online up to seven days prior to entry.

Monitor border wait times: Download the Border Wait Time app or use the border crossings wait times website to plan your trip across the border. Know which ports of entry have heavier traffic and possibly use an alternate route.

Information is updated hourly and is useful in planning trips and identifying periods of light use/short waits. The official Border Wait Time app can be downloaded from the Apple App Store and Google Play.

Obtain a radio frequency identification (RFID)-enabled travel document to use a Ready Lane at some land ports of entry: At some ports of entry, processing in Ready Lanes is 20 percent faster than normal lanes and provide a time savings of up to 20 seconds per vehicle. To use Ready Lanes, adult travelers (over 16 years of age) are required to have high-tech RFID enabled cards. These include RFID-enabled U.S. Passport cards, Legal Permanent Resident cards, B1/B2 border crossing cards, Trusted Traveler Cards (Global Entry, NEXUS, SENTRI, and FAST) and Enhanced Driver’s Licenses.

Declare gifts: Gift you bring back for your personal use must be declared, but you may include them in your personal exemption. This includes gifts people gave you while you were out of the country and gifts you have brought back for others.

Prohibited vs. Restricted: Know the difference between prohibited merchandise (which is forbidden by law to enter the United States) and restricted merchandise (items needing special permit to be allowed into the United States). For more information, visit the Restricted/Prohibited section of the CBP website.

Traveling with medication: Travelers must declare all medicine and similar products when entering the United States. Prescription medications should be in their original containers with the doctor's prescription printed on the container. It is advised that you travel with no more than personal use quantities, a rule of thumb is no more than a 90-day supply. If your medications or devices are not in their original containers, you must have a copy of your prescription with you or a letter from your doctor. A valid prescription or doctor's note is required on all medication entering the U.S.

Traveling with pets: Cats and dogs must be free of disease and illness when entering the United States. In addition, dog owners must be able to show proof of rabies vaccination. If crossing with a puppy, certain paperwork will need to be completed at the border for the "new addition to the family." All pets are subject to health, quarantine, agriculture, or wildlife requirements and prohibitions. The regulations about bringing a pet into the United States are the same whether you drive over the U.S. border with your pet in your car, fly, or travel by other means. Pets taken out of the United States and returned are subject to the same requirements as those entering for the first time. For more information about traveling with your pet to a foreign country or bringing your pet into the U.S., visit APHIS's pet travel website.

Report Traveling with \$10,000 or more: There is no limit to how much currency you may take in or out of the United States; however, U.S. federal law requires you to report your total currency of \$10,000 or more. Currency includes all forms of monetary instruments. Travelers who fail to truthfully report all of their currency risk their currency being seized, and may face criminal charges.

For citizens of Visa Waiver Program countries, an approved Electronic System for Travel Authorization (ESTA) is required before boarding an aircraft. For those traveling by air or sea on a visa, CBP has automated the Form I-94 removing the need for travelers to fill out a paper copy. Travelers will still be able to obtain their I-94 number and/or a copy of their I-94 online.

For your next trip, consider joining the ranks of a Trusted Traveler. Trusted Traveler members enrolled in Global Entry, NEXUS or SENTRI continue to enjoy the most expedited CBP processing experience. Trusted Traveler members retain their membership for five years.

CBP's mission is to facilitate travel while maintaining the highest standards of security for those who live here and for those who come to visit. On a typical day last year, CBP officers processed more than 1 million travelers arriving airports, seaports or border crossings. During the holiday season, travelers should expect heavy traffic. Planning ahead and adopting these travel tips can save time and lead to a less stressful trip.

7 tips for what to pack in your personal item

By Andrea Hiller

It's tempting to devote all of your attention to your checked or carry-on bag, but try taking your packing strategy to the next level by focusing on what you should pack in your personal item. Most travelers can bring on board one full-sized carry-on bag to be placed in the overhead bin as well as one personal item that fits under the seat in front of you — such as a shoulder bag, purse, laptop bag or other small item (9 inches x 10 inches x 17 inches or under) — free of charge. (Please note: If you are traveling on a Basic Economy ticket, you will only be allowed one small personal item on board, with some exceptions.) For even the most frequent travelers, departing from one's bag — whether it's checked or in the overhead bin — can be an inconvenience, especially when they contain important items. Keeping a few key things at arm's length can make all of the difference on a flight. Follow these packing tips to make the most of your personal item.

1.) Hydrate: While there are restrictions against bringing a full water bottle through security, an empty drink container is perfectly fine to take with you. Prior to boarding, you can visit a water fountain or a filtered water bottle refill station and fill up before your flight. Bringing your own water on the flight can be quite convenient, especially if there is a disruption in inflight service.

Continued on next page

2.) Keep comfortable: Consider the amount of time you will be on board. What will help you stay comfortable in the air? Items such as eye masks, earplugs and neck pillows can go a long way. Don't forget to bring a pack of mints and lip balm in your personal item to feel fresh throughout your flight. Since you may be starting and ending your travel in very different climates, it's a good idea wear a few layers. On longer flights, dress in loose clothing for optimal comfort and circulation. Be sure to leave some room in your personal item if you plan to shed your jacket on board or at your destination. If a flight is full, you may not be able to use the overhead bin space.

3.) Pack an extra outfit: Take one lightweight outfit and pack it in your personal item. If your bag is delayed arriving at your destination or weather leaves you stuck in the airport overnight, that extra, clean outfit can make all the difference. On a long-haul flight, you can change before your descent to freshen up.

4.) Power up: We're pleased to offer personal device entertainment on many of our flights. This free service gives you access to a library of movies and TV shows that you can watch on your personal laptop, tablet, Apple iOS device or Android device. In order to use this service, download the United app prior to your flight and remember to not leave your headphones behind. While most of our flights provide power outlets, not all aircraft seats are currently equipped to offer power. Charge your device before your flight or bring a portable phone charger so you don't have to worry about running out of juice.

5.) Back up your entertainment plan: Flying can give you a rare opportunity to unplug. Bring at least one option to give yourself some quality screen-free entertainment. Pack an adult coloring book with a small pack of colored pencils or bring that novel you've been meaning to start. A magazine, puzzle or game can help pass the time and provide some relaxation on board or even at the gate. Plus, you'll get that much-needed "me time" you've been craving.

6.) Be kind to your feet: If you plan on going straight to an event or a business meeting upon arrival, put your dressier shoes in your personal item. Wearing a comfortable pair of shoes while traveling will allow you to move easily through larger airports or more quickly if you have a tight connection.

7.) Keep your medication and keys close: If you need any medication, stow it in your personal item. While it's fine to pack medicine and house keys in your carry-on bag, if you end up having to check your bag at the gate, you won't have to worry about parting from these items. This step will help save valuable time for you and those around you during the boarding process.

Your personal item is personal to you. Find the right strategy to feel prepared to travel. Now you can relax and enjoy your flight because you have everything you need within reach.

World's first "Robocop" reports for duty in Dubai



The world's first robot policeman has officially joined Dubai's police force. While it's not exactly the Robocop from the movie, officers in the United Arab Emirates may want to get used to them, as the bots may soon account for a quarter of their colleagues.

The autonomous Robocop entered the line of duty in May by greeting guests and patrolling the halls at the three-day Gulf Information Security Expo and Conference (GISEC). Plans are in place to have the machine on the streets in popular Dubai areas when the expo ends. "With an aim to assist and help people in the malls or on the streets, the Robocop is the latest smart addition to the force and has been designed to help us fight crime, keep the city safe and improve happiness levels," said Brigadier-General Khalid Nasser Al Razzouqi, Director-General of Smart Services with the Dubai Police. "He can chat and interact, respond to public queries, shake hands and offer a military salute," he added.

Standing at a height of 5 feet, 5 inches and weighing in at 220lbs, the Robocop can read a person's facial expressions and react accordingly in six languages. It can also transmit and receive messages from police, and has a built-in tablet that can be used to pay fines and report crimes.

The cyborg is the first of many that will be joining the frontline if officials are to achieve their ambitious target of staffing 25 percent of the police force with machines by 2030.

“The launch of the world’s first operational Robocop is a significant milestone for the Emirate and a step towards realizing Dubai’s vision to be a global leader in smart cities technology adoption,” said Brigadier-General Razzouqi.

The models, which were first unveiled at the Gulf Information Technology Exhibition (GITEX) in 2015, are a central part of Dubai’s plan to create a city that generates half of its own power.

The ambitious self-power plan calls for adopting smart police mechanisms, which would include police stations manned entirely by robots

Chernobyl Exclusion Zone tourism: First hostel opens in radioactive wasteland



A new hostel in Chernobyl, Ukraine, offers a comfortable short-term stay in the exclusion zone built around the site of the worst nuclear incident in history. Plasma panels and free Wi-Fi are among the perks for the guests of the four-story building, a former dormitory.

More than 30 years after the 1986 disaster at Chernobyl nuclear power plant, hundreds of tourists are flocking to the site to get a firsthand impression of the scale of the incident, despite the remaining risk of radiation exposure.

“The idea was very good – when it’s a [tourist] season and tourists arrive, there is often a lack of accommodation,” a local resident said about the new hostel, which caters especially to explorers of the zone. For now, the hostel is not operating at full tilt, but it is already able to welcome 42 guests. After the renovation is completed, it will be able to accommodate 102 people in single and double rooms. A one-night stay in the newly-opened facility costs just 198 Ukrainian Hryvnia or \$7.60 per person.

Visitors are coming from all over the world, including from such remote locations as the US, Japan, Ireland and Belgium, an administrator said. “People come here from all countries, they want to understand what Chernobyl is,” she said, adding that the hostel has been in high demand since its opening. “We almost don’t have any vacant rooms.”

The Ukrainian agency in charge of the exclusion zone said that by opening a hostel it hopes to improve the quality of experience to the visitors. To that aim, a former dormitory was repurposed into a hostel, where everything needed for a comfortable short-term stay is in place. Every room is fitted with a plasma TV, a shower unit, a toilet and modern furniture, the agency said, also promising free Wi-Fi.

The 30-square kilometer zone, within which thousands of people were evacuated following the botched safety experiment that caused a meltdown at the plant’s Reactor 4 on April 26, 1986, was declared uninhabitable and remains largely depopulated up until the present time, even though most of its territory is now considered to be relatively safe. Following the disaster, the reactor was encased into a sarcophagus. Last year, a new shelter was moved into place to cover the structure that has eroded over time. The zone has become a magnet for stalkers, who illegally enter its territory in search of artifacts and to satisfy a scientific interest.



The power to fly

From *airscape Magazine*

I guess I'm as guilty as anyone: I've written a few things about the Wright Brothers over the years and, most memorably, about the South Carolina Surfmens who helped them make their historic flights at Kitty Hawk. But, for all that, I've missed the man who did more than any other to make their place in history possible, and became the template for those who've put every pilot and passenger safely into the air since. No, not Otto Lilienthal or Lawrence Hargrave. Not Sir George Cayley (and his long-suffering coachman). Not even Octave Chanute or Samuel Langley... Because even though the Wrights were innovators in research, method, linen and spruce, the key to their success was – as it always is – their mechanic.

Meet Charles Edward Taylor (May 24, 1868 – January 30, 1955) the template for all aviation mechanics.

Of course, if you already know about Charlie Taylor you can take this moment to enjoy a quiet, congratulatory fist-pump and move on. But if not, gather round.

Charlie Taylor grew up on the US frontier. He was born in a log cabin near Cerro Gordo, Illinois on May 24th, 1868 and moved, with his family, to Lincoln, Nebraska a few years later. Now Nebraska's state capital, Lincoln had a population of just 600 or so in the early 1870s – mostly homesteaders and their families. For the farmers, it was big grass country. Big grass, and big sky. At age 12, Charlie started running errands for the Nebraska State Journal where his natural mechanical abilities soon surfaced and he served an apprenticeship in the Journal's bindery.



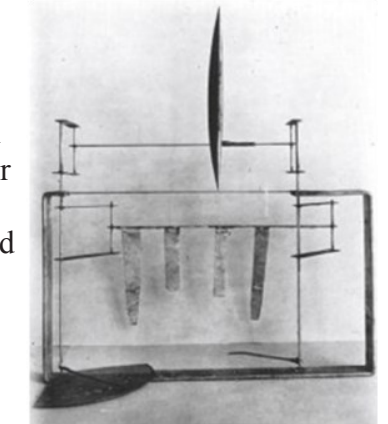
After moving to Kearney, NE, in his twenties, Charlie courted and wed Heretia Webbert from Dayton, Ohio. Then, in 1896, the couple moved to Dayton with their young son to be closer to Heretia's family and improve Charlie employment opportunities. It worked – he was employed by Stoddard Manufacture of Dayton, a company that made farming equipment but was also capitalizing on the 1890s bicycle craze.

Meanwhile, Heretia's uncle had rented a building he owned, on West Third Street, to a pair of brothers who were also in the bicycle business – Bishop Milton Wright's sons Wilbur and Orv. The young men were all about the same age and soon became friends. Charlie had opened his own machining shop and the Wrights would bring Taylor jobs that needed his special skills and equipment. Almost inevitably, the trio ended up working together. Charlie had sold his shop and taken a job he didn't like at Dayton Electric Co for \$10 a week. So when the Wrights offered him \$8 more to work with them in June 1901, he jumped at the chance.



By 1901, as you can imagine, Charlie was about to take a pivotal role in the Wright Brothers' aeronautical experiments. Along with day-to-day bicycle repairs, he also looked after the business during their trips to Kitty Hawk.

After a disappointing summer there in 1901, the Wrights had Charlie build them a wind tunnel so they could better analyze the behavior of different airfoils under varying conditions. The wind tunnel results opened the way forward for Wilbur and Orville to build their 1902 glider – the craft in which they learned to fly. And Charlie Taylor made fittings for that as well.



By the time they came home on October 31st, 1902, the Wright Brothers knew they were ready to build and fly a powered machine.

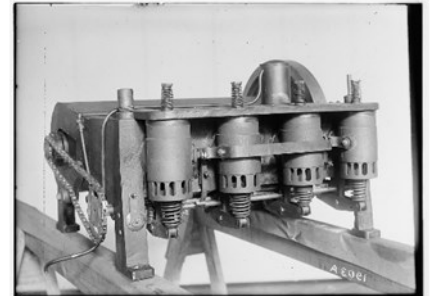
They soon calculated that they'd need an 8 horsepower motor to drive their 550 pound design through the air. Allowing for the weight of the machine itself and a pilot meant this motor would need to weigh less than 180 pounds.

They wrote to several automobile motor makers to try and get such an engine made – without success. So they turned, once again, to Charlie Taylor.

The delicate force balances that Charlie Taylor built for the Wright's wind tunnel, from ground down hacksaw blades.

The Wrights had worked out that a four-cylinder motor with 4-inch bore and 4-inch stroke could provide the power they needed and still weigh less than 200 pounds 'wet.' They explained what they wanted to Charlie and asked if he could make it. Although he'd never made a motor before, Taylor could easily understand the machining tasks that would be needed and got to work. The two brothers and Taylor would work out each component on paper, talk it through, and then hang the final sketch over Charlie's workbench for him copy. He was finished in just six weeks.

The crankcase was forged from an alloy of 92% Aluminum and 8% Copper by the Buckeye Iron and Brass Foundry in Dayton. Charlie Taylor cleaned it up, then turned and bored the four cylinders himself from fine-grained cast iron. Next he took a plate of carbon tool steel 1-5/8 inches thick by 31 inches long and marked out his crankshaft on it. Using only hand tools, a drill press and a lathe, he painstakingly chain-drilled around the pattern, knocked out the part, and shaped it on the lathe to an accuracy of 0.001 inches. He then turned the heavy fly wheel from a block of cast iron. The remaining small metal parts – pistons, valves, connecting rods, etc – were each figured out, fit together and formed one by one. After countless test-fittings and trial assemblies, the world's first aero engine was ready to run in February 1903. It was run briefly, unlubricated, and delivered its 8 HP at just 670 rpm. Further engine runs turned out an initial burst of up to 16 HP at 1,200 rpm and a steady 12 HP at 1,020 rpm. Best of all, it weighed only 170 pounds. It was a triumph. Taylor's achievement gave the delighted Wright Brothers the confidence to add a critical 150 extra pounds to their Flyer, for extra strength and safety.



When Orville and Wilbur went to South Carolina on September 23rd, 1903, Charlie stayed behind and minded the shop. When the tubular propeller shafts developed a fault in November, they were sent back to Charlie for repair. They were back on the Flyer on November 20th. The first winter storms kept the Wright Brothers inside their camp buildings that week, but while test running the engine on November 28th, one of the troublesome propeller shafts cracked. This time Orville went back to Dayton, where Charlie had made new shafts of solid tool steel. Orville took them back to Kitty Hawk and had them fitted to the machine late on Saturday, December 11th. After Wilbur's failed take-off on Monday the 14th, Orville tried successfully on the windy 17th. Then, taking turns, the Wrights proceeded to make history in their (if you'll allow me) 'Wright-Taylor Flyer.'



Next spring, the Wright Brothers continued their experiments much closer to Dayton, in a large field on the outskirts of town. They had free use of 'Huffman Prairie' (now part of the Dayton Aviation Heritage National Historical Park next to Wright-Patterson AFB), on which they built launch equipment and a hangar to store their new 'Flyer II' and the 1905 'Flyer III.' As the Wrights moved steadily into the aviation business, Charlie Taylor continued to 'mind the store' while also serving as their engine builder, master mechanic and ground crew. While they experimented, he built a series of steadily improved aircraft engines, culminating in the 36 HP Wright 4-40 or 'Vertical 4' that would power the Flyer III and over 100 subsequent Wright Company machines.

When the US Army expressed interest in the Wrights' invention, Orville went to Fort Myer, Virginia with the 1905 Flyer III, modified to carry a pilot and passenger and designated the Military Flyer. As always, Charlie went along to keep the aircraft and its motor in good order for Orville's demonstrations. On September 17th, Taylor was to fly with Orville but his place was fatefully taken by Lt. Thomas Selfridge. When the flight ended in disaster, Charlie Taylor was distraught until doctors assured him that Orville would survive his

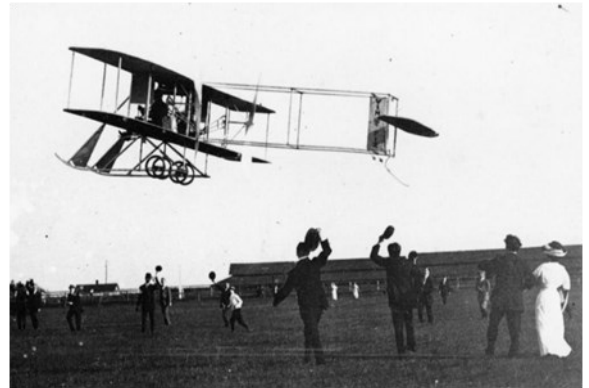


injuries. Orville begged the doctors to let him speak with Taylor, and asked him to examine the drive chains to find the problem. Taylor inspected the wreckage as asked, and determined that the propellers had delaminated in flight.

Ironically, Charlie had wanted to learn to fly himself. In 1948, while being interviewed for the TV program 'We Saw It Happen', he recounted how the Wright Brothers valued his services so highly they refused to teach him.

"They said they needed me in the shop and to service their machines, and if I learned to fly I'd be gadding about the country and maybe become an exhibition pilot, and they'd never see me again." As it happened, Taylor did end up gadding about the country – just not as a pilot.

When Calbraith Perry Rodgers was preparing to make the first trans-continental flight across the United States in 1911, he bought a Wright Model B from the Wright Company, in which Charlie was now head of the engine shop. This would become the immortal Vin Fiz Flyer. However, Orville knew the machine was never built to survive even 1,000 miles in the air so he sold Rodgers enough spare parts to build two more airplanes and lent him the expert services of Charlie Taylor. Charlie rode with Rodgers' wife and mother, several reporters and various other followers in a specially chartered train, the Vin Fiz Special. At each stop (planned or otherwise), Taylor



would inspect and repair the Vin Fiz Flyer in a dedicated workshop car that was attached to the train, to make sure it was safe and ready for its next flight. The flight of the Vin Fiz Flyer would become a truly Homeric odyssey involving 75 individual stages and 16 crashes. In the end, only the Wright B's original rudders, engine oil pan and one main-plane strut would flop into the Pacific Ocean on December 10th, 1911, forty-nine days and over 4,000 miles after leaving Brooklyn, NY. Without Charlie Taylor though, it wouldn't have made it past Middletown, NY, an almost negligible 104 miles from Brooklyn.

As they predicted, the Wright Brothers never got their master mechanic back. He did return to Dayton, and found himself work with the Wright-Martin Company there until 1920. But in the meantime Orville had steadily withdrawn from the Wright Company after Wilbur's death in May 1912 and he sold out entirely in 1915. Taylor, too, had lost his way. Later in the 1920s he moved out to California but, once there, blew his life savings on one of the West Coast's failed real estate ventures. His wife Heretia died not long after. With time, the aviation world forgot all about Charlie Taylor and his formative contributions.

Amazingly, in 1936, when Henry Ford wanted to restore the original Wright Family home and bicycle shop for his heritage village about great Americans at Dearborn, detectives found Taylor working in the North American Aviation factory at Inglewood, Los Angeles. He was still making aircraft parts – for 37 cents an hour. Ford reunited the precious machinist with his former employer, and Orville established a trust that would pay Taylor an \$800 annuity for life. Henry Ford employed Taylor until 1941, when he returned to California. There he found a factory job and joined the war effort, putting in 60 hours a week until a heart attack in 1945 left him unable to work anymore. He disappeared from aviation's view for another ten years – until a reporter found him in the charity ward of Los Angeles General Hospital in November 1955. With ongoing health issues, and just his Social Security plus the annuity from Orville to sustain him, Charlie Taylor had wound up friendless, destitute and dying. Recognizing his contribution to their now-immense wealth, the aviation industry rallied and raised funds to move him to a private sanitarium – where Charlie Taylor's motor finally gave out on January 20th, 1956.

These days, for those who know, Charles Edward Taylor is an icon of excellence in aviation maintenance. Those who don't, should know better. Taylor is recognized as the first mechanic of powered flight and has been inducted into the *US National Museum of The Air Force* as the very first airplane mechanic. In 2005,

Embry-Riddle University renamed its aircraft maintenance training school at Daytona Beach, FL, the 'Charles Taylor Department of Aviation Maintenance Science.' The FAA also awards the Charles Taylor Master Mechanics Award to the cream of US licensed aviation maintainers – those who have achieved over 50 years of impeccable service. A Roll of Honor is displayed in the FAA's headquarters in Washington, DC. That would be the Orville Wright Building.

Finally – but only since 2008 – May 24th, Charles Taylor's birthday, is now recognized as Aviation Maintenance Technician Day in 45 US States. It's an especially fitting, if rather belated, memorial.



The Question: Do You Like Getting Older???



As I've aged, I've become kinder to myself, and less critical of myself. I've become my own friend. I have seen too many dear friends leave this world too soon before they understood the great freedom that comes with aging.

Whose businesses it if I choose to read, or play, on the computer, until 4 AM, or sleep until noon? I will dance with myself to those wonderful tunes of the 50, 60 & 70's, and if I, at the same time, wish to weep over a lost love, I will.

I can hit the golf ball any way I can and laugh if it goes in the lake. Them's the breaks. I'm just happy I can still hit that golf ball.

I will walk the beach, in a swim suit that is stretched over a bulging body, and will dive into the waves, with abandon, if I choose to, despite the pitying glances from the jet set. They too, will get old.

I know I am sometimes forgetful. But there again, some of life is just as well forgotten. And, I eventually remember the important things.

Sure, over the years, my heart has been broken. How can your heart not break, when you lose a loved one, or when a child suffers, or even when somebody's beloved pet gets hit by a car? But, broken hearts are what give us strength, and understanding, and compassion. A heart never broken, is pristine, and sterile, and will never know the joy of being imperfect.

I am so blessed to have lived long enough to have my hair turning gray, and to have my youthful laughs be forever etched into deep grooves on my face.

So many have never laughed, and so many have died before their hair could turn silver.

As you get older, it is easier to be positive. You care less about what other people think. I don't question myself anymore. I've even earned the right to be wrong.

So, to answer your question, I like being old. It has set me free. I like the person I have become. I am not going to live forever, but while I am still here, I will not waste time lamenting what could have been, or worrying about what will be. And I shall eat dessert every single day (if I feel like it).

PICKLES | Brian Crane



STAGE 4 – Part 2

By Captain Leon Scarbrough

If you remember reading the first part of the saga, page 38 of the March 2017 *RUPANEWS*, good, if not, the patient did not die, and is in remission. That's the good news. The bad news is that I will continue taking the "Molecular Targeting Therapy" until the body is clear of those bad little melanoma cells. And as one said, who is in a similar situation, we might die from something else, but the Oncologist will say that the cancer didn't kill them. But they cannot say that the treatments worked, as there won't be any proof.

What has transpired? After three infusions of Keytruda, with zero side effects, and a CT scan on 2 Feb, 2017, Dr. Katy told me that we had three options. Oh wonderful. First was the Ketruda, the next was the chemo pills, Tafinlar, and Mekinest, those molecular targeting guys who go after the mutated melanoma cells. And last, if those two did not work, then clinical trials. Although she did not say it, the fourth would be go home and get your affairs in order. Avoided that bullet so far.

Started the chemo pills on 16 Feb, and for three weeks, taking those pills, kicked my butt. Went to the ER three times in six days, for headaches and high temps. The word from the clinic, go to the ER if it's over 102° F. Never went over, but got close. And of course, the ER doc not knowing, wants to do everything they can to a) get you well, and b) run up the charges. Did I say that?

After the third week, Dr. Katy cut the Tafinlar dosage by half, and I survived. Side effects still happened, temperatures and headaches, but not to the degree taking a normal dose.

May 22, I had what I called the Tell Tell PET/CT scan, and on May 25, Dr. Katy told us that I was in Remission, and that the tumors had either been reduced, or had disappeared. But I will continue taking the meds, and continue to have a PET/CT scan every three months. And, as I told one and all, I am not out of the woods yet. One friend replied that "Leon, we are all in the woods." Have to agree with her, but some are closer to the edge.

So, life goes on, and that my friends, is why I decided to retire from the Sec/Tr job that I held for what seemed forever. We have an excellent replacement, even if he does spend 6 weeks in Italy. And he is enjoying the RUPA homework, as I used to call it. I am still around to help out, even though it seems that every day, I forget more and more about the job I once had. Kind of like leaving one airplane for another. Many I knew would remember every detail of the previous aircraft, but for me, it was a full dump mode. Just me. *Leon*

Why Older People Are Vulnerable to Fraud, and How to Protect Them

By Ann Carrns/The New York Times



Older people who are active investors and who prefer unregulated investments may be more susceptible to investment fraud, a report published by the AARP Fraud Watch Network found. The network, established in 2013 to help promote fraud prevention, commissioned a study late last summer that included telephone interviews with 200 known victims of investment fraud and 800 interviews with members of the investing public.

Doug Shadel, lead researcher for the network, said that relatively inexperienced people often invest money on their own these days, in part because of the decline in traditional pensions. At the same time, he said, technology makes it easier for scam artists to reach larger numbers of people, by telephone or email.

The report sought to pinpoint traits that may help explain why some people are more susceptible to investment fraud, Mr. Shadel said. Victims were more likely to be men 70 or older, and they tended to be risk takers. About half of fraud victims agreed that they did not mind taking chances with their money, as long as "there's a chance it might pay off." And nearly half of fraud victims, compared with less than a third of general investors, agreed that "the most profitable financial returns are often found in investments that are not regulated by the government."

Victims were more likely to report valuing wealth accumulation as a measure of success in life and being open to sales pitches, the research found. Victims reported that they frequently received targeted telephone calls and emails from brokers and that they made five or more investment decisions a year. Also, they were more likely than general investors to respond to remote sales pitches, including those delivered in television commercials.

As many as 17 percent of Americans 65 and older report being the victim of financial exploitation, according to the Consumer Financial Protection Bureau. Estimates of annual losses are in the billions of dollars. One factor that may play a role is mild cognitive impairment, a condition that can be a precursor to dementia and can diminish an older person's ability to make financial decisions.

Older people are at risk of being swindled not only by strangers, but also by people they know. Douglas Canada, a 78-year-old retiree in Nevada, sought help from the fraud network after he was tricked by an old acquaintance: He received a call in 2015 from a man who had been a co-worker three decades earlier. The man invited Mr. Canada and his wife to lunch to talk about an investment opportunity. The man and his date sported Rolex watches, and they even bought a diamond ring during the outing. "They really put on a good show," Mr. Canada recalled. The man told Mr. Canada that he had grown rich by buying and renovating foreclosed homes in another state. He invited Mr. Canada to invest, promising double-digit returns. Mr. Canada sent a cashier's check for \$40,000 — but has since been unable to contact the man. Mr. Canada has hired a lawyer and a private investigator, and he has written to the state authorities, but isn't optimistic about getting his money back. "He's a con man," Mr. Canada said. "I was gullible, and I fell for it."

Some scams — gold investing, real estate schemes, and even one involving leases on A.T.M.s — may sound improbable after the fact, Mr. Shadel said, but victims report being persuaded — sometimes, because of word of mouth from friends or family.

Recognizing that you may have a predisposition toward risky behavior, like being open to pitches, may help you avoid being taken in, Mr. Shadel said. "You can at least be aware of your psychological mind-set," he said. Consumers can take a quiz, based on the study's findings, on the fraud watch website.

Mr. Shadel urged consumers to deal only with regulated brokers and investments, and to "ask and check": If you get a call from a broker, ask if he or she is registered with state and federal securities regulators, he said, "and then check to see if it's true."

You can check a broker's background through Finra, the Financial Industry Regulatory Authority, using its online BrokerCheck tool at www.finra.org, or by calling 800-289-9999.

Maggie Flowers, associate director for economic security with the National Council on Aging, said that older people should be skeptical of any offers, particularly unsolicited ones. "Always ask for things in writing," she said, "so you can think it through and talk through the options with a loved one or peers."

Here are some questions and answers about older people and fraud:

(Q) Are older people at risk for fraud only if they are wealthy?

(A) No, Ms. Flowers said. Scam artists know that many older people have fixed incomes, which may make them vulnerable to fraud because they are open to hearing about ways to make money and pay their bills.

(Q) Where can I learn more about protecting an older person from fraud?

(A) The National Council on Aging offers tips on avoiding fraud at EconomicCheck.org.

The Consumer Financial Protection Bureau offers a "Money Smart" guide for older adults, and other resources, on its website.

(Q) What should I do if I think an older person has been a victim of financial fraud?

(A) You should report it to the local police, and your state attorney general's office.

You can also contact your local adult protective services agency. You can find a local agency that investigates reports of financial exploitation on the federal Eldercare Locator website or by calling 800-677-1116.

The Justice Department also offers an online "elder abuse resource road map."

More Seniors Shun Marriage

By Paula Span/The New York Times



In many ways, the life that Karen Kanter and Stan Tobin share in Philadelphia sounds entirely typical. Both 75, they happily see movies and plays together, visit children and grandchildren, try new restaurants (but avoid sushi).

Mr. Tobin, an accountant who maintains a small tax practice, makes time for a monthly men's group. A retired middle-school teacher, Ms. Kanter hustles between book and art appreciation groups while volunteering and writing a historical novel. He supported her through a successful breast

cancer treatment years ago. She has been prodding him about putting on pounds, so he has returned to Weight Watchers. Careful about financial and legal arrangements, they co-own their condo near the Museum of Art and a cottage in upstate New York. She has his power of attorney and health care proxy, and vice versa. "We love each other and want to be together, and we've made the commitment to stay together until death parts us," Ms. Kanter said.

But although they have been a couple since 2002 and have shared a home since 2004, they are not married. And among older adults, they have a lot of company. The number of people over 50 who cohabit with an unmarried partner jumped 75 percent from 2007 to 2016, the Pew Research Center reported last month — the highest increase in any age group.

"It was a striking finding," said Renee Stepler, a Pew research analyst. "We often think of cohabiters as being young." Most still are. But the number of cohabiters over age 50 rose to 4 million from 2.3 million over the decade, Ms. Stepler found, and the number over age 65 doubled to about 900,000.

Demographers are paying attention. At the Population Association of America's annual meeting in Chicago last month, featuring a session on "repartnering" in later life, the panelist Jonathan Vespa of the Census Bureau pointedly offered a presentation entitled, "A Gray Revolution in Living Arrangements." The trend partly reflects the sheer size of the baby boom cohort, as well as its rising divorce rate.

So-called gray divorce has roughly doubled among those 50-plus since the 1990s. Divorce leaves two people available for repartnering, of course; losing a spouse leaves one, and these days it tends to strike at older ages.

But attitudes have shifted, too. "People who've divorced have a more expansive view of what relationships are like," said Deborah Carr, the Rutgers University sociologist who served as chairwoman of the Population Association panel. "The whole idea of marriage as the ideal starts to fade, and personal happiness becomes more important."

Of course, the boomers pretty much invented widespread premarital cohabitation while in their 20s and 30s — or like to think they did. "It used to be called shacking up, and it was not approved of," said Kelly Raley, a sociologist at the University of Texas, Austin, and former editor of *The Journal of Marriage and Family*. Families and religious groups often condemned living together outside marriage. But Americans are far more accepting now, she said, and the people turning 60 "are very different from the people who were 60 twenty years ago."

Karen Kanter, for instance, had divorced twice after long marriages — 38 years, in total — when she met Mr. Tobin on Match.com. "Getting divorced gives you so much to untangle," she said. "Our life is good together, so why disturb it? I just don't see the importance of that piece of paper."

Mr. Tobin, also divorced after a long marriage, wouldn't mind marrying his partner — he actually proposed on bended knee once, though he knew Ms. Kanter would say no — but he is also fine with cohabiting. "The relationship is looser," he said. "We don't make demands on each other's time. She has her life, I have my

life, and we have our life together.”

For older people, the advantages and drawbacks can stack up differently than at earlier ages, when such relationships tend to be more unstable. Demographers see most youthful cohabitation as a prelude to marriage or simply a short-term arrangement.

In later life, however, cohabitation — like remarriage — brings companionship and wider social circles, not to mention sexual intimacy, at ages when people might otherwise face isolation. Financially, pooling resources in a single household often improves elders’ economic stability, especially for women, who are at higher risk for poverty. It also offers certain economic protections. Older adults have more debt than previous generations, Dr. Carr pointed out, including mortgages and children’s college loans. “You become responsible for your legal spouse’s debt, but not for your cohabiting partner’s debt,” she said.

Marrying or remarrying can also affect government and pension benefits. Consider Jane Carney and Norm Stoner, who live in Oklahoma City and were both widowed. For years, even after he moved into her house in 2004, they debated whether to make their union legal. “The list of pros was very short, and the list of cons was very long,” said Ms. Carney, 69. Among the latter: Each was receiving Social Security survivor’s benefits, checks that would have stopped had they remarried. Nor will one partner’s assets prevent the other from qualifying for Medicaid. Other factors become harder to quantify. Couples monitor one another’s health, so cohabiters fare better, physically and mentally, than those who live alone, Dr. Carr said.

But relationships with adult children sometimes suffer. Matthew Wright, a doctoral candidate in sociology at Bowling Green State University, reported at the Population Association meeting that cohabiters had less frequent contact with their children, and less positive relationships, than continuously married or widowed parents. Cohabiters didn’t differ from remarried or divorced parents, however, suggesting that marital dissolution itself, rather than the legal status of parents’ new partnerships, creates those tensions.

What about caregiving, then? Spouses explicitly vow to care for one another; in fact, reluctance to assume that burden can dissuade older women, especially widows, from marrying.

Older cohabiters, one large national study has found, are less likely to provide care than spouses — though when cohabiters do shoulder caregiving, they devote as much time to it as married people do.

“Maybe they’ll rely more on the children,” Dr. Carr speculated. If divorce has chilled that relationship, though, children may be less willing to step in.

What happens when cohabiters reach advanced ages and ill health remains something of an open question — but one that couples should consider.

Documenting end-of-life wishes, designating health care decision-makers and writing wills is even more important than for married couples. Otherwise, state laws could thwart a cohabiter’s preferences.

In many ways, cohabitation among older people remains improvisational, only recently a common phenomenon, one that couples shape to suit them. “There are no strongly established rules,” Dr. Raley said. “You can invent them as you go along.” Or you can follow a marital pattern without the letter of the law.

In the end, Ms. Carney and Mr. Stoner, now 74, never married. But when he developed liver disease and vascular dementia, she cared for him as if they had. And when she could no longer keep him safely in their home, she and his children agreed on a continuing care retirement community, where she visits him almost daily.

Married or not, “we were committed to each other,” she said. “I can’t imagine his getting sick and my saying to his kids, ‘It’s your problem.’ After 20 years? No.”

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

Pages 43 through 46 were inadvertently left out of the June magazine. The letters and obits from those pages have been included in this issue.

JACK ASHFORD—Mead, CO

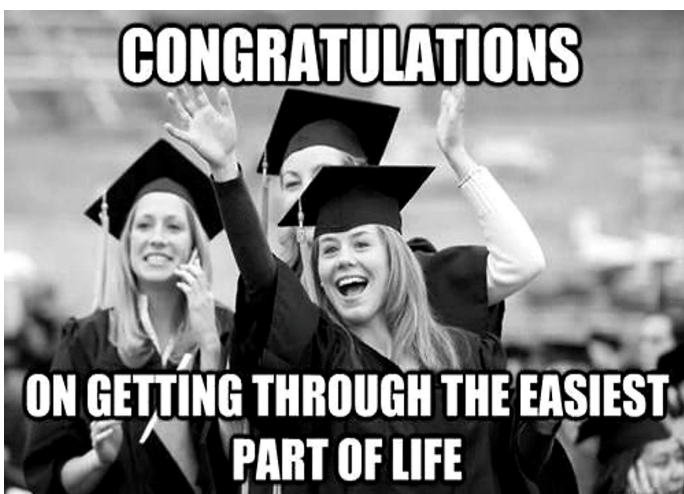
June is Birthday month for us. Jenni, my wife, on the 2nd and mine at the end of the month; on the 30th. She turned 70 and I will be 85. Almost 15 years' difference. We met through a Christian Singles Club, nearly 24 years ago. Her 2nd marriage and my 4th. She was living in Aurora, Colorado and I was living in Longmont, CO. We were married on December 26, 1993. At the beginning of July, we're hosting a "Summer Celebration" here in our home. We hope it will be fun.

Three years ago, when I was still getting around with a walker, (I'm now in a power wheelchair), I was a member of the Longmont Rotary Club. P.K. Bondi and Lou Daharb were members also. P. K. lost his wife recently. He is 10 years older than I am and, as far as I know, is still attending Rotary.

I am still hopeful the PoNS device (portable neuro-modulation stimulator) will be FDA approved soon. For those interested, you can Google the information and view videos on You Tube. It's supposed to help people with MS, TBI and Parkinson's disease and other mobility issues.

I enjoy receiving the *RUPANEWS*! Thanks to all who keep this going!

Jack LAX-DEN-SFO 1955-1991



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

I found this picture last summer of my son and me walking the picket line in the 85 strike. It was in Fort Wayne, IN and he was 2 1/2 years old. His sign says "I support my dad" on the front and "UAL pilots and sons on strike" on the back. We spent many hours together on the picket line—it was fun. Now 31 years later he is a United



757/767 first officer based in EWR. I have thought of giving him my ALPA wings with a star—but probably not appropriate. United has been treating him just fine and he loves his job—as I did.

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

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

God bless you all and many happy landings.

George & Shannon

BILL EADS—Mesquite, NV

In last year's letter I related the 'scary' tale of my experience with a splinter in my thumb and promised an update with this year's letter. The fourth and final surgery was performed in June '16 by a truly gifted hand specialist/plastic surgeon in St. George, UT. This physician, Larry Chase, was a former Air Force flight surgeon and really a nice guy. We had lots of stories to share and tales to tell!

A previous surgery in Chandler, AZ had placed a synthetic graft in the joint that had been destroyed by a very serious staph infection. That graft did not succeed and had to be removed and replaced by a graft taken from my lower stomach - at least I had enough to spare! I asked Dr. Chase why he took a 'chunk' that measured 3 inches long and was an inch wide and over an inch deep. His simple answer - he wanted to make sure he had enough in case he made a mistake!

After that successful surgery and a couple months of 'occupational' therapy (what they call it when the hand is involved) my thumb is functional and mostly pain free. I told the surgeon that my goal was to play tennis again with my right hand and, most importantly, be able to hold a beer can!

My tennis is not as good as I would like but at least I have an excuse...

This May my wife and I, along with our boxer, completed the road trip we began last year that was interrupted with the thumb problem. Visited places we had never been before and saw parts of the country we had always wanted to visit.

Cheers from beautiful Mesquite, Nevada! *Bill*

DAVID (SKIP) FAIRMAN—Nazareth, PA

Life is good. We have finally quit the commercial vegetable farming and closed the farm stand. This year we will give the extra veggies that we grow to the local food banks or to organizations that feed the hungry. We have started volunteering at the Bath, PA food bank so we get a firsthand look at the enormous amount of work required to distribute food to 240 families.

We purchased our first car (that was not a flood vehicle to be restored) this year. It was great to be able to choose a color and get all the amenities. Our choice was a Toyota Rav4 that has cargo space when the seats are down to hold all our junk and room for the dog.

Our border collie, Charlie, is almost blind (guess we could say "legally blind"). It is amazing how he manages to move around the farm without bumping into many things. His run in with a raccoon cost him the sight in the right eye and then for reasons unknown, he lost most of the vision in the other eye. The vet recommended chemotherapy in case there was a tumor on the optic nerve. The chemotherapy did not change anything. It just caused us to have a

very sick dog for 6 weeks of treatments and another 4 months to get the medicine out of his body and start to regrow his hair. Never again will I give chemo to an animal and probably not to a human.

Travel has been limited to trips to Peppertree Resort at Atlantic Beach and to visit the kids in NC. Coming soon is a trip to Mercer, PA to see the last grandchild graduate from high school. He will be going on to U of Illinois to study engineering.

My wife signs us up to do crazy things. We are going to be extras in a movie filmed in downtown Nazareth. It is set in the 1960's and being a conservative airline pilot, I have clothes in my closet that work just fine. We get professional make-up, hair styling (I am almost bald), meals and pay. Wahoo!

See you at the movies.

Skip 1956 – 1988 (JFK,EWR,CLE,EWR)

BOB and JUDY GILLETTE—Stone Lake, WI
First off, thanks to the RUPA Management Team for keeping this organization going, and keeping all of us informed, and updated!

My letter last year did not get published for some reason, so, I'm sure some of you have been concerned that I might have "Crashed and Burned," or "Bought the Farm," but not so. (The first thing I do when I get the magazine, is look inside the back cover, to make sure my name isn't there!)

It was really sad to see in the last issue that my old friend Bob Bragg was inside that back cover. Judy was a Flt. Attendant on one of Bob's first "Desert Storm" flights, and she told me that he had a "Debrief" in the hotel after they landed, with champagne, hors d'oeuvres and the whole works. I think he was one of the first guys to fly the U.S. Flag out of the escape hatch of the 747 on the Desert Storm flights. He was a class act. I flew with Bob as a F/O on the -400, and when he told me that he was the PanAm F/O on the "Big One" at Tenerife, I thought I must be looking at a ghost, because I'd forgotten that there were survivors! He told me that the cabin top was sheared off, and he just stepped over the window sill, and jumped to the ground.

Flying with Bob taught me that as Captain, you can sometimes "Do it your way." One time while flight planning for the "Brisbane Turn", from Sydney to Brisbane, Australia, Bob filed at 5,000 feet, because he had bought some land beneath the route! so we

flew at 5,000 feet! Wow! we got a wonderful view of the "Gold Coast," and "Surfers Paradise," and everything in between! That was probably what was in the back of my mind one day while flying the "Maui Turn." I knew the Battleship Missouri was on its way from mothballs at Bremerton, WA, to Pearl Harbor, on its final voyage. The news reports were that it was getting close to the Islands, so when we got in VHF range, we asked for a steer to the ship, and asked for 4,000 feet as we got closer. Wow. What an exciting view of the "Mighty Mo" on its last voyage!

As for Judy and I, we're both doing good. Judy's having Glaucoma problems with her eyes, and is being treated at Mayo, to hopefully stop the progression of that and, of course, the damned aches and pains that slow us down! But, we're better off than many! We still have the old retired resort up here in Wisconsin. Our guest cottages are always available if you're passing through. The Luscombe and Maule are still in the hangar here at "Lakewood Lodge," the name the place had back in the 30's. (As an old boater, superstition, doesn't like name changes!) If you use Google Map, pull up Stone Lake, WI, and scan down five miles. Then zoom in, and you'll find the name painted on our hangar roof! I fly when I can, but we don't exactly have California weather up here, and most of the time when the sun is shining, I have to mow.

We still rent the garage in Long Beach for the old



Jaguars, and my '65 Volvo P-1800 that I bought when I got hired by United in 1966. I just finished the restoration on that car last March. I started that project in about 1995, thinking I'd finish it and be able to drive it for my last flight in 2000. I was only seventeen years late! I've got one more car to finish, then all the cars come to Wisconsin! We live five miles down a gravel road, but have finally bought a building in town (an old Fire Station). That building is now decorated to look like an old British Gentleman's Club in the entertaining part, with plenty of garage space, and living quarters. Here's wishing all of you good health. 'Till next year (We Hope!) **Bob and Judy** (Mostly LAX)

R T LAWSON—Huntington, NY

Twenty-one years and counting. Still would like to do it all over again but who wouldn't, having been there for UAL good years.

June '16 had a Lawson family reunion in Sligo, Ireland, 20 first cousins and their spouses. My brother my wife and myself were the only yanks, all the rest from different parts of Ireland. Even visited the Lawson family farm in Ballymote where our mothers or fathers were born and raised. Cousin, Albert, still owns and works the farm. UAL in and out of Belfast worked well, the drive to EWR sucks.

Looking forward to the Pete Sofman/Bob Beavis NYSkyscraper luncheon. They do a great job and it is always great fun.

You would not believe how long it took type this. Thank you *RUPANEWS* for all you do.

Low Level Lawson, '65-'96 EWR JFK CLE LGA

HARRY LLOYD—Islamorada & Venice, FL

Another interesting year into retirement. I am finishing my five-year tour as District Deputy of the Florida Keys Knights of Columbus. It is usually a three-year term, but someone had to do it.

I am also into my 5th year as founding president of the Florida Keys Chapter of the Military Officers Association of America. If any of you guys from the Military Services Office Corps living full or part time in the Keys would like to join, drop me an email (hclloydjr@yahoo.com). It is an organization of luncheon socials, veteran organizations (especially those wounded warriors) fundraisers and networking among ourselves. It is co-ed for our spouses so we don't have to have an auxiliary.

I am in the stages of trying to put together a Florida Keys RUPA social group. I was amazed by how many of us live down here both full and part time. There are quite a few fabulous restaurants throughout the Keys and a get-together similar to all the ones already in operation on the mainland and Hawaii. Again, drop me an email (hclloydjr@yahoo.com) if you are interested.

Jane and I are true Floridians now as we spent the entire summer of 2016 here in the state for the first time. We sold our home of 41 years in Toms River, NJ in April so now we don't take the four-day trek on the road from FL to NJ each Oct and back to NJ in May.

Best wishes to all those I flew with and have known from EWR, JFK and LAX. Thanks to all who put the *RUPANEWS* out each month. We need to hear more from you all to fill up future issues of the NEWS. *Harry* (1968 – 1998)

BOB & KATHY LYNCH—Roseville, CA
Postage paid online. I'm a little late again this year but better late than never.

22 years this year since setting the parking brake for the last time. Kathy and I are thankful to still be enjoying good health and enjoying life.

Our big news this year is that Kathy retired as of May 1st. She's walking on a cloud. No more driving to SFO once a week and she no longer has to deal with the insanity at the "new" United. She's now a "lady of leisure" doing what she wants to. She is beginning to do some volunteer work with seniors here along with another of her passions, working with little kids. So, she's doing some part time Nanning with kids in the 6 month to 3 years range. She really has a knack for it so she's loving it.

More big news, our son, Ron, is now a B-737 NG captain for Delta in LAX. Delta is on a roll right now. Hundreds of captains bids on the board. He first got a bid in DTW then before he could go to school (all 7 days of it) he got a new bid to LAX where he has been for several years. And, he'll have good seniority because Delta is moving so fast that on the last batch of captain bids, some went to pilots with ONE-year seniority. Amazing.

We're starting to get boring. No big trips yet again this year. Just our usual treks to Carmel, Kauai and family in AR, TX & FL. Watching the news these

days, that's probably just a well.

Our kids are all healthy and busy doing their own things. We make regular trips to the Bay Area to see our kids there, specially, our only granddaughter, Mikaila, who is now 5 but growing up fast it seems.

Other than family and friends, my time seems to be occupied with the usual honey do's and maintaining proficiency on the shooting range. I've loved target shooting for many years and am a member of the Capital Gun Club here in Roseville. No, I don't own an assault rifle or belong to the NRA. If you want to, it's fine with me. I do support sensible gun regulation and don't consider it an abrogation of my 2nd amendment rights if you can't buy an anti-tank weapon. They don't work well for hunting rabbits or deer anyway. If you want to shoot big guns with 100 round mags, my advice, join the military. If you're too old, you probably shouldn't be shooting those things anyway. :-)

There is one new thing I'm doing this year. I started a blog that is now online at: <http://airlinepilotpro.com>. Take a look when you have a few minutes. It's an airline related pub that is intended for everything from airline pilot wannabees to those of us who have been doing it a while. The website is still new and will be refined going forward. I'll be expanding it with different sections for specific subjects, hopefully with your input. Send your comments by clicking on the link. If you find it interesting, pass the link around. The more the merrier.

Building a website was interesting. I have a lot of computer experience but NONE with developing a website so this has been a learning experience for me. Frustrating at times but still a good experience. And, it gives me a good reason why I can't do that list of Honey-dos..... "I'm busy BLOGGING, honey." :-)

We have a growing number of friends in the SAC area along with Kathy's family. It's amazing how many United folks have moved here. The local RUPA meetings seem to be growing every month. Some meetings we have 25 to 35 attendees. John and Sharon Gorczyca have been doing a great job putting the meetings together. Hats off to them.....

On a more somber note, we are seeing far too many of our RUPA members flying West these days. We

just attended Captain Al Fink's service yesterday. Al was only 72 and as those who knew him will attest, he was larger than life and one of our true military heroes as a fearless Huey pilot in Viet Nam. He, along with all the others, will be sorely missed. Well, that's it for this year. We feel very lucky to have such great family and friends. We are blessed and thankful for our good fortune.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. And, thanks as well to all of you who work every month putting together the local RUPA meetings around the country so the rest of us can come and enjoy the comradery. Great job all the way around!!

Good luck and good health to all of you during the next year. Best regards – **Bob & Kathy**

BRUCE MC LEOD—Chandler, AZ

Hi Ruparians. It has been a while since my last update – maybe 8-10 year since I “retired” from daily labor for RUPA, so here we go.

We moved to the SFO bay area in 1969, and except for one year, stayed there until Jan 2017. Did do some commuting thru the years – always old and junior. We left Half Moon Bay, CA, our home for the last 12 years for the deserts of Chandler AZ. High humidity on the Coast kept my arthritis hurting regularly and I had side effects from all the normally prescribed drugs. No pain since our arrival here.

Quick update on our health, Stephanie had open



heart, triple bypass, grafts and a steel band around her heart in 2012. Great results!! I had my esophagus removed (15 little incisions), - long time severe Barrett's Syndrome – no cancer found. Lost about 50 lbs., now at HS grad weight age 17. We both are still very active and “feeling good!!” It's mid-June, so about a month to my 85th. “They” won't let me climb ladders anymore, so not much in the way of adventures anymore.

Our new home in Chandler turned out not to be the “turn key move-in” we thought it was. It was “too good to be true!!” Result is many changes, all taking time ‘n \$\$\$\$. Still, we love the house and location. And it turns out the price was right, not the fantastic bargain I thought we had, but still feel we won!!

As I continue this epistle, which I began early last month, it is starting to warm up a little, and, we are told, rapidly approaching “the Monsoons”? Something we have yet to experience. Still, we lived in the shadows of San Andreas fault earthquakes for over 45 years, so nature's possible temper tantrums are not too intimidating. - - - - - Yet! Might just melt however – OAT today is a balmy 96F. Next week forecast to be a bit warmer at 117F.

Looking forward to the Fall when the Phoenix area *RUPARIANS* start meeting again. Hate to admit it, but I do miss the Bay-Siders, Nini's Niners and the Geezers. Great memories, Thanx guys!!

‘Till next time, **Bruce**

HOWARD MORGAN—Longmont, CO

Howdy. Just passed 80 in April and doin' fine.

My thing for the past few years has been making old machines new again. We have done a Cessna 185 which won a Bronze Lindy at OSH, a Cessna 150 that is too young [1975] to win an award but may in a few years when eligible, a 1955 Austin-Healey 100-4 which is about finished and a BMW 90S which is coming along nicely. I hope to keep flying and motorcycling for a long time in the future.

My dad went to work for National Air Transport in 1926, then me at UAL in 1964 and we had hopes of UAL hiring Howard, the third, but they will not give him the time of day which is frustrating. He is now a Captain on a Phenom 300 and has over 6,000 hours and is working toward getting a job at Southwest. We have taken a few trips on Southwest our-

selves and have found the folks there are really nice to work with as far as using their reduced fare system. We are hopeful that he'll get on with them.

Patti, who retired as a purser some time back, has been looking for something interesting to do [not to mention that her UAL pension is now around \$13.00 a month] just went to work for Ace Hardware where they are starting a new venture in high end kitchen ware. Her degree is in hotel/restaurant management so she should fit in really well. Not only will they be selling pots, pans and tools but they will also have cooking classes in the store.

Daughter, Jamie, is now the head of special education in her county at Chester, Virginia. I'm very proud of that as it is a very tough and frustrating job. Uncaring parents are a huge problem that she deals with a lot. I'm amazed at her stories!

We have done a couple of cruises and I'd have to admit, they are not my deal. The last one had a stop at Panama where we were able to watch the locks on the canal operate. I could have spent all day watching this operation. It's fascinating and well over a hundred years old. Maybe a European river cruise would be more to my liking. I do want to go to Normandy and there is a cruise up that way.

I'm still active in representing the hangar owners at the Longmont airport [KLMO] but the airport management has changed and not for the better. We've had some serious challenges that do not have to be happening. If your around Longmont or just fly in, call or stop by hangar 33H. Sincerely, *Howard*

ROGER NELSON—North Port, FL

Thanks to all who put the *RUPANEWS* together.

It has been a quiet year for us. We have done one cruise in January for 14 days. We have several on the books now with the first one to Alaska, sailing out of San Francisco for 10 days in June.

Health wise we both are doing fine. I had a follow up set of cat scans for the cancer treatments and very glad to report I am still cancer free and it has been 20 months since last treatment.

Planning a driving trip to Minnesota in July.

Take care and see you next year. *Roger & Ann*

ROBERT. M. ODGERS—Western Springs, IL

Hello Everyone! Still busy in retirement. My wife, Lynn, talked me into putting a 3-season portion to

the house. It requires all the same steps as building a house. Having built several houses, it was not all fun. We are in the final stages and, I will admit, it will be wonderful.

Finally had one of my sons flying as a career. Son #4, Matthew, graduated ROTC from Miami University in Ohio. He became a Marine and is now a Cat. flying C-130's in Iwakuni, Japan. We are very proud, but do worry about him, just hope the errant missiles from the west stop. He really likes what he is doing (I guess it is in his blood) and his wife is teaching English to Japanese adults and children.

Our older son, Kent, lives 3 hours away just over the border in Wisconsin on 12 acres. He works remotely and loves the outdoor lifestyle. He has two boys and his wife is homeschooling them. Ah, times have really changed since my day.

I miss flying the olden days and think about all of you often. Wish my health was good as it was but not bad for 88!

I purchased new hearing aids in 2016, and read in the *RUPANEWS* they were covered by Aetna, and just recently submitted the bill. It was true! 100% covered by Aetna. Can you believe that! My wife is very happy!

I really appreciate the receiving the magazine, even though I don't recognize as many names as I used to. Thanks for all the memories!

Best Wishes, *Bob* 1954-1989

MDW SFO EWR DCA DEN ORD LAX
jetblast89@gmail.com

HAMMOND OLDHAM—Delray Beach, FL

Everything still okay in Delray Beach.

Took a few trips on vacation passes and most were okay. Bumped a couple of times, but got home the same day.

I will be 89 this month. Flew my last trip on the rope start 747.

They say old people should use a Smart Phone and desk top to stay with it. I use both but I hate it.

Enjoy RUPA lunches And the Journal.

Ham, '53 to '87 MIA

JOHN PINTER—Vermilion, OH

It's hard to believe that this month marks 18 years of retirement. I'm still healthy, play golf, take trips, spend winters in Florida and summers in Ohio, go

to RUPA luncheons, QB dinners and fly-ins; Life is good! I only hope the government keeps giving me those "INTITLEMENTS" that up until a few years ago was called Social Security that I (and you) paid so dearly for.

Our granddaughter, Jordan, still amazes us. She has been playing golf since JoAnn started her with lessons at three and a half years old. She started competitive golf in the USKids golf league and has so many medals, plaques and trophies she can't show them all. This year as a HS freshman and along with a senior, led the girl's golf team to win the Ohio State High School Championships in an undefeated season. It was exciting going to her tournaments and especially following her around the Ohio State University golf course for two days and seeing the team receive their honors. Individual score wise she placed 15 out of a field of 75 girls. We also got to watch her play Firestone CC for an invitational of kids from all over NE Ohio where she won her match.

She also plays trumpet in the marching band, and was chosen to play in the stage band putting on performances in different venues. This year they traveled to Chicago performing at Millennium Park and the VA Medical Center. She is in Drama Club and a straight A student on the Deans List. On top of all that, she works after school and during the summer months. Hopefully, she is on a fast track for a full college scholarship.

To say we are proud of Jordan is an understatement, but we also have bragging rights about our daughter



Okay, Ralph let me 'splain it you again. You're big, I'm little; BUT!!! you're dog, I'm cat that makes me the boss. Got it ??

Jody who after all these years went back to college and graduated Suma Cum Laude in business. Even before graduation she took a job doing the books for a company with five wineries in Ohio and two in Italy. However, along with these bragging rights comes responsibility. Since both Jody and John are working we need to help out by getting Jordan to work after school, her summer golf matches and to certain other functions when she can't make arrangements for a ride. That's a good responsibility to have because it lets us spend more time with her. Who knows, maybe this will be the start of a new career as an UBER driver. Humm, on second thought, NO.

As I write this, we are planning on going to Rich McMakins annual "Summer Do" party for the CLE Crazies and flight attendants. Bob Langevin from Florida is our houseguest who flew in for the weekend to attend the party. We usually have others that fly in to attend also. I feel very lucky and blessed to have been a part of the Cleveland domicile and a CLE Crazy. Many of us only came to CLE to get a bid but ended up moving here for good. It was one of the best experiences of my career. People would ask, "Why in the hell do you live in Cleveland?" and I would answer "It only takes me 42 minutes to get from my home to the parking lot, however if I'm unlucky and have to come during the rush hour it takes 45 minutes." That they can understand.

JoAnn (also in good health) and I have nothing big planned for the next year except a few trips to visit friends and keep on living the good life, staying healthy and above all having fun. Once again a big THANK YOU to all the volunteers at RUPA for keeping our brotherhood together and in touch.

John

GEORGE PRESS—Newnan, GA

High Everyone, Another year gone by making it eighteen since I retired.

Glad, my wife, and I are doing well. She takes one pill, Dexilant, for her digestive system, and I take one pill, Flomax, for my prostate.

We are both quite happy with our decision to move to Georgia, eleven years ago at last count, virtually no winter and two Grandsons next door. Not much traveling this year except a couple of times to Cleveland to see our other Grandchildren and once to Fort Lauderdale for a Cruise.

We are still able to make the trip to Newfoundland for four months in the summer and, anxiously, look forward to it. They have had a lot of Ice around the Island this spring so we are hoping to see a few Ice Bergs when we first arrive.

I want to thank Leon for his special care in getting the *RUPANEWS* to me in NFLD for all those summers, and I have been in touch with John Rains and it looks like I will continue to receive the magazine up there.

I want to thank all those people who keep RUPA together, especially Cort, Cleve, Leon, and now John Rains.

Hope we all have a good year. *George*
ORD-CLE-ORD-SFO

WALT RAMSEUR—Portland, OR

Cleve and fellow Ruparians, My 94th year was another transition year. In August my Wife Mary lost her battle with cancer. It had been a tough year for both of us, but I managed to care for her until the last couple of months when I had 24hour care and help from Hospice.

I have our house up for sale and I have joined my daughter in a great retirement community near Portland, OR. My son lives in Eugene so I am close to my two children but not living with them.

I met with the Columbia River Geezers and got re-acquainted with Rich Warden, whom I remember as a New Hire at Age 21. I recall he looked more like an 18-year-old.

A short war story. I never got into combat in WWII but just as the war was ending I was assigned to the 13th Air Command as a B 24 navigator. We were on our way to the Philippines trying to find the Airfield in New Guinea, scud running, we came so close to hitting A B 24 coming from the opposite direction that I knew I was going to die. Instead, we missed by just a few feet. Then on takeoff, the waist gunner came to the cockpit and reported gas fumes in the back of the Aircraft. We landed safely, could not find the problem, so took off again with the same results. This time The Crew chief found the leak coming from the bomb bay ferry tank. How lucky can one be to survive two events of a very explosive nature. The longer I live the more I realize how much I have been blessed in my life.

Till next year, *Walt*

BOB REID—Mercer Island, WA

Dear Cleve, I just received the latest *RUPANEWS* and was surprised at the lack of letters. I am one of those to blame and since I'm having huge computer problems, I hope you don't mind snail mail too much. I'm trying very hard to make it readable.

Twenty years since retirement and not too much has changed. We are not traveling these days for the obvious reasons as it just isn't fun anymore. I still ride my bike as often as I can and lots of yard work. Margie is still the artist and stays busy with all her crafts.

We are fortunate to have both of our kids and all the grandkids (4) very close by. We enjoy their activities very much.

Thank you and all your gang for all the work you do on the magazine. You don't get enough credit.

Once again, if any of you are ever up this way, please call. The beer is on me! Cheers, *Bob*

JACK RODERICK—Batavia, IL

Another year and feeling OK for an 83-year-old. Have the normal aches and pains of aging but still moving OK. The wife and family are doing well. Have 9 grand kids now.

I'm still working at the Air Classics Museum at the Aurora, IL airport in Sugar Grove. The museum is doing well and is open on Saturday and Sunday from 1000 to 1500. We are also open for tours during the week. We have acquired some new members one of which is a retired United mechanic who is a hard worker and we are very fortunate he decided to join us.

I was saddened to hear of the passing of my CLE friend Don Kariskos. We had many good flights together and my prayers go out to his family. I miss my CLE Crazyies and wish I lived closer so I could attend the Wooster meetings. My best to all of you.

I'm still selling aviation and military books on ABE Books trying to cut down my collection. I have a lot of hobby stuff to get rid of - trains, airplane models and kits, etc. As with many of you, my kids and grandkids don't want my hobby stuff unless it's on a laptop, iPad or whatever.

Guess that's about it for now. Many thanks to the RUPA staff for the great work they do for all our members.

Jack, EWR, CLE, ORD

GENE RUDER—Maple Park, IL

It's been a few years since I last checked in with *RUPANEWS*. Twenty-eight years retired. Doesn't seem possible.

Still living on the farm. Moved here in 1968 and built my airport on the farm. Still have three planes flying, Navion, Cessna 150/150 and the J3 Cub. Flew the Cub quite a bit last year. I hadn't flown it for about eight years but it flew the same as I remembered.

Still have our home in Northern Wisconsin. Get up there quite a bit in the winter to watch our Grandson compete in ice oval races. He's good so that makes it fun.

Attended a couple of the Chicago RUPA luncheons this year. Good to catch up with the great guys I flew with during the good years. Also attended Sun-n-Fun and visited with the RUPA guys at the OX 5 building.

I have volunteered at the emergency aircraft repair building at EAA for many years and plan to be there again this year.

I had to have my aortic valve replaced last summer. Had it done at Chicago Northwestern. Wonderful hospital and great outcome. Have to have one more special issuance. All my testing went well and I am waiting to hear from Oak City regarding another special issuance.

After the change in pass travel we purchased tickets to visit our Son in Utah; however, this year we used our passes and everything went well.

Thanks to all who keep the *RUPANEWS* going. **E.D.**

DICK SANDERS—Westlake, OH

In 1982 Hank Dykhuis asked me to come into the Cleveland flight office, if even for a brief period of time. My recollection is that Billy Brum needed

**If you haven't grown up
by age 50,
You don't have to.**

some relief, I was the guy asked, and the rest is history. I flunked every test about management the company shrinks gave me and they still asked me to do the job. It was an involved task. In those days we kept a qualification on the 727 and 737, scheduled and performed IOE'S and enroute checks, did much regarding the personal concerns of the pilots and whatever other matters might be brought to our attention. With the incomparable help of Carol O'Neill, Betty Neary and Tom Haran (and others) most of what needed to be taken care of was accomplished.

And I got my first introduction to *RUPANEWS*. Hank would put a copy of the *NEWS* on my desk and it was just so enjoyable reading what so many of my peers were doing in their retirement. The guys who had shown me the ropes, taught me many of the skills of the trade. Convairs, 6's and 7's, 720's and DC-8's. Now enjoying retirement in all its many forms. In all likelihood I would be a RUPA member even without that early introduction. Most assuredly, though, the memories prompted by those wonderful early associations with this "Band of Brothers" has prompted my zeal to remain in touch through this great organization. Keep those "cards and letters" coming ladies and gentlemen. Everything good (now.) Emphasis on the now. In January I went in for a physical with my primary care doctor. Said your BP is somewhat elevated. (He of lifelong low BP.) Additional testing determined my left carotid artery was 90% blocked and within a matter of days I was scheduled for vascular surgery. And it could not have turned out any better. Great surgeon, terrific surgical team and I left the hospital 24 hours following the surgery. No complications and within a matter of days I had resumed a normal schedule. For me it highlighted the importance of an annual physical. For two or three years I was relying on my aviation medical to tell me I was OK. In my case, it turned out I needed to dig deeper into my wellbeing. "Things" were going on that I was not aware of. I won't be skipping an annual physical in the years to come. The doctor is filling out my Basic Med information and I expect to be aviating again under those provisions within the next week or two.

And so forth. Everything good on the home front. A continuous assortment of community and church related involvements and still doing all the home and yard maintenance. Mary Lou and I celebrated our 51st anniversary on the 30th of April. We met

on a 727 in 1964, she a “stewardess” and me plumbing the tri-motor. I asked her out and she has stuck with me through all these years. “A good Hearted Woman in Love with a Good Timing Man” as the song puts it. Son Rick (Pilot, Alaska Airlines) and daughter Ellen (horseperson extraordinaire) and their families all doing just fine.

And so forth. The much deserved credits for keeping us tied together through the NEWS will forever keep coming from this quarter. Many, many thanks for your dedicated efforts on our behalf.

Here endeth this missive.

Fraternally, **Dick** Feb. '61-June, '93.

BOS, EWR, ORD,SFO, SEA and CLE

STEVE K. SCOTT—Annapolis, MD

Notwithstanding the recent PR problems, we were very pleased to read; when Mr. Munoz addressed a meeting of retired employees and received a standing ovation. An omen, perhaps, that a major change in corporate culture, long overdue, is in the offing!

A thought, selfish perhaps, if a few passengers are avoiding UNITED because of the bad PR, will there be more open seats for us SA's??? The mere thought of going to the airport causes my back to rebel anticipating couch seating. But since 'hope springs eternal' will there be first class seats for us?

We have and still do enjoy all the pleasures of retirement. Just the thought no more of those damned gray envelopes and no 24-hour rule are some compensation for this ageing process. We're now out sourcing a few of the chores we once did for ourselves because of the physical requirements in doing so. But, all in all life has been good since.

Until next year or two. Cheers and good health.

As the gentleman on a TV beer commercial said, "Stay thirsty my friend." **Steve** '60/95

CURT SIMPSON—Port Orange, FL

Again, the past year has been very good and healthy for us (number thirteen since my last B-747-400 trip and number three since my last NetJet Cessna Citation flight).

Nancy and I celebrated our third anniversary in May and I'm happy to report that all of our children and grandchildren are busy, well, and happy.

Sadly, we sold our Bonanza which was part of the family for twenty-eight years, but happily we bought a slightly newer and much better equipped

one to take its place. The previous owner was Lowell Johnston, a good friend here in Spruce Creek and fellow United retiree whose name is familiar to many, especially those who were ORD based. As we have for the past few summers, we plan to fly the Bonanza north to visit friends and family.

This coming January, we intend to take a Caribbean aviation theme cruise featuring several notable speakers including UAL Captain, Rick Siegfried. It should be a good time as several friends from Spruce Creek have already signed up. Plenty of shopping opportunities are promised for any non-aviators.

Other than the above adventures, we are content to hang out in the Spruce Creek Fly-In enjoying the good things that living here continues to offer.

There is no shortage of things to do (flying, golf, tennis, biking, walking, etc.) and good friends to spend time with.

I think that this letter is actually on time and dues have been paid online.

As always, thanks to all for the tremendous job you do in getting the *RUPANEWS* out each month.

Curt 1967-2004 (EWR, CLE, ORD, LAX--UAL)
(MCO 2004-2014 NetJets)

BERNALD 'BS' SMITH—Fremont, CA

If within the next 12 months Cleve is not flooded w/ msgs from members, shame on those who don't respond to the call for help! I plead guilty for being one of the recent years' non-writers. How thoughtless of us when Cleve does such a marvelously great job with *RUPANEWS* for US! Gathering all the material, like cover pictures that blow my mind (yeah, I know many thought that happened ages ago) as well as items of extreme interest to all of us, covering such a broad spectrum of not just memory things but expanding our level of awareness as to what's going on in this old world. I don't know how he does it - for years now!

And speaking of 'old', now that I'm in my tenth decade, I may be finally realizing the most difficult part of ageing is treating oneself as if one is no longer 19, or 66 or even 85. At least for me, I can't just zip around anymore, turning on a dime, skipping cracks in the sidewalk (step on a crack, break your mother's back), blithely walking up and down stairs without paying attention to where my feet are, standing forever at receptions (yeah, that's a euphe-

mism for cocktail parties, or bars), accepting that riding in a wheelchair at airports requiring long walks to gates is not just to get to the head of the line thru airport security but also the head of the line going thru customs/immigration and that a cane offers similar privileges but mostly is a neat way to preclude falling all the time when forgetting one's age.

Ay, there's a word - forgetting. Would it be oxymoronic to say that brings back memories? I'm sure some of my crews remember me, (who could forget a curmudgeon referred to as BS), because they tell me now they flew w/me; I apologize for looking back blankly.. (Cleve, it's time for the nose salute!) Anyway, what great flying we had in those good old days - SFO/OAK/SCK/MOD/MCE/FAT/VIS/BFL/LAX and back the next day. SFO/OAK/SAC(not SMF)/RNO/EKO/ELY/OGD/SLC and back the next day. SFO/SAC/LMT/RDM/PDT/ALW/PDX in a DC3 etc. And we got paid, too; enough to support a growing family and buy a nice house for \$25K, which someone (not me!) could now sell for \$1.5MM+. Those of us who reside in the SFO/OAK/SJC Bay Area know we couldn't afford to buy now the house we've lived in for 50 years!

I was moved by the reference to a retained strike sign. Mine's still in my garage on the wall alongside my 1954 Ford CustomLine 2dr sedan which is under restoration. (My 1960 VW bug just has a dead battery, otherwise ok). Another mention was of CVS; I couldn't be more pleased w/the way they run things, now that it's sorted out from the semi-rough changeover. And of course I must state that the item referencing the Berlin Airlift forgot to take note that the 24 USN R5Ds that we brought over (I was a copilot on the first one) were what really made the difference in saving the city.

I don't understand why more don't go on the RUPA Cruises; I'm going this year 30 July 17 on my third

**I might wake up early
and go running. I also
might win the lottery.
the odds are about the
same.**

with the 40 or so signed up. What a great job Rich Bouska and Jerry Poulin do putting those together for wonderful experiences. I wish I'd started earlier! Since I can't get enough, if I'm still breathing, next 30 Jan 18 from MIA, RUPA n Gene Hammond (Chicago), his wife, my gf and I are sailing on the Regent Explorer thru the eastern Caribbean for 10 days. It's a luxury all-suite cruise - y'all spend some money and come along; we'll have some parties.

- 30 - **BS** '55-'93 SEA SFO LAX SFO TK SFO/TK SFO SEA SFO LAX SFO

JOE SWENSON—Littleton, CO

Greetings friends, time for another update as I celebrate #73.

Not much travel this year so far for Eileen and me other than within Colorado. We had planned to do a "Sandi Patty" Christian music Caribbean cruise in March but both of us got the flu a week before it and had to cancel. Thank goodness for cruise insurance! Hope to do a "Gaither Southern Gospel" music Alaska cruise this summer. Also, hoping to take a road trip to see the Creation Museum and the Ark in Kentucky, then go do the "Run for God" triathlon in GA. Then we will go visit Eileen's family in Atlanta and mine in Birmingham.

I did my first triathlon in May, the "Ordinary Mortals Sprint" in Pueblo. I did a Half Marathon in Highlands Ranch with my son and daughter in law last September and hope to do at least one with them this summer too. Nice thing about getting older is that the age group thins out and you can usually "place" in a race.

Golf was never of interest to me but I've always enjoyed running, swimming, and biking so that is what I'll keep doing as long as the Lord allows. At least the varied workouts are better for me than just doing one activity like running.

We are still loving being grandparents to our wonderful 6-year-old granddaughter! And we're still involved in our 3 yo church plant called "Bridgeway" in the children's ministry and the prayer ministry. I also get to help "set up and tear down" as we are using a Christian school's auditorium.

Blessings to all y'all! **Joe**

(JFK, LAX, CLE, DEN, DENTK, DENFS)

W. C. VINTON (aka Fred)—Meridian, ID

Haven't written in a while so took to heart what Cort

said in his President's letter.

Hard to believe that it has been 32 years since we joined together on the picket line to help slow the assault on the profession. The year I received a termination letter from Doodoo for conduct unbecoming a crew member. Didn't think I would be able to finish my career that was the best job in the world. I have always been grateful to ALPA for ending the strike and getting my job back.

Kathy and I recently moved into a retirement community. Still independent in a 3-bedroom house but the grounds and house are all taken care of. Plus, they feed us 2 meals a day. Not cheap but comfortable. Grateful for what is left of the pension.

After the prostate cancer was fried, have been fighting bladder cancer for the last 3 years. Recently got in on a clinical trial at the M.D. Anderson cancer clinic in PHX. Hope it will help get the bugger in remission. It means flying to PHX for 3 days every 3 months. Found out that SW is not the cheapest way to fly. Now use AA for my travel at about half the cost. Kathy (wifey) has back surgery May 16 so will be doing a little care taking. I owe her quite a few!

Recently celebrated my 80th birthday and 20 years in retirement. It has been great. My new goal is to spend as much time in retirement as I did flying. Just to get even with the PBGC and SSA.

Blessed are the pilots who inherit the sky. Blessed are the F/A's who kept serving coffee on the 14 hour flights. And blessed are all the support folks who kept us flying. And God bless America.

Regards to all, *Fred*
(IDL, DEN, SEA, SFO, LAX)

DL (LARRY) WRIGHT—Los Altos, CA
Twenty-two years out on the street. Six more to go to make the retirement and working come out even. (Too soon old, too late smart). I think I am finally over all those bad dreams about trying to get to the airport and the other one that my flight bag was somewhere else and I had to get it before I could fly the trip. Of course, these new guys don't have that problem because they just carry their notebook with them all the time.

No big airplane trips; a few domestic flights, which by carefully picking our day and using a vacation pass, we have been fairly successful in arriving at our destination, at least, on the planned day.

The trees on our Oregon property keep growing

(and falling). I try to thin and clean up but I find the trees have a lot more energy than I do. However, it is still a pleasure to work out in the woods. It just takes more and longer breaks to get the job done.

Just to let you know what a sheltered life I live, I was at Howard Bailey's funeral (SFOFO) and there was a Captain showed up who had a very dark blue to black uniform with gaudy gold stripes and strange looking wings and lapel devices. I thought he must be from some non-sched or foreign carrier but, come to find out, he worked for United Airlines. Boy, I don't get around much anymore.

I still have the same house, telephone number, and wife. All these please me, especially the part about the wife. Coming up on fifty-six years and she still puts up with me. Best regard to all, *Larry*

IN MEMORIAM

ALAN JAMES FINK

Alan James Fink (72) made his final journey and flew West on May 22 at his home in Lodi.



Al served in South Vietnam with the 195th Assault Helicopter Co and was awarded 12 Air Medals, including the Distinguished Flying Cross for Heroism during combat. At the end of his active duty, he served in the US Army Reserves. Prior to his service in the military he flew air ambulance from San Carlos and was a helicopter and fixed wing aircraft flight instructor.

Al joined United Airlines in 1977 and retired in 2004 as a 747 Captain. He was an active member of the Retired United Pilots Association (RUPA).

Al's passion was restoring classic Century wood boats and many of his restorations were shown and received awards at boat shows. He served as a past president of the Century Boat Club. He was also a member of the Quiet Birdmen-Sacramento Hanger, a distinguished group of airmen founded in 1921 by World War I pilots.

For the past several years Al served as a pylon judge at the Reno National Championship Air Races.

Alan is survived by his former wife, Linda, two sons and four grandchildren.

DAVID C. MACKIE

David Mackie, Pebble Beach, CA, passed away on May 25, 2017 after losing his battle against cancer. He was a beloved husband, father, and grandfather. Here, in his own words, are some details he would like remembered: Born on July 4th, 1936 in Dunkirk, New York, Dave was raised in nearby Fredonia where he graduated from high school. Dave joined the Navy then accepted a commission in the U.S. Marine Corps Reserve. He was based on active duty with the famed "Blacksheep Squadron" at Kaneohe, Hawaii. His flight training led to a 33-year career as a pilot with United Airlines. Dave was married for 47 years to his first wife, Mary Lou, who died of cancer in 2011. A year later he married Linda. He described both marriages as "Bashert." Dave was an avid student of ancient history and biblical archaeology. In retirement, he was an active member and leader of his community in the Monterey Peninsula.



Dave is survived by his wife, two sons and their families.

Memorial contributions may be made to Doctors without Borders or VNA and Hospice. A Celebration of Life will be held on Saturday, July 22 at the Church in the Forest. - See more at: <http://www.legacy.com/obituaries/montereyherald/obituary.aspx?n=david-mackie&pid=185713887#sthash.jsg6ngaT.dpuf>

Memories of Captain Dave

An outstanding Pilot passed away on May 25, 2017. Dave was known to be an accomplished Captain who totally cared about his crew and passengers. Each month, when the schedules were awarded, pulling down a line with Dave brought a smile to your face. You knew it would be a great month. That was who Dave Mackie was. You enjoyed working with a pro!

Dave and I flew together on the 727 out of SFO when I was a New Hire in 1978. For the life of me, I am not sure what he found of value in me. I respected the way he commanded the cockpit so much. But, it seemed when I flew with him I would always mess up.

My first experience with Dave was on my birthday in October, 1978. Being junior, I was very happy to have my birthday off. I was scheduled to fly the Milwaukee Mauler. It departed at 2200 from SFO

to LAX/MKC/MKE arriving around 0600 local time. I was sitting at home when the SFO Crew Desk called and asked me if I planned on flying my trip tonight. It seemed that when I transposed my awarded line to the calendar in our kitchen...which controlled our family's life...I managed to incorrectly post a trip on the day after my birthday when it was on my birthday. I did the Superman transition and jumped into the car and raced to SFO. When I arrived, I was advised that I was now flying SFO/DTW as they covered my trip with the DTW S/O who arrived EARLY. They told me to rush to the gate. When I arrived at the aircraft I met Dave Mackie. He calmly told me to relax, they had already done the S/O Pre-flight and that I needed to do the walk around. As it turned out, the fuel load that Dave signed for was not properly loaded and we were 2000 pounds short. The fueler had to return to top us off. The delay was charged to Fueling. Thank you Dave...I was on Probation and my job was on the line. The DTW Field Layover was set up for our evening return to SFO. We would be flying home Sunday evening. Arriving at the hotel we did the usual sign in on the "Crew List". When I got to my room I checked my TV...I planned on watching some Sunday Football in the afternoon. The TV was inop so I went back to the lobby to get a new room. In the afternoon, I cleaned up, put my uniform on and got comfortable on the bed to watch some football until our crew bus back to DTW. You guessed it...hotel departure time came there was no S/O in the lobby. Dave called my room but there was no answer. When I changed rooms I failed to have my room number changed on the sheet. Something caused me to wake up from my unplanned nap. I grabbed my things and rushed down to the lobby to find a NOT very pleased Captain. I am sure Dave wondered why United would hire someone who could not fill in a calendar or set an alarm clock.

The next time we flew together was December 24, 1978 SFO/SEA/SFO. It was Christmas Eve with full loads on the 727. The approach to SEA to the north was amazing. There were Chinook Winds from the east at 35 gusting to 50 knots. Dave flew the approach down the glideslope on the localizer as if the winds were calm. His right hand on the throttles was going from full power back toward idle and back to full as the airspeed stayed locked on our approach speed. He made a smooth landing and acted like it was just another day's work. On the leg back

to SFO I noticed the fuel was slightly out of balance and set up a cross feed. I got in a conversation with the crew. The next thing I had to do was impress Dave with my report that I managed to get us really out of balance. Dave kept his cool and helped me get back in balance by flying with the #1 engine at idle and #2 and #3 at high power. Again I had screwed up for the Captain I admired so much. After those two trips I made it a point to always pay attention when flying with Dave.

In 1985 SFO Council Chairman Pat Flanagan asked me to be the SFO PR Coordinator for the Strike. I needed some Captains to be interviewed by the local news each evening. I asked Dave to be one and he agreed. He did some great interviews, especially the one where Channel 7 came to his home to show how his family was dealing with the strike. During those 29 days Dave and I became good friends which continued to his passing.

In 1992 I upgraded to Initial 727 Captain. I gave quite a bit of thought about how I would run my cockpit. You guessed it. I tried to use Dave's quiet command skills which served me so well. I learned so much from watching and working with him. Thank you Dave, I miss you! *Jon Rowbottom*

WILLIAM JAY PLANK

William Jay Plank, 96, passed away peacefully on May 23, 2017. Born on March 17, 1921 on a farm in Lipscomb County, Texas. Jay graduated from Pampa High School and attended West Texas State University before joining the Civilian Pilot Training Program in 1939. While working as a flight instructor in Wichita, Kansas he met Marcelline (Marcy) Chitwood, who would become his wife of 43 years, until her death in 1986.



Jay began his 38-year career with United in 1943 flying DC-3's out of Burbank, CA. Between May 1, 1944 and November 29, 1945, he flew 24 round trips across the Pacific with the Air Transport Command. In 1945 he was based in DEN flying DC-3's, DC-6's and DC-7's. Jay transferred to LAX in 1962 flying Boeing-720s. He transferred to SFO in 1965 flying B-727s, DC-8s, and retired on the B-747s in 1981.

Jay married longtime family friend Clare Knoll in 1988. He was actively involved in several aviation organizations, most notably the Retired United Pilots Association.

Jay highly valued education. He stressed the importance of education to his family and supported them in their educational pursuits. He continued taking college courses while still working for United, earning his Bachelor of Science degree at the College of Notre Dame in Belmont, CA. Inspired by his own experiences, he established the Jay Plank Make-A-Difference Scholarship Fund to help local students attend college. He was an active member of Burlingame Rotary, through which the scholarship is administered.

Jay was generous with his family, friends and community. He was a devoted husband, and a loving father and grandfather. He will be greatly missed.

Jay is survived by a granddaughter, daughter-in-law, stepson and many nieces and nephews.

In lieu of flowers, contributions may be made to The Rotary Service Fund of Burlingame for the Jay Plank Make-A-Difference Scholarship Fund, or a charity of your choice. Address: Rotary Club of Burlingame, PO Box 313, Burlingame, CA 94011-0313, Attn: Mike Heffernan.

J. DOUGLAS RANKIN

J. Douglas Rankin passed away Feb. 20, 2017. Cause of death, blood clots in the lungs and heart.

Doug was born in San Francisco Dec. 26, 1929 and early on knew he wanted to fly airplanes. He learned to fly at the age of 16 in an open cockpit OTW Meyers at Calpine, in the Sierra Nevada Mountains. His instructor would, in later years, teach both of his Sons to fly. By 18 he had Commercial and Instructors ratings and would soon get Multi engine land and sea ratings.

In 1950, while attending West Contra Costa County Junior College at the former Kaiser ship building yards in Richmond, he arranged a meeting to advertise his talent for instructing and try to drum up business, he met his future wife, Marcene Kitchens. She did not become his student but became his wife; they married in 1951. They then moved to San Jose so Doug could attend college there.

For the summer of 1952 he flew Co-Pilot for Hawaiian Airlines then returned to graduate from San Jose State College with a Bachelor's Degree in Aeronautical Operations.

Doug was hired by Capital Airlines in 1953, based in YIP, DCA, MSP and again YIP. He was thrilled to finally check out as Captain on the DC-3 after years as copilot and a long session of engineer on

the Constellation. After the merger with United he and his family was able to return "home" to California after 10 years in the cold country. He was based in LAX until retirement Jan. 1, 1990 after 38 ½ years in airline aviation. He met many interesting and/or "famous" people in his role as a pilot. Some not so nice, and others such as General Doolittle who Doug said was a delightful person to talk with. In his 71 years of flying he flew many kinds of airplanes from Cubs to 747s. At last count it was more than 60 or 70 light airplanes, and 13 airliners. After retirement he still flew his 1956 Cessna 182.

Doug was presented the Wright Brothers Master Pilot Award for 50 consecutive years of safe flying, and was a member of UFO (United Flying Octogenarians), and was a long time member of Wings Over Wendy's, a group in the San Fernando Valley dedicated to Aviation and Veterans. Doug is survived by Marcene, his wife of nearly 67 years, two sons and a daughter.

Doug often said "I never went to work a day in my life; I just went flying and got paid for it." He was a dedicated and excellent pilot whether in a Cub or 747 and was always thrilled to be up in the air.

THEODORE JOHN SOBOTA

Theodore John Sobota of Naples, Fla., 75, formerly of Biglerville, passed away Oct. 29, 2016 at Hospice in Naples.

Ted was born in Browerville, Minn. Nov. 27, 1940. He joined United in 1966 and retired as a captain in 2000 as a captain of United Airlines. He had also served in the National Guard.

After retirement he continued his joy with pride in his sideline, Clear Spring Orchard. He was a member of the Biglerville Lions Club, having served as president one year. He also had served as a Scoutmaster. In Naples he had volunteered for the Equestrian Challenge, the Botanical Gardens, and the Gulf Coast Sailing Club. As a member of the Audubon Society, he enjoyed birding.

Ted is survived by his wife Carol, 72; three sons and eight grandchildren.

Memorial contributions can be made to Hospice of Central PA, Leukemia & Lymphoma Society or St. Jude Research Foundation.



DAVID ALBERT STOLP

David Albert Stolp, 77, passed away at home in El Macero, CA on April 25, 2017. He was born in Eau Claire, Wisconsin on November 12, 1939.

Dave graduated from Regis Catholic High School in 1957. He played football and earned his degree at St. Norbert Catholic College, Wisconsin. Upon graduation, he was commissioned into the U.S. Air Force as a navigator where he worked in Air Force Intelligence for over 20 years. His fondest military memories were the lifelong friendships made while flying B-52's, the F-4 Phantom and the K-C 135. After serving his country, he continued his love of flying as a United Airlines pilot for 31 years.

Dave's greatest joy in life was his family. He loved so many things; spending time with his friends, cycling, golfing, flying, traveling, crossword puzzles and painting. But being with his family, surrounded by his grandchildren, was what he loved most.

David is survived by his wife of 53 years, Vivian; three daughters, seven grandchildren, and many special nieces, nephews, and cousins.

In lieu of flowers, memorial donations may be made to St. James Catholic Church, 1275 B. Street Davis, CA 95616. The family wishes to extend their most sincere gratitude and love to their countless family and friends.

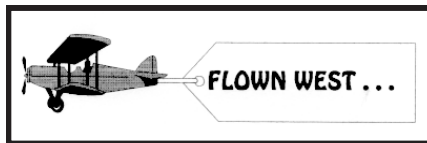
JAMES W. WRIGHT

James W. Wright, 95, passed away April 29, 2017 at Hunterdon Care Center in Flemington, NJ.

Jim was born in Milwaukee, WI, 1922. He was a WWII pilot serving in the Pacific and Japan. After leaving the Army Air Corp Jim flew for Capital Airlines, then with United Airlines, retiring in 1985 after a 34-year career. He owned J. Wright Company, first in South River, then in East Brunswick, which sold audio and voice components and TV repair, until he completely retired in 1992.

Jim was a member of the Alumni Associations of the Milwaukee School of Engineering, the Embury-Riddle Aeronautical University, the Air Line Pilots Assn, the Aircraft Owners and Pilots Association, the Capital Airlines Pilots Assn, the Retired United Pilots Assn, the America Motorcycle Assn and the Train Collectors Assn. He was also an avid sailor, he enjoyed navigating his 30-ft sailboat, The Flying W, to many locations up and down the coast

Jim is survived by two children and four grandchildren.



Thomas M. Emerson	Dec. 25, 2016
Alan J. Fink	May 23, 2017
David C. Mackie	May 25, 2017
*Edmund C. Martell	June 10, 2017
*D. E. (Monty) Montgomery	May 23, 2017
James P. Moore	June 07, 2017
William J. "Jay" Plank	May 23, 2017
Theodore. J. (Ted) Sobota	Oct. 29, 2016

**denotes RUPA non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hovering there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark or even eagle flew.
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.
Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
5614 Prairie Road, Crystal Lake, IL 60014

June, 2017 Edition

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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

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

Oregon

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

Washington

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

Washington D.C.

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