
rupanews



Journal of the Retired United Pilots Association



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President's Letter

Your RUPA Board of Directors would like to present the new RUPA Executive Committee for the 2017-19 term. The Board of Directors, by acclamation, has unanimously elected the following per our bylaws:

President Bob Engelman, Florida

Vice President Capt. John Gorczyca, California

Secretary Treasurer Capt. John Rains, Vermont

All of you are familiar with Bob Engelman and John Rains who continue on the executive committee. Our new V.P. John Gorczyca came to us with a most impressive resume including a Masters Degree, retired Lt. Colonel USAF serving in Vietnam and later as an Air Force One Support pilot at Andrews AFB, and a member of the Order of Daedalians. John retired from UAL in 2014 and immediately became involved with RUPA answering the call to form a new RUPA group east of Sacramento, now called the "Goldwingers." It is arguably one of the most active RUPA groups. John brings to RUPA high energy, volunteer spirit, respect and leadership skills that will assure our continued success into the future. Welcome aboard John!

My term as RUPA President has come to an end and the organization is left in the able hands of the three fine gentlemen above. It has been a true honor and privilege to have manned the helm the past 2 years and hopefully RUPA has been left in as good a shape as when it was inherited from predecessor Jon Rowbottom.

We have over 3,000 members and growing. There are several new robust lunch groups including a newly announced DFW group headed by Capt. Terry Blake. If you live in the DFW area please contact Terry at: 972-299-6883 terryb50@msn.com.

Our new Facebook page seems to be popular with over 700 participants and growing daily. Dues have remained the same at an affordable \$25 per anum. We have reestablished a dialogue with UA management with our quarterly meetings. We have a new Pass Travel advisor in Pat Palazzolo, which should be helpful with arguably our last real perk from UAL as retirees. We streamlined the RUPA email addresses so members do not have to update contact names with each change of command. Our web page is modernized and kept organized and up to date by web advisor Jon Rowbottom.

That being said, the absolute bedrock of RUPA is all of you, our members, who attend or chair lunch groups, go on cruises, pay your dues on time and most importantly, send in your yearly "how goes it" to share with former colleagues.

The much promised 2nd quarterly meeting with UAL management was finally held via conference call on 26 July. Incoming president Capt. Bob Engelman and RUPA Pass Travel Chairman Capt. Pat Palazzolo participating (yours truly was unable to attend due to "day job" obligation - flying).

The executive committee would like to welcome our newest members:

George W. "Bill" Carrington (SFO), Granite Bay, CA / Capt. Samuel V. "Sam" Frey (ORD), Golden, CO
Capt. Larry A. Fuerst (ORD), Fennville, MI / Capt. Rolando "Roli" Hernandez (LAX), Yorba Linda, CA
Capt. Stephen W. Ignatius (LAX), Tustin, CA / Capt. Kerry W. Parker (DCA), Alexandria, VA
Capt. Fred W. Price (EWR), Plymouth, PA / Capt. Steve Silver (SFO active), Belvedere, CA
Capt. Richard C. Weidenhaefer (EWR/JFK), Myrtle Beach, SC

In closing, thank you all for the terrific support in the last 2 years. I cannot express the great honor it has been to serve as your RUPA President. Without the council of Jon Rowbottom, Cleve Spring, and Leon Scarbrough, Phyllis Cleveland, our "old guard" of RUPA, this job would have been all but impossible. I look forward to passing the baton to my good friend and right-hand man of the last two years, Bob Engelman, along with his new "copilot," John Gorczyca.

It will be a nice respite relaxing a bit and reading, from cover to cover, the fantastic production of *RUPANEWS* from the sidelines. President Engelman has asked me to continue as our RUPA Facebook group moderator, which was gladly accepted.

Hope to see some of you out on the road or in passing through an airline terminal somewhere on the vast UAL network. Until then, all the best.

Warm regards, *Cort*

A letter from our new, incoming RUPA President



you've all had a great summer, wherever you've spent it. While I didn't really leave the South Florida heat (But at least it's humid.), I did have a once-in-a-lifetime experience. I got to take my son to the Major League Baseball All Star Game in Miami, in the air-conditioned comfort of Marlins Park. How could I pass that up? It's something he and I will always remember.

By now you know who the new Executive Committee of RUPA will be for the next two years. I'm honored that the Board of Directors felt that I'm worthy of being your new President. Following Cort won't be easy. He's continued the great tradition of our organization with true class, and also added a new way for us to stay in touch by establishing a Facebook page. He helped open a new dialogue with United senior management, and has kept former RUPA Presidents Jon Rowbottom and Phyllis Cleveland gainfully occupied with our website and Eblasts. He twisted the arm of Pat Palazollo to do what he did for twenty years for the UAL MEC as our resident pass travel expert.

I can't forget to mention that our incredible *RUPANEWS* editor, Cleve Spring, has continued to make this a fantastic publication, and that John Rains has taken the bull by the horns and is doing way more than I'll bet he ever envisioned in succeeded Leon Scarbrough, our long time Secretary/Treasurer. They never cease to amaze me with the work they do. Larry Whyman doesn't get nearly enough mention as our Membership Chairman. Having held that position myself, I know that it keeps him busy.

Our luncheons around the country are thriving, thanks to the efforts of our Area Reps. It's always great to see old friends at them, and I'm happy there are so many new faces lately too. That brings me to our new VP, John Gorczyca. Between John and Pat, I'm having to do a spell check every time I write their names! Anyway, between Cort and others highly recommending him, reading his incredible bio, emailing back and forth and then having a great, long phone conversation, I'm excited to be serving with him. Those of you who have attended the Goldwingers luncheons already know him and how much he values the camaraderie that RUPA allows us to maintain.

Most of the other retired airline pilot organizations have sadly disappeared. Ours is financially stable and our numbers are growing. That doesn't happen by accident. It takes the efforts of all of you, and I'm proud to serve with this terrific group of officers and board members. I know they're only a phone call, text or email away any time I need assistance or advice. You can't ask for more than that. *Bob Engelman*

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www.rupa.org

there is a lot of good information on it

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United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



November, 1955 - San Francisco. The above full-scale DC-8 mock-up was complete with chairs, floor covering and interior finish. United proceeded to install a complete cargo and baggage compartment and the simulated jet was to be used during the next several years to test various phases of in-flight and ground service preparatory to scheduled operations in 1959. United officials believe this was the first time in history that an airline constructed a mock-up of an airplane several years in advance of its intended delivery.

United continued its aggressive program with the Douglas Aircraft Company to make the DC-8 the finest aircraft yet conceived. Douglas brought into play all its long experience in the design and production of commercial airliners which had become famous all over the world.

United's leadership in being the first domestic airline to announce a contract for jetliners (October 25, 1955) met with a strong response from patrons and the general public throughout the country. Sales managers and station managers all along the Main Line said that customers were expressing an enthusiastic and gratifying interest in the company's plans to establish jetliner service by 1959.

The nation's press reflected the general public's interest in United's order. Both Time and Newsweek gave large space to the story. Front-page stories were carried in most of the cities on the Main Line.

Editorial comment was extremely favorable. Despite the high price tag of \$175 million for the 30 jets ordered by United, the planes were to be more economical than then current piston-engine planes.

United's President W. A. Patterson said: "In scheduled operation a fleet of 42 DC-7s produced 853,000 passenger seat miles per hour. By contrast 25 jet planes will produce 1,840,000 seat miles per hour. The jet's cost of operation will be about 13 to 14 percent less than the DC-7." "We will be getting much greater efficiency, dependability and much more traffic because of the jet's speed."

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

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Presidents W. A. Patterson and Donald Douglas sign a contract for 30 DC-8s. Mr. Patterson then gave Mr. Douglas a check for \$5,640,000, the largest initial payment ever made for a commercial airline purchase.

About the cover

United pushing up retirement of iconic Boeing 747



United Airlines is speeding up the phase-out of the iconic Boeing 747 from its fleet. United President Scott Kirby, in a blunt but nonetheless rather wistful memo, told employees the carrier will phase out the last of the massive planes from its fleet earlier than previously announced. The last Boeing 747s will now exit the fleet in the last quarter of 2017, rather than the previously announced later part of 2018.

Kirby, a veteran of the airline industry, clearly will miss the plane as much as many who have loved flying the jumbo jet and have come to instantly recognize it by the fuselage's distinctive bubble-shaped design. Kirby noted in his memo: "As deeply connected as we all are to this iconic aircraft, the time has come to retire our 747 fleet from scheduled service." Kirby didn't stop there: "It's a bittersweet milestone — this jumbo jet with its unmistakable silhouette once represented the state-of-the-art in air travel."

United flew its first flight on the 747, dubbed "Queen of the Skies," in 1970 between California and Hawaii. But times have changed with a new focus on costs and efficiencies in the airline industry.

Kirby added: "Today there are more fuel-efficient, cost-effective and reliable widebody aircraft that provide an updated inflight experience for our customers traveling on long-haul flights."

United has taken delivery of many Boeing 787 Dreamliners in recent years, and will put its first of a number of new Boeing 777-300 ER aircraft into service next month. That 777-300 ER introduction will be an important milestone for United as well, as it will offer the first full Polaris international business class product experience with the new lie-flat seat designed specifically for the premium cabin.

United is planning a grand farewell for the 747 later this year. Kirby said in his memo that United plans to honor the 747 with "an unforgettable retirement celebration."

The Monterey Peninsula RUPA Lunch Bunch

The August 9th luncheon was a smaller group than normal, but we certainly discussed a wide range of subjects – Korea through skilled nursing facilities and down-sizing! It wasn't all serious talk we shared lots of laughter too. Those sharing the moment were: Lee and Nancy Casey, Linda Mackie, Jack Cowles, Mike Donnelly,

Milt and Sunee Jines, our hosts Pete and Donna Walmsley, and your scribe.

Pete announced the date of our annual RUPA Golf Tournament as October 11th. "T" time is 1400. Lunch, for the golfers, will order at 1130. Quail is a marvelous golf course in Carmel Valley – beautiful setting and weather – so you golfers from far and wide are welcomed! Contact Pete directly for your golf RSVP at 831 624-7786 or kiwigolf@sbcglobal.net. We enjoy the 19th hole after the round to celebrate winners, losers, and duffers!

Hard to believe 911 was 16 years ago. I so clearly remember being advised via the ACARS to "secure the cockpit at all cost" and wondering why we received such an unusual message from dispatch; the closed U.S. airspace and our diversion to Vancouver; hearing of airliners being flown into buildings or crashing into a field; and then waiting to hear who the crews were on UAL Flights 175 and 93. Captain Ray Brice called me at our layover hotel late that night to advise who was killed and the fact that the ALPA accident team would not be fully activated. Our status as a CRAF 747 was still in limbo and he didn't know when the U.S. airspace would re-open. And always the question of how this attack could happen! I think of the families who were impacted directly by this attack, the children who are now young adults missing a parent or other family members and friends.

Never forget Captain Jason Dahl and F/O LeRoy Homer Jr. and Captain Victor Saracini and F/O Michael Horrocks and the 13 flight attendants on UAL 93 and UAL 175. *Phyllis Cleveland*

The Columbia River Geezer's RUPA Luncheon

The Columbia River Geezers met Wednesday, August 09, 2017 at The California Pizza Kitchen "CPK" located in The Clackamas Town Center in Happy Valley Oregon.



In attendance starting on the left side moving clockwise around the table is first, Mike Thomas. Mike announced that he is moving from Southern WA to Tigard OR to be closer to his daughter. Mike, in his earlier days while flying the B757/767 based in SFO was also the Commanding Officer of the Portland Air National Guard's 142nd Fighter Group, flying the F-4C Phantom II followed by the F-15A/B Eagle. Next is our newest attending member of our Geezer RUPA group, ORFBO B-777 Captain Ken Crimm. Ken recently retired in June 2017 (he says "fired" but retired) at the ripe old age of 65. Ken lives up the road in Southern WA. Dick Ionata, Rusty Harrison, Gordy "Sam" Richardson. Sam spends his OR winters in AKL with his lovely Kiwi wife, Alison, a native to New Zealand. Sam just recently returned from ID where he, every summer for a month, hangs out working as a Flight Instructor, teaching guys like me how to maneuver their tail draggers in the narrow valleys and short runways which you can find nestled in Idaho's high-density altitude back country airports. Rich Warden who resides at Dietz Airpark here in OR is still flying several different types of Corporate Jets around the USA, Mac McCroskey, our groups senior member recently cruised his boat [it's length escapes my memory] from San Diego all the way north toward Ketchikan Alaska. He says he burns about 750 gallons of diesel fuel for the trip while the engine turns the propeller at a consistent 1750 RPM pushing it along at 7 knots. Mac loves the sea and has told me about some of his mechanical adventures while off shore. Mac also has a great love for the Ocean's life that follows his boat along for miles. Next, retired DCA Captain Lew Meyer and scribe Ron Blash.

A lot of conversation about our upcoming Eclipse. A Narrow part of OR is in the pathway of the next Solar Eclipse and some of us plan to maneuver ourselves to be in position to be a part of our Universe's history.

Inset photo: Are Benno and Lynne Vyfvinkel who had to depart early. I was able to snapped this photo as they were departing. They drove down from Battle Ground WA, and spent this past winter in Arizona, in their recently purchased Town Home. Lynn is a retired American Airlines Flight Attendant.



By the way, Tony Passannante recently accepted a pilot position with Intel and is currently in Dallas Texas attending a CAE training program on the Embraer ERJ145 a 50-passenger jet.

A good group today with lots of smiles and stories to go around. All had a good time on one of our warmer but beautiful Oregon afternoons. Many of us find it easy to leave for warmer climates during our OR/WA (the great Northwest's) rainy, icy and snowy winters. However, for most of us it is not an option to leave during our glorious beautiful Spring, Summer and Fall.

See you the second Wednesday of September. *Ron Blash*

SAC Valley Gold Wingers RUPA Luncheon

Great luncheon today during the hot dog days of summer. We had a very good group of guests today and we were very thankful they joined us. Julie, our waitress, was Johnny on the spot with her service and was, as always, so kind to us. Our guests included Shawn Bickford and his lovely wife, Juliette. Shawn is an active pilot with United based in SFO and is currently flying the B-787. We had a wonderful discussion with him on the capabilities of the 787 and the various destinations he travels to. Boy, do I wish I was back with United flying that equipment to those exotic locations. Juliette was kind enough to assist us in a raffle that we have each month for the eventual assistance of some of our older pilots.



Seated left to right: Judy Whittington, Herbert Mermlik, JoBeth Berry, Linda Akin, Juliette Bickford, Tom Wright, Jo Ann Wright.

Standing left to right: John Gorczyca, Ed Akin, Chuck Kolesar, Dave Leippe, Wayne Mooneyham, Karl Winkelbrandt, Bill Authier, Jim Whittington, Andy Fossgreen, Shawn Bickford, Jean Becker, Marv Becker.

I had previously communicated with Cleve Spring and he informed me of a group he was a part of called the Gliding Geezers. After Cleve retired he joined a glider group that flew on the north shore of Oahu. There were several RUPA members that flew to Hawaii every other month to fly gliders. Some of Gold Wingers that were members of the group included Rod Violette and Bill Authier. I had a nice display of pictures, supplied by Cleve, that I provided showing members of the group.

My tidbits for discussion included the \$10 US Park passes for seniors that are due to expire at the end of August and will increase to \$80 per month, I discussed some of the travel benefits for surviving spouses which are authorized. Included in that discussion was the discounted tickets with myUAdiscount. I passed on the revised RUPA officer email addresses, the change in parking location for retired employees at SFO, the loss of some of our prestigious pilots and spouses of RUPA, the new pass travel guru with RUPA, Pat Palazzolo, who will publish articles in our magazine, the near miss at SFO with Air Canada and, whew, I am out of breath.

In other tidbits of info, I discussed the UA family day at the SFO MOC on Oct 8 where volunteers are needed to man the RUPA booth. Dave Leippe, a major organizer for the Capital Airshow, discussed all the flying activities that will occur and, with this edition, has occurred on Sept 9-10 at the Mather Airport. Tom Wright gave us a demonstration of his B-747 cockpit simulator software that he has on his laptop and iPads. He also has software for the 757/767.

Well, that is enough for now. And, my last words of wisdom are "whoop, whoop, pull up" or better yet, "50, 30, 10"...."you have reached your destination."

Still Flying High Here, *John Gorczyca*

The Washington Area Eddie O'Donnell RUPA luncheon

Our July 17, 2017 luncheon was limited to members only. The meeting was held at the JR's Stockyard Inn restaurant located in McLean, Virginia. We had a nice 45 minute period to talk to friends before the start of the "official" luncheon.

We all enjoyed an excellent served meal composed of a lettuce salad followed by a large plate of Marinated Sirloin, with mixed vegetables and rice. The desert was a large chocolate chip cookie with a mounted scoop of ice cream. The service and food was excellent.

Our guest speaker was Captain James Simons, the Chief Pilot for the Washington area. He informed us of the many great improvements occurring within the company and the pilots group at United. He told us of the great financial conditions at United and of the improvements of the various increases in different routes. Captain Simons gave a very informative presentation.



Attendees were: Jon Beckett, Buck Buchanan, Hal Cockerill, Gary Cook, Gene Couvillion, Bob Gilbert, Paul Gilson, Larry Grube, Chuck Heid, Tony Keffer, Fred Keister, Ed Miller, Pierre Ney, Herb Petitt, Don Reinhard, Bernie Schwartzman, Capt. James Simons, Fred Streb, Dave Strider, Stokes Tomlin and E.K. Williams.

A special thanks to: Hal Cockerill for handling the check-in, and Gary Cook for handling the drawing tickets. Our next scheduled luncheon will be October 18, 2017 and it will be for members, their wives, husbands or guests. *Jon Beckett*

Seattle Gooney Bird RUPA Luncheon

A beautiful, cool summer day took a toll on lunch attendance this month. The following twelve members did attend the luncheon: Chuck Westpfahl, John Bley, Jim Barber, Alan Black, Pat Williams, Rich Hurst, Scott Baumann, Rob Robinson, Dave Carver, Hank Schilling, Jack Brown and Fred Hope.

Good food, a mixed bag of jokes and plenty of good conversation and camaraderie were enjoyed by all. *Hank Kerr*

PICKLES | Brian Crane



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

Our gang at a lively discussion about everything from soup to nuts. We had a good summer turn out and nice to see people back.

We'd like to think it's going to start cooling down and it might be October and hopefully we can get through with no hurricanes this year.

For your planning purposes, if you receive the electronic version of the *RUPANEWS* or the paper copy by September 14, that is the second Thursday of the month, that will be our last summer lunch. Love to have anyone and everyone attend.



Those in attendance were: Yours truly, Jim Morehead, Joe Vrechek, Ham Oldham, Dave Friend, Dan Petrovich, Jerry Bradley, Paul Livingway, Bob Engelman, Mike Warde, Bill Garrett and Dan Kurt.

Jim Morehead

Leesburg, VA RUPA Breakfast

We had a good group at Bob Evans for our monthly 1st Friday Breakfast. Normal topics of conversation. Active Captain, Bob Schreiber, joined us and brought fresh info regarding schedules and elongated 37s. Reminded me of the sight of a DC-4 on its tail at the gate after all the passengers got up and moved aft toward the door. Thanks to Sim Stidham for the photograph.



L to R: Bob Gilbert, E.K. Williams, Charlie Schwab, Dave Strider, Gary Cook, Gene Couvillion and Bob Schreiber. Sim Stidham hiding behind the camera. *E.K. Williams*

San Francisco East Bay Rurarian's (July) Luncheon

As usual the good old Pilots on the east side of the bay had their regular meeting for the month of July at the Primavera Restaurant.



Eight of us made the roll-call, seated clockwise around the table are: Georgia Bouska, B.S. Smith (unable to hold up his head), Lee and Shirley Francis, Tami and Neil Dahlstrom, Jerry Udolhoven, and me, Rich Bouska.

Most of the talk was about the good-ol'-days of flying the 737; up and down the valley and how fast you could make it from SFO to OAK, seems like everybody set the record. There was quite a discussion about the near miss as San Francisco. Yesterday Air Canada made the local news trying to land on a parallel taxi way to RW28R at SFO with four other planes on it waiting to take off. What's with the pilots of today, don't they get any training at all? *Rich Bouska*

San Francisco East Bay Rurarian's (August) Luncheon

The East Bay group had its meeting one week later to accommodate those of us who went on the RUPA Cruise. We eat a little later than the usual lunch crowd and when they all leave we have the place all to our self's. We welcomed back Grant Adams after about nine months of medical problems.



Seated around the table from L to R: Grant Adams, Neil Dahlstrom, Georgia Bouska, Rich Bouska, B.S. Smith, Jerry Udelhoven, and Bruce Milan.

We had a good discussion all around the table, and much was about the failure of the National Transportation Safety Board to investigate the near miss of the Air Canada flight attempting to land on a taxiway at SFO occupied by four fully loaded planes ready to take off. The FAA took more than 24 hours to notify the NTSB. The delay allowed Air Canada to use the plane for three flights after the incident in which the cockpit recorder was taped over multiple times. We remembered some of the wild and wacky times of flying yesteryear.

We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon, all are welcome. *Rich Bouska*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

A warm greeting to all in RUPA Land...now warm can be construed as friendly (which our greeting certainly is) and also warm as in just plain HOT here in Southern Oregon (which it also certainly is). Records of heat are falling, but also records of our group as at our last lunch in July when some 15 joined our table. The numbers at lunch rather than the numbers of a very hot season are far more pleasant and so a delightful time it was.

Shopping and medics brought Chuck and Harlowe Kittle up from Northern California while the temptation of hitting the ranching supply shops brought Dan Kurtz over from Klamath Falls. Bill Monfort in town for some time at his place on the Applegate and Michael Bennett back from the delights of Florida. We missed Scot Lee since he's out flying for a few months.

Heat and convection are bringing T-Storms to the area and thus the fire season is starting with a bit of vigor, so fingers, eyes and legs are all crossed to help with keeping the fire season in check.



Our group from left to right seated: Cheryl Jaeger, Steve Fusco (we missed you Leeann!), Michael Bennett, Pam and Art Lumley, Bill Monfort, Banjo Bob Keasbey and his son Chris and Harvey Saylor.

Standing are: Jim Jaeger, Chuck and Harlowe Kittle (sorry to have the glare in your eye Harlowe), Marty Niccolls, Dan Kurtz and Bob Niccolls.

While we never really do business as such, but rather conversation, jokes and what's the latest going on and this lunch was no different. Good times with good friends...how very special.

One additional item this time, however, was a belated Happy Birthday to Steve Fusco on his 93rd...and I should know the date (July 10) since it's 10 years to the day from mine!

And thus, for this posting, cheers to all from Southern Oregon. *Bob*

Dana Point RUPA Luncheon

A beautiful at the Dana Harbor! There was a surprising 'quietness' in the Harbor and good parking was available. What happened was a big tie up on the 405 freeway that must have discourage visitors to the harbor. Butch Trembly who did arrive a bit late spent AN extra 'hour' on the way to our lunch. Fortunately for him, he had left for our meeting a little early. Early arrivals were treated to a Harbor Police Boat escorting a young 20 foot Grey Whale out of the harbor.

Present were: Bill Rollins, Bob Fuhrman, Butch Trembly, Joe Udovch, John & Cheryl, Park Ames, Rusty Aimer, Ted Simmons and Jim Buchner.

The movie Dunkirk was discussed quite a bit with all agreeing that it did not go into the fact of how the evacuation of this beach by an armada of very small boats. Also, the flying coverage of fighter aircraft was skimpy. The movie did not have the grandness and largeness that could have been simulated for a large fleet boats of all kind.

Fact --- Eventually they had 800 boats and Evacuated over 300,000 troops! The first day they got over 7,000 troops off! Churchill called it "Miracle of Deliverance."

John and Cheryl just got back from 10-day Alaska cruise on Oceana starting and ending in Seattle. They had stops in Victoria BC, Ketchikan, Juneau Hoonah and Skagway. Then John was needed in Yuma for a week at the end of the month ---a far cry from Alaska! Seems they are doing a lot C-130 Guard training in the summer. Why not do some training in the winter John?

Walt Bohl had a very bad car accident in which he got hit from the side. He was hit by a car in an intersection. He is in recovery at the Huntington Valley Health Center address 8382 Newman Huntington Beach CA.

(714 500 6903). I managed to visit with him at the center, and he seems to be of good cheer---but has a long way to full recovery. Walt will tell his story when he gets recovered! Cheers, *Ted*

San Francisco Bay-Siders RUPA Luncheon

Twenty-Four Bay-Siders' gathered for lunch and conversation. Some of our regulars were away on the RUPA cruise but we were pleased to have a long time Bay-Sider (now a Columbia River Geezer) Walt Ramseur join us. He regaled us with tales of his drive down and the adaptive cruise control in his new car.



Left to Right: Burkie & Bob Callaghan, Jill & Bob Ebenhahn, George Mendonca, Carol Gillett, Bob Kibort, Walt Ramseur, Isabell Traube and Larry Wright.



L to R: Gerry Delisle, Cleve Spring, Hank Morales, Cyndi & Rich Erhardt, Rose Spring, Jan McNaughton and Jeri Johnson.

Those attending not in the pictures: Roz Clinton, Bob & Dee Norris Pat Wright and Gene & Carol Walter.

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

A wise man once said nothing.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

Another typical mid-Summer meeting turnout for The T. C. Sunbirds. Although the WX was perfect for our Luncheon, we only managed to rally 7 of our guys together for a good time and lots of good and different conversations. The view, food and service (provided by Andy) at Shrimper's always make the afternoon very pleasant and enjoyable.....and we'd have it no other way.

The various subjects discussed included (but were not limited to) - Pass Travel, Comcast Email troubles, Ted O. and his 'young-heimers', Oshkosh, cell phone difficulties and challenges, QB (Quiet Birdmen) Dinners, along with PLENTY of Aviation stories and experiences.



Those contributing in varying degrees were: Bill Northup, Andy Lambert, Dick Starita, Jack Boisseau, Bob Langevin, Ted Osinski and Dave Damon.

At precisely 12:37 PM, (having had a good enuf time for too long), Dave Damon moved to adjourn and Jack Boisseau was quick to 2nd the motion and off we all were until next month.

Our Luncheon Meeting in September will be on the 12th at Shrimper's in Stuart, FL starting at 11:30. If you happen to be in the neighborhood, STOP in to see us.....we'd love to have you join us. Who knows, maybe even a few of our Northern members will be back by then. Meanwhile, have a Happy and SAFE Labor Day Holiday and looking forward to the start of the NFL (Go Dolphins!!!) and College (Go Noles!!!) Football Seasons.

That's it for now guys and will be back in touch in about a month or so

Cheers and Adult Beverages to ALL, *Bob Langevin*



Denver Good ol' Pilots' (July) RUPA Luncheon

In accordance with past practice and procedure The Denver Good OL' Pilots AKA Denver Retired United Pilots met for lunch on the third Tuesday of the month, in this case July 18th. We met in The Tin Cup Bar and Grill at 50 S Peoria St. in Aurora. The weather was good, the company was good, happy hour was good and the catered lunch was good. After lunch members discussed issues of general interest, then we adjourned to meet again at 11:00 A.M. the third Tuesday of August.

Attending were: Darrel Ankeny, Jerry Baer, Rick Beebe, Al Bielanski, Ann and Bob Blessin, Stanley Boehm and Marilyn Gifford, Ray Bowman, Joe Collard, Ed Cutler, Jack Davis, Denis Getman, Bill Hanson, Nick Hinch, Eve and Bill Hoygaard, Doug Johnson, Sue and Tom Johnston, Jim Lee, Cliff Lawson, Kaye and Rick Madsen, Dave Murtha, Marcia and Kim Osteros, Dan Romcevich, Joe Rozic, Rick Steele and Rose and Ted Wilkinson. Your Co-Scribe, Tom

Denver Good ol' Pilots' (August) RUPA Luncheon

As usual we met on the third Tuesday of the month at The Tin Cup Bar and Grill in Aurora. After an hour of socializing we enjoyed a catered lunch. After lunch, Stan Boehm spent a few minutes delivering some humor.

Nothing new to report concerning the goings and comings of our members. Darrell Ankeny talked about the

ramifications of joint accounts such as banking etc. if one manages them via the internet. I believe he is going to write a separate report on the issue.

Attending were: Jim Adair, Rich Adams, Darrell Ankeny, J.R. Ball, Rick Bebee, Al Bielanski, Bob Blessin, Stanley Boehm, Mark Bosler, Ray Bowman, Chris Bruce, Jack Davis, Denis Getman, Dick Grant, Bill Hanson, Tom Hess, Steve Jacques, Tom and Sue Johnston, Cliff Lawson, Rick Madsen, Mark McGurk, Dan Romceovich, Rob Schmidt, Don and Woodie Stearns, Rick Steele, Tony Twardziak, Casey Walker, Ross Wilhite and Ted and Rose Wilkinson.

Your Co-Scribe, *Tom*

Ohio Cleveland Crazies RUPA Luncheon

On this beautiful summer day, we had a great turnout for our July meeting with nineteen pilots, wives and family present.

After a great lunch with fantastic service from our server Shayla, we had a serious moment when Dick Sanders asked us to replenish the funds in our treasury. Phil Jach mentioned the passing of Patty Petrovich and then updated the information on our plans to return to the Liberty Aviation Museum in September. Ken Wheeler and Dick Sanders kept us all laughing with great jokes and stories. And as usual, Pat Morris brought us another supply of chocolates for our after-lunch treat.

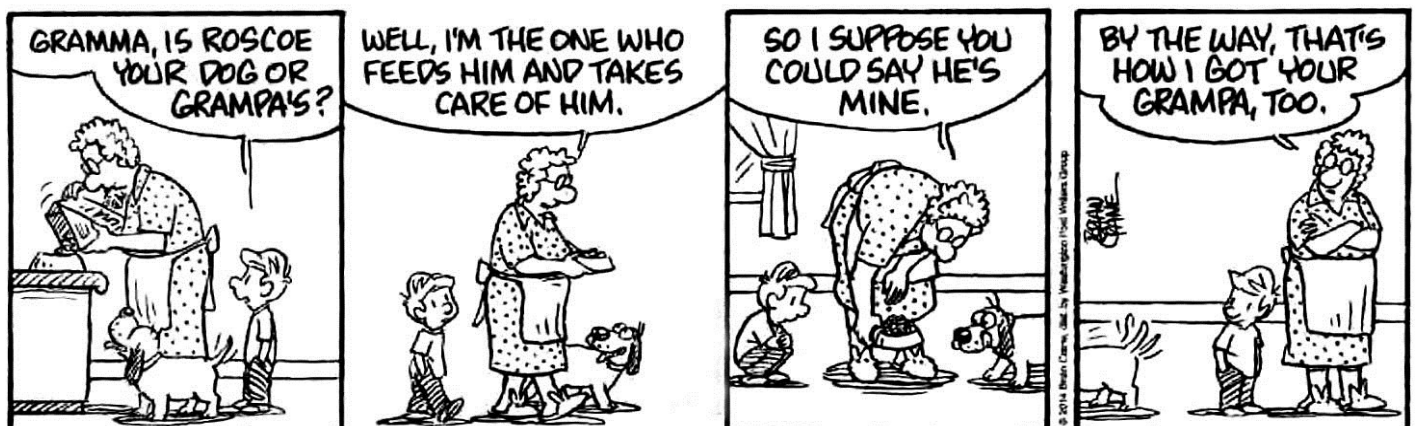


Left to Right standing: Phil Jach, Harvey Morris, John Hochmann, Bob Olsen, George Bleytle, Roxanna Deem – Ken’s great granddaughter, Kristi Deem – Ken’s grand daughter, Diane Johnson – Ken’s helper, JoAnne Orr, Pat Morris, Joe Getz, and our server Shayla Salmons.

Seated center left to right: Rich McMakin, Ken Wheeler, Gabriella Deem – Ken’s great granddaughter, Barbara Alden, John Alden and Mike Holmberg.

Seated front left to right: Dick Sanders, John Pinter, and JoAnn Pinter. Cheers, *Phil Jach*

PICKLES | Brian Crane



The Big Island Stargazers RUPA Luncheon

We had a great turnout for our July meeting in Kailua-Kona. A warm aloha was extended to visiting Ruparians, Buck and Dottie Martin, who had escaped the summer heat in Palm Desert, California, with a two-week vacation on the Big Island. Regrets were sent from Sam Wilson and Bobby and Linda Michael who were unable to attend. Dick and Grace Slinn were visiting family on the mainland, but we hope to see them at our August meeting. Bill and Linda Hayes filled us in about their recent three-week trip to Scotland. They used UAL 20% discount tickets to get on an almost full flight from Newark to Edinburgh. There was more talk about pass travel, upcoming vacations and flying escapades while we munched on complimentary pupus provided by The Fish Hopper restaurant.



Left to Right: Bill Graham, Dottie Martin, Bill & Linda Hayes, Gerry & Joan Baldwin, David Carlson, Don Diedrick, Linda Morley-Wells, Walt Wells and Buck Martin.

If you are in Kona Town on the third Thursday of the month, please join us for a good time on the waterfront. *Linda Morley-Wells*, Scribe

Oscar holds first listening session at ORD

on Wednesday, July 19, Oscar announced that he is personally taking charge of the effort to listen and learn from lobby and gate agents about the issues they face and how we can leverage their ideas to serve our customers better. Oscar didn't take long to put his words into actions during a visit with lobby and gate agents at ORD the next day. It marked the first of what will become a series of listening sessions, emphasizing the importance of making sure that employees feel empowered and supported to make the right decisions and to use their best judgment to serve our customers in the moment.



Oscar committed to attend as many of these sessions as he could so that he can personally listen to your concerns, learn from direct feedback and build solutions that will better lead to our successes.

The session was attended by employees who were invited to share their input that will help build a path toward becoming the best airline for our customers and each other.

"I thought it was a great session, everyone was honest in their feedback and it's great to feel like we're being heard," said ORD Customer Service Representative (CSR) My Le. "Oscar was very open to listening to us and we're looking forward to hearing updates on any progress being made. I'm very optimistic."

"It was very nice to have an open conversation and to have Oscar listen to our issues," said ORD CSR Syed Rizvi. "I can tell that he's really trying to fix the problems that we face at the gate every day."

These listening sessions will continue to be held around the system in an effort to gather the largest amount of feedback before putting solutions into action.

Oscar talks with EWR employees



In August, Oscar hosted another one of his "What's Next?" conversations with EWR employees during a visit to the hub. These sessions are a series of town hall events that Oscar hosts to listen and learn from employees. More than 250 employees attended, eager to hear from Oscar and share their input and ideas to enable United's success. Oscar listened to feedback and answered questions.

"This was the first time that I had met Oscar in person, and it meant a lot to have him here," said EWR Customer Service Representative Laverne Sobers. "He was very approachable, down-to-earth and communicated freely. His answers made me feel very confident in United."

Oscar discussed the importance of proper training for employees, the threat posed by Middle East carriers and air traffic control reform, among many other topics.

"I trust him and I believe he is taking the company in the right direction," EWR Security Agent Gerri Singletary said.

Like all attendees, EWR Flight Attendant William Burke, appreciated the chance to hear from Oscar. "I thought it was great for Oscar to take the time to be here today," said William. "I liked his focus on employees, and he seemed to really be informed of the issues that are affecting us."

United's "Quick-turn playbook" leads to significant improvements



Last summer, we conducted a study of our major competitors to pinpoint how our operational standards and performance compared to them. Our competitors were turning aircraft six to 10 percent faster -- a gap we'd have to close to run the world's most reliable operation.

One year later, that gap has been sealed shut. Through July, we improved our ability to turn flights in the abbreviated minimum service time (MST) by nine points year-over-year. For the summer months, our quick-turn success rate was up 12 points from 2016. Both of these are the highest they've been since 2011, and are hugely responsible for our industry-leading D :00 performance in recent months.

Turn Performance Director Bill Watts and his team led the development of our quick-turn playbook, which was created to help formalize processes and teamwork needed to turn aircraft more efficiently. Through July, we've implemented this at all seven U.S. hubs, 23 line stations and all domiciles and Flight Ops bases.

"Turning an aircraft quickly and efficiently is a team sport," Bill said. "Every group that is planning for, handling or operating the flight needs to be on the same page, communicating and working in conjunction with one another to successfully execute the mission and have our customers on the way to their destinations. It's the ultimate test of teamwork at an airline. Everyone plays a role, just like the 11 players on the field for a football team. We're all dependent on each other for success, and thanks to commitment from across work groups, we've taken large strides."

Impressive improvement has taken place around the system:

- ORD made the biggest improvement of any hub this summer, upping its performance 24 points from last summer. Eighteen percent of our ORD departures are quick turns, so that's a lot of customers departing a lot quicker.
- EWR has the second-largest summer improvement from 2016 with a 20-point improvement.
- IAD and DEN lead hubs in summer quick-turn success rate with success rates of 43.8 percent and 43.1 percent, respectively.
- PDX (Portland, Oregon) has a summer quick-turn success rate of 53 percent, the highest of any domestic location.

United takes delivery of Boeing's 1,500th 777



Boeing launched the 777 program on Oct. 15, 1990, with an agreement with United written on a legal pad.

Boeing and United executives signed that piece of paper, which was the first order for 34 777s and included options for 34 more. As the global launch customer, we took delivery of our first 777 on May 17, 1995, and that aircraft went into revenue service about a month later on June 7, flying from LHR (London Heathrow) to IAD. We are still flying that aircraft (#777UA) today!

Slightly more than 22 years later, we took delivery of a milestone aircraft: the 1,500th 777 Boeing produced – one of our new 777-300ERs (aircraft #2143).

"One of the most important things about the 777 is that it was the first to be certified for 120-minute ETOPS [extended operations] at the time it entered service," said David. "Our first revenue flight was an ETOPS flight -- that had never been done before."

The 777 was also Boeing's first "fly-by-wire" commercial airliner, meaning it relied on digital flight controls instead of traditional cables running from the flight deck to the wing and tail control surfaces.

"The aircraft is really responsive," David said. "You can't really tell it's such a big airplane when you're up there flying it. It's a very comfortable airplane for crews and customers. It also has great reliability."

More than 2,000 years of airline experience found its way to the Boeing 777-300ER aircraft delivery event that took place July 20 in the Seattle area, where Boeing hosted about 160 United employees to celebrate the delivery of our newest fleet type. Less-senior employees felt humbled in the presence of so much expertise: a dozen and a half employees had more than 50 years with the airline, and more than two dozen had more than 45 years.

"The tour and dinner were great, but it was really all about meeting other people," said YYC (Calgary, Canada) Supervisor Neal Aguilar-Portillo, who, with about 15 years of experience, felt like a newbie. "It's a kind of union, really, and there's wisdom there. You get to meet people like them," he said, as he gestured to ORD Ramp Service Employees Ken and Fred Mowton Crowell, two brothers, both of whom are approaching 50 years of service. But Ken waved off the solemn tones. "It's about having fun," he said, "because tomorrow we go back to work!"



About 160 employees toured the Boeing factory in Everett, Washington, the world's largest building, housing widebodies in various stages of assembly, aircraft wings and other components in all stages of the production process. Employees walked more than 2 km on the tour, hugging painted crosswalk lines as they passed beneath giant wings and stood awed next to the six-story aircraft tail of a Boeing 747-8.

"It was fabulous," said 54-year veteran LGA (New York-LaGuardia) Global Services Representative Don Arnoni of the tour. He'd awakened at 1:30 a.m. in New York, driven to EWR, caught a transcontinental flight, and was still going strong at the employee dinner. "Seeing an airplane on a gate is one thing, but seeing it being built...that's something else entirely."

After the tour, Boeing treated employees to a dinner at the Future of Flight Aviation Center, where employees gathered to toast each other's singular achievements and the arrival of our newest jet. Inflight Services SVP Sam Risoli, himself a 40-year veteran, honored United's highest-seniority flight attendant, EWR's 60-year veteran Norma Heape, and number two in seniority ranking flight attendant, ORD's Phyllis Paladino, in particular.

Flight Operations SVP Howard Attarian noted not just the anniversaries but the many accolades, customer compliments, outstanding service and other notable achievements employees were celebrating. "It's not just what you do, but how you do it," he said, and he quoted some of the nominations. "You're 'a position I depend on. A leader without the title. You always support the team 100 percent. Goes above and beyond every day.'"

Base Maintenance VP Mark Eldred highlighted the key role United played in the development of the 777-300. "It's a very, very special airplane, and we were instrumental in the preliminary design reviews," he said. He also thanked the SEA Tech Ops team for its work in ensuring preliminary modifications made aircraft N2142U ready for its first flight.

On Thursday morning, employees participated in a ribbon-cutting and group photo at PAE (Paine Field, Washington), before a breakfast where Boeing executives thanked United for helping launch 11 new aircraft types over the course of our histories. Mike Hanna said, "It's because of you guys that United is so successful. The true spirit of United is right here. It's in this room. I can't thank you guys enough for connecting our customers to the moments that matter most." Employees then boarded the plane for the flight to ORD.

Before takeoff, HKG Flight Attendants Leilani Torralbas and Liska Bodrick stood admiring the plane near a jumpseat. "I wish everyone could do this," Leilani said. Liska agreed and said that after the Boeing tour she had "a newfound appreciation of the aircraft and the people who put the work in to build it." Summing up their trip, Leilani said, "It's the pride with the partnership."

Employees applauded as the airplane took off, and 30 lucky employees randomly selected to receive seats in United Polaris business class chose 30 friends to accompany them on the flight. For SFO Line Technician Juan Morin the choice was a no-brainer -- he chose the man known as other half of the "Batman and Robin" team at the SFMC who started at the company in his same class, Marlon Romero. "Whatever comes in, we get it fixed," Marlon said.

Our 777-300ERs are currently flying between SFO and EWR, NRT and HKG (Hong Kong); between IAD and SFO and LHR (London Heathrow); and between EWR and TLV (Tel Aviv). SFO to TPE (Taipei) begins Aug. 1. In addition, SFO-PEK (Beijing) begins Sept. 6, SFO-FRA (Frankfurt) begins Oct. 5 and EWR-NRT begins Oct. 28.

We expect to place into service all 14 aircraft from our first 777-300ER order this year. We also recently announced an order for four additional 777-300ERs.

United Airlines is returning to Paine Field, in Everett, WA.



It's been nearly 80 years since our last aircraft touched down at historic Paine Field, PAE (Everett, Washington), but we are happy to announce that, beginning next August, United will once again call Snohomish County home.

Located approximately 40 miles north of SEA (Seattle), our presence at PAE will give our growing customer base in northwestern Washington more convenient access to points across the country and across the globe. When service begins, we plan to operate six daily flights between PAE and our hubs at

DEN and SFO.

In June, construction crews broke ground on a new passenger terminal that will also make traveling in and out of PAE an enjoyable, streamlined experience.

Originally named Snohomish County Airport when it was completed in 1939, PAE was first used as an alternate landing site for our aircraft when weather conditions were unfavorable at BFI (Boeing Field) in Seattle.

The U.S. Army Air Corps took control of PAE in 1941, and it remained a military installation with a limited civilian aviation presence until 1968. In 1967, the airport became a centerpiece in Boeing's network of production facilities, turning out thousands of aircraft over the past five-plus decades, including the 747, 767, 777 and 787. In recent years, it's been the origin point for our 787 delivery flights.

Why United now has some bragging rights over American

By Lewis Lazare/Chicago Business Journal



Punctuality is something United States carriers often struggle to maintain. But in airline data provider OAG's annual airline punctuality report, United Airlines at least has a little something to hold over its archrival American Airlines. Both carriers have a major presence in Chicago.

In OAG's punctuality rankings of North American-based carriers for the year 2016, Chicago-based United Airlines beat out American for punctuality for the entirety of the year. United, which focused intently on improving on-time performance during the past year, jumped up three places in the rankings to finish in sixth place for the year, with 80.01 percent of its flights arriving on time throughout all of 2016. American was eighth on the list, with 78.44 percent of its flights arriving on time in 2016.

OAG considers a flight to have arrived on time if it gets to the gate within 14 minutes and 59 seconds of its scheduled arrival time.

In OAG's punctuality report a year ago, American Airlines was ahead of United.

But both American Airlines and UA were bested by Southwest Airlines, which was ranked No. 5 on the chart with 81.04 percent of flights arriving on time. Southwest has its largest hub at Chicago's Midway Airport.

Delta Air Lines long known for its impressive on-time performance, came in at No. 3, with 84.29 percent of flights arriving on time. Delta was the highest ranking of the four largest domestic airlines in the United States — once again giving the airline good reason to boast of its results on the punctuality front.

But two other much smaller domestic carriers beat Delta. Alaska Airlines (86.05) was No. 2 among North American carriers and Hawaiian Airlines was first (89.87), no doubt helped mightily by the idyllic weather in the islands.

The Big Three's Carl Sandburg strategy: Myths and facts

By Kevin Mitchell/Business Travel Coalition/OpenSkies.travel



In their ranting campaign to eliminate competitive choice offered by Emirates Airline, Etihad Airways and Qatar Airways ('Gulf Carriers'), Delta Air Lines, American Airlines and United Airlines ('Big Three') have deployed a Carl Sandburg strategy. Sandburg memorably advised:

"If the facts are against you, argue the law. If the law is against you, argue the facts. If the law and the facts are against you, pound the table and yell like hell."

To win support, the Big Three have resorted to the inside the Beltway trick of repeating the same misinformation over-and-over in the hope that repetition will convince people fiction is fact. Of course, if the Big Three's case is as legally clear-cut and factually irrefutable as they claim, 2 ½ years ago they would have filed an International Air Transportation Fair Competitive Practices Act ('IATFCPA') complaint with the US Department of Transportation ('DOT'). For over four decades, US airlines – including the Big Three – have relied on IATFCPA complaints and DOT when they believed actions by foreign carriers or countries unfairly caused them competitive harm.

If the law and facts are as clear cut as the Big Three contend, such a slam dunk IATFCPA filing would have saved the Big Three's shareholders tens of millions of dollars and ensured that DOT took appropriate action if warranted in 2015 given the six-month statutory clock. Of course, the reason the Big Three are afraid to file an IATFCPA complaint at DOT is that they know their fictitious case is an air ball, not a slam dunk, and they have instead deployed the Sandburg strategy of pounding the table and yelling at the top of their lungs.

United Airlines and Audubon International team up



United Airlines and its award-winning Eco-Skies program are teaming up with Audubon International, the not-for-profit environmental education organization dedicated to sustainable natural resource management, to protect raptors – including hawks, ospreys and owls – in and around New York-area airports and resettle the birds-of-prey at suitable golf course habitats where the species are more likely to thrive.

The United Eco-Skies Raptor Relocation Program, which the airline plans launched at Newark Liberty International Airport July, will protect at-risk and threatened species such as the American kestrel by transporting the raptors to golf courses certified within the Audubon Cooperative Sanctuary Program. As the official airline of the PGA TOUR®, United is uniquely positioned to help identify suitable golf course habitats with Audubon International for relocation purposes and help inform the public on the importance of environmental sustainability.

Additionally, United and Audubon International will work closely with the Port Authority of New York and New Jersey, which partners with other agencies to safely capture threatened birds at New York-area airports.

“Audubon International is excited to be working with United Airlines’ Eco-Skies program on the Raptor Relocation Program,” said Christine Kane, Audubon International’s executive director. “Thousands of golf courses across the world have adopted environmentally sustainable property management practices that support wildlife habitat through our Audubon Cooperative Sanctuary Program. Bringing this all together to provide safe, high-quality habitat for raptors is a great success.”

“The presence of wildlife at our airports can pose a challenge to pilots operating commercial aircraft,” said Laura Francoeur, the Port Authority’s chief wildlife biologist. “The agency implements wildlife management measures to reduce these challenges, and we continue to work with our airline partners and organizations such as United and Audubon International to ensure safe operations while protecting nature.”

“Together with our partners at Audubon International and the Port Authority of New York and New Jersey, we are developing innovative ways to protect our environment and provide sanctuary for birds-of-prey that otherwise would be living near New York-area airports,” said Angela Foster-Rice, United’s managing director of environmental affairs and sustainability. “The Raptor Relocation Program will help minimize risk to wildlife, reduce damage to aircraft and enable us to operate more efficiently within some of the world’s busiest airspace.”

United’s Eco-Skies program represents the company’s commitment to the environment and the actions taken every day to create a sustainable future. In January, Air Transport World (ATW) magazine named United the Eco-Airline of the Year for the second time since the airline launched the Eco-Skies program.

In 2016, United made history by becoming the first U.S. airline to begin use of commercial-scale volumes of sustainable aviation biofuel for regularly scheduled flights out of its hub in Los Angeles. The airline also invested \$30 million in U.S.-based alternative aviation fuels developer Fulcrum BioEnergy, Inc., which represented the single largest investment by any airline globally in alternative fuels. Last year, United became first U.S. airline to repurpose items from the carrier’s international premium cabin amenity kits by partnering with Clean the World to donate hygiene products to those in critical need.

Additionally, as part of United’s commitment to operating an environmentally friendly and responsible airline, the carrier added a carbon footprint measurement to its 2017 Global Performance Commitment. United is committing to achieving a lower gross carbon footprint than its two largest U.S.-based competitors this year, as measured by carbon dioxide-equivalent per available seat-mile.

United defers delivery of the Airbus A350



The carrier didn’t set a new delivery date for the A350 planes, which had been scheduled to arrive next year. United is deciding the future of its order for 35 of Airbus’s largest twin-engine jetliners as the carrier’s new management team reviews the fleet. The airline is retiring its aging Boeing Co. 747 jumbo jets, many of which ply routes between Asia and the U.S.

United launches daily nonstop service between DEN & London



In celebration of United's 80 years of service in Denver, the airline announced the launch of daily nonstop seasonal service between Denver International Airport (DEN) and London's Heathrow Airport (LHR) beginning March 24, 2018 through October 26, 2018, subject to government approval. The new Denver flight will conveniently connect customers from nearly 80 domestic destinations to London.

"For the last 80 years, United has played an integral role in serving the Denver region and helping Denver International become an essential hub connecting business and leisure travelers to destinations around the globe," said Steve Jaquith, vice president of its Denver hub. "Our new service to London will provide more customers with convenient one-stop opportunities from markets that are served only through Denver, and we're excited to bring this new service to the Mile-High City."

These flights are available now for booking.

UA 27 DEN 5:35 p.m. LHR 9:40 a.m. +1 day

UA 26 LHR 11:40 a.m. DEN 2:30 p.m.

United Airlines has served the Denver community since 1937 and is the only airline to continuously operate in the Mile-High City – operating 6.5 million flights serving more than 580 million customers during this time.

"We are so appreciative of our partnership with United Airlines and beyond excited that they continue to grow in Denver with this new service to London Heathrow beginning next March," said DEN CEO Kim Day. "These new flights will complement United's successful nonstop service to Tokyo Narita, making United the only carrier to provide both transatlantic and transpacific flights from Denver."

Airlines Dial Up Pampering for Business Class

By Doug Cameron/Wall St. Journal



Airlines are making bigger bets with premium passengers, offering luxury seats loaded with doodads that could boost the cost of outfitting a plane by millions of dollars.

The new breed of seats for business fliers can convert to a lie-flat bed, with 15-inch display screens, entertainment systems that offer hundreds of channels and privacy panels sealing off fellow passengers. Some of these posh seats can be grouped together to form a walled "mini suite." Such seats cost the carrier anywhere from about \$50,000 to \$500,000, according to

industry officials. Carriers, including Delta, Qatar and United are vying to offer these latest innovations even as they find ways to squeeze more revenue out of coach cabins with tighter seating.

Business-class passengers remain airlines' biggest source of profit, and keeping them comfortable for hours on long-haul flights has become a high-stakes game for carriers facing a bill of \$20 million or more to outfit a single widebody jet. "It's become fundamental to how the airlines compete and separate themselves with their brand," said Kelly Ortberg, chief executive of Rockwell Collins Inc. Rockwell Collins has become the market leader in aircraft seating with its \$8.6 billion deal this year to buy B/E Aerospace Inc., joining plane interiors to its aerospace-electronics business.

Since the introduction in the early 1990s of seats that turned into lie-flat beds, prices have risen as the product has become increasingly complex. A business-class seat can have as many as 5,000 parts, including electric motors and hundreds of feet of wiring. Development and safety testing adds to the cost, and airlines' preference for unique seats means production runs may be less than a dozen for the most exclusive offerings, and seldom reach into the hundreds.

Qatar Airways spent three years with the Rockwell unit that is designing its new Qsuite product, which

allows four seats facing each other to be converted into a single space for families or colleagues traveling together or even into two double beds. The airline and the manufacturer won't disclose the cost of the seats, though Qatar Airways notes the suite doesn't take up any more space than four regular seats.

Viewed during a recent visit to the Rockwell plant in Winston-Salem, N.C., business-class seats for American Airlines Group Inc. AAL and Saudi Arabian Airlines were lined up on pallets. The two models are based on the same frame but have different trim and fittings, such as the inclusion of reading lamps on the Middle East carrier's version. Company officials said some seats are kept under wraps—literally—when executives from other airlines visit, to protect unique design details.

Just adding a reading lamp requires more testing and certification, including full-scale crash tests that Rockwell performs with a sled that mimics the forces of 16 times gravity attending a simulated crash landing. Parts that fly off and could injure passengers or crew have to be redesigned.

"The regulations do constantly evolve and rise over time," said Elijah Dobrusin, vice president of strategy at Lift by EnCore, a startup that has been working with Boeing on a new line of seats. Testing during design and production has become more rigorous as the cost of the seats has climbed. Airlines' selection process goes beyond the factory visits by executives and front-line employees such as flight attendants. John Cornell, head of research and development at seat maker Jamco America Inc., said it sends sample seats on world-wide tours for airlines to try. Some airlines even use testing of seats as a perk for their most valued customers, giving them the first chance to try them out and suggest tweaks before they are purchased by the carrier. One Asian carrier asks some of its most frequent fliers in transit through its main hub to visit a nearby testing facility during layovers to sample new seats. Rockwell Collins employs robots to perform wear-and-tear tests, such as placing a 30-pound weight on a tray table thousands of times, but has found human sampling adds valuable insight. People can break things in ways the designers never expected, said Glenn Johnson, director of engineering at Rockwell's interiors business. The company places advertisements in local newspapers for seat testers, paying around \$100 for them to sit in seats in the factory for three to four hours. This allows designers to gauge both the comfort and durability of seats.

Rockwell also has employed more advanced techniques to design and tweak seats, with an augmented-reality system that potential airline customers can hook in to explore how the seats look in a virtual cabin. "We have meetings there," said Rockwell's Mr. Johnson of a recent consultation with a prospective customer in cyberspace. Staff also use the virtual world to unwind. "We were chasing each other, hiding behind a privacy panel."

United adding gates in San Francisco to accommodate growth



United Airlines will start using gates in boarding area A at San Francisco International airport to accommodate its continuing growth. It will begin operating select Airbus A320 family and Boeing 737 family flights from the 12-gate concourse "soon", said Howard Attarian, senior vice-president of flight operations at United, in a newsletter to pilots on 11 August. The additional gates will allow United to accommodate additional flying and improve operational flexibility at San

Francisco, he says.

United has grown aggressively at San Francisco in recent years. In June, it increased service on 18 routes from the airport in response to new competition from Alaska Airlines, which bought Bay Area-based Virgin America in late 2016. It has also added new service to Hartford, Sonoma County and Spokane this year.

The airline is scheduled to operate 203,710 flights this year, up 1.3% compared to 2016, FlightGlobal schedules show. San Francisco is United's primary gateway to Asia and serves the booming Silicon Valley technology industry.

United has preferential use of at least 37 gates in terminal 3 at San Francisco airport, maps on its website show. This includes the new 10-gate boarding area E that opened in January 2014, and gates 70, 71A and

Continued Next Page

71B that reopened in late 2015 after nearly three years of construction. The carrier also utilizes the 12-gate boarding area G at San Francisco for international arrivals and departures.

United will primarily use gates in boarding area A for arrivals, though select flights may depart from the concourse at times, says Attarian.

Boarding area A is primarily used by non-Star Alliance international carriers, as well as select domestic flights on Alaska, JetBlue Airways and Hawaiian Airlines.

San Francisco is in the midst of a \$2.4 billion redevelopment of terminal 1, which will include a new 24-gate boarding area B and a renovation to boarding area C. The project will open in phases through 2024.

United is the largest airline in San Francisco, with a 43% share of seats during the first seven months of 2017, schedules show. Alaska and Virgin America combined are the second largest carrier with a 13% share.

United's top pilot has a lot to say about perceived pilot shortage

Chicago Business Journal



United Airlines Capt. Todd Insler, head of the Chicago-based airline's powerful pilots union, is upset about what he would undoubtedly classify as "fake news" about the nation's airline industry — namely all the talk in recent months about an alleged shortage of commercial airline pilots in the United States.

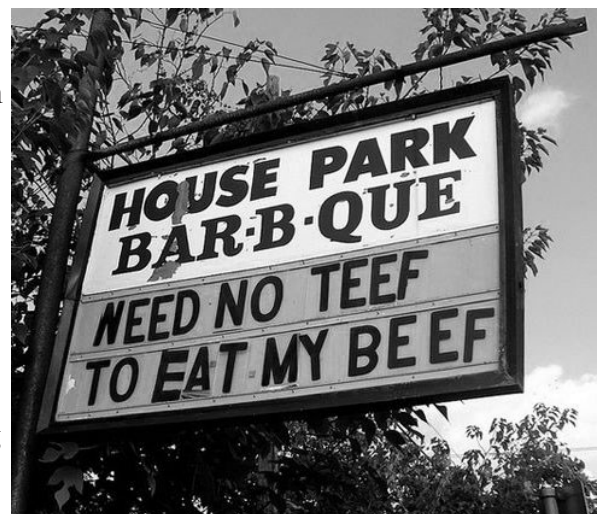
The perceived shortage would seem to be most directly affecting the regional airlines that work with carriers such as United Airlines, American Airlines (NASDAQ: AAL) and other major domestic carriers. United alone works with no fewer than nine different regional carriers that operate about 50 percent of the carrier's total daily flights. Some of those pilots working for United's regional carriers end up flying for United and its mainline operations.

Recent headlines certainly would suggest a shortage of pilots at regional carriers does exist. Horizon Airlines, for one, had to reduce its summer schedule this year, claiming it didn't have enough pilots to operate the full schedule. And Republic Airways, a regional carrier that works with United, filed for bankruptcy last year, citing pilot shortage as one reason for its financial problems.

But in a sharply-worded memo released late Friday, United pilot Insler said the problem isn't an actual shortage of qualified pilots. Rather Insler argues it's the regional carriers' unwillingness to adequately compensate pilots for their work and their specialized training that is creating the shortage because qualified pilots are unwilling to sign up to work in such situations. Insler also makes clear he is not a fan of an amendment to the Federal Aviation Administration Reauthorization Act introduced in the U.S. Senate in early July to address a perceived pilot shortage. According to Insler, that amendment would "undermine existing minimum pilot qualifications." Rest assured, Insler doesn't want anything to do with lowering pilot qualifications for flying commercially.

The United captain pointed to statistics that show no fatalities on U.S. passenger airlines after the Federal Aviation Administration Extension Act of 2010 required first officers on commercial airplanes to have a minimum of 1,500 hours of flight experience (reducible to 750 with military training). Noted Insler: "The current first officer qualification rules have clearly provided an increase in airline safety and must not be reduced."

Insler ends his position paper by re-emphasizing that — in his opinion — pay is key to solving the pilot shortage problem: "Airlines that offer adequate compensation have had no problems hiring qualified pilots, and it should not be surprising that pilots seek employment at airlines that provide the best quality of life and career progression."



Air Canada, FAA hindered investigation of SFO near-miss

Editorial: By East Bay Times editorial board |

Estimates from FlightAware aviation tracking service show Air Canada Flight 759 cleared a Philippines Airlines plane by 51 feet. New data from the NTSB reveals the plane continued its descent to 59 feet above the ground.

The U.S. Federal Aviation Administration and Air Canada hindered the investigation of the near-catastrophe at San Francisco Airport by dragging their feet in the aftermath. As a result, key evidence from the cockpit voice recorder was erased and the pilots were never tested for drugs or alcohol. It's a bureaucratic cover-up that conveniently protects the federal agency and the airline involved. The fiasco highlights the need for new federal laws or regulations mandating immediate reporting of near-misses and the grounding of aircraft and pilots until after National Transportation Safety Board investigators are called in.

This could have been nearly the worst aviation disaster in history, second only to the two hijacked planes that plowed into the World Trade Center on September 11, 2001.

On July 7, pilots of an Air Canada plane landing minutes before midnight at SFO mistook a taxiway for the runway where they were supposed to land. The latest investigative findings show the plane dipped as low as 59 feet off the ground as the pilots aborted their landing, barely missing four fully-fueled aircraft with an estimated 1,000 passengers that were awaiting takeoff.

The FAA, which was responsible for having only one air controller working traffic in the tower at the time, took more than 24 hours to notify the NTSB. The delay allowed Air Canada to use the plane for three flights in which the cockpit recorder was taped over multiple times. That recorder held potentially critical information about what the pilots were saying as they headed straight for the taxiway. The cockpit conversation between the pilots might have helped explain their confusion.

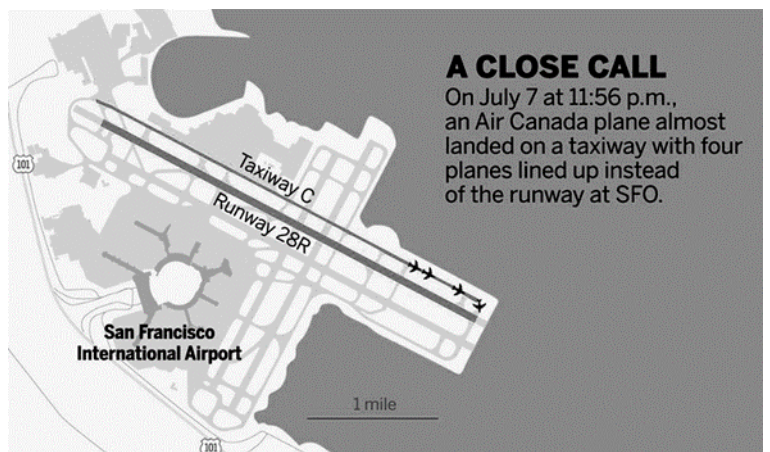
As for the pilots, a source familiar with the current NTSB investigation told reporter Matthias Gafni that they spent the night in the Bay Area and flew out the next morning on their normally scheduled flight.

It was business as usual, despicable behavior on the part of Air Canada, which refuses to answer questions during the investigation, including whether the pilots have since been grounded. United Airlines' outrageous response after a passenger was dragged off a plane pales in comparison to this stonewalling.

Similarly, the FAA refuses to explain why it took more than a day to notify the NTSB. The NTSB, in turn, excuses all this by noting that federal rules did not require that it be notified because there was no collision.

That technical rationalization belies common sense. Air Canada Flight 759 came within a few dozen feet and a few seconds of creating an airport inferno the likes of which this nation has never seen.

Jim Hall, former NTSB chairman, told Gafni that those reporting guidelines should be addressed in the investigation. "This was probably the most significant near-miss we've had in this decade," Hall said. "I think splitting hairs on this issue on an incident of this significance is a disservice to safety." He's right. The investigation into this terrifying episode should have started immediately.



RUPA Pass Travel Report

Pat Palazzolo
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Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com

Hello fellow aviators,

For those of you travel a lot, you've probably already discovered the two things that make a HUGE difference in reducing your stress level while traveling. Italian food is not one of them.

For one price, \$100, Global Entry and TSA Pre-Check are yours for the asking. Global Entry is good for five years. And renewal is simple.

Tired of standing in long lines in security, undressing down to your skivvies, getting a random pat down for looking cross-eyed? How would you like to zip thorough in way less than ten minutes — often five minutes and never have to take off any clothing, shoes or open your suitcase or pull out liquids. TSA Pre-Check is your answer.

Tired of coming in from an international trip and spending 45 minutes in line in immigration, missing your connection or bus, and then have to stand in another long line in customs? Global Entry is your other answer! You enter the customs hall, go to one of many Global Entry kiosks, slide in your passport, press your finger prints on another screen, answer the usual questions and you are done in literally under sixty seconds. And there's an expedited line through customs for those who reentered the country via Global Entry.

When you are approved for Global Entry you are automatically approved for TSA Pre Check as well. The most complicated part of all of this (and it's not really) is the application process. The rest makes traveling so easy.

To get started, go to your computer and Google "Global Entry Application" and click on the link that says this:

<https://www.cbp.gov/travel/trusted-traveler-programs/global-entry/how-apply>

Don't bother clicking on any other links. Otherwise you'll be paying for a middle man.

The web site will give you links to check your eligibility and then links with step by step instructions for applying.

After applying online, and once you receive conditional approval, you will be directed to choose an available appointment slot for an interview. Check the interview website for your closest location. Warning: apply early because appointments are often backed up for 3 or more months.

Once final approval is granted, the system already knows your passport number and you can begin using Global Entry immediately.

To use TSA Pre-Check, note your Global Entry/Known Traveler number that was issued to you. You will need this to set up TSA Pre-Check in Employee Res.

Then when you're ready, go to EmployeeRes >Quick Links >Employee Travel Profile and then go to the two areas shown with the arrows in the screenshot below and insert your "Global Entry/Known Traveler number" and you're all set!





Patrick Concepcion Palazzolo (021141)
[Logout](#)

Flight Search

Quick Links

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- [Employee Travel Profile](#)
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- [Pass Travel Programs & Policies](#)
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My Travel Plans

My ePass Balances

Employee Travel Profile

Employee Name: Patrick Concepcion Palazzolo
 Employee ID:
 Service Years: 36 Years, 02 Months, 03 Days
 Location Code: SFO
 Corporate Mail Code: SFOFO
 MileagePlus Number: [Remove](#)

Don't have or forgot your MileagePlus number or password? Go to [United.com](#) > MileagePlus > [My Account](#) to find your account or reset your password.

Click [here](#) for frequently asked questions on how to add your MileagePlus number.

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Personal: SA2R
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 Family: SA4P

****Enter your expected travel date to calculate your board date for pass travel****

Saved EmployeeRES Information

Phone: (510) 6565555
 Email: pspalazzolo@gmail.com

[Add/Edit Secure Flight and Travel Contact Information](#)

Click [here](#) to obtain your Verification of Eligibility letter.
 Click [here](#) to obtain your Retiree Badge.

The information above will ONLY be used by employeeRES or pass travel bookings. To update your permanent information on file with United used for important company updates, the United Daily distribution and Aon Hewitt, please go to All About Me.

Pass Rider(s) Profile					Pass Rider Access	
Name	Relation	User Name	Vacation ePasses	Login	Secure Flight/TCD	
Satoko Shirai	Enrolled Friend			Activate	Edit	
Matthew B Palazzolo	Enrolled Friend			Activate	Edit	
Exoa M Palazzolo	Parent	exoa	NotPermitted	Edit	Edit	

The Global Entry website is loaded with information and can usually answer all your questions!

PICKLES | Brian Crane



US DOT and FAA announce \$290.6 million in infrastructure grants



The U.S. Department of Transportation announced the Federal Aviation Administration (FAA) will award \$290.6 million in airport infrastructure grants to 105 airports in 38 states across the United States as part of the FAA's Airport Improvement Program (AIP).

The airport grant program funds various types of airport infrastructure projects, including runways, taxiways, and airport signage, lighting, and markings which help to create thousands of jobs. "AIP grants will allow airports to complete critical airport infrastructure projects that will help maintain the safety of the nation's airports," said FAA Administrator Michael P. Huerta.

Airports are entitled to a certain amount of AIP funding each year, based on passenger volume. If their capital project needs exceed their available entitlement funds, then the FAA can supplement their entitlements with discretionary funding. At this time, the FAA is providing discretionary funding to 26 airports based on their high-priority project needs.

Climate change forces glacial retreat to reveal mummified corpses



Hundreds of mummified corpses are set to emerge from the ice and snow atop Europe's mountain ranges in the coming years as climate change continues to force glacial retreat on an unprecedented scale.

The grim prospect of stumbling across frozen, frostbitten remains has become an all too frequent reality for alpinists, mountaineers and hikers alike in recent months, with multiple discoveries reported across Switzerland and France so far in 2017.

A hand and two shoes were discovered protruding from the Hohlaub glacier in the Saas Valley in Switzerland by two climbers on July 25. After two hours of excavation the following day, the frozen corpse of a man who had been missing for the past 30 years was finally uncovered. The remains were taken to Bern where a DNA analysis identified the remains as belonging to a German citizen who went missing in 1987 according to a local Swiss police report.

The dismembered remains of at least two people believed to have died in an Air India crash in the French Alps 50 years ago have also just been discovered on Mount Blanc, The Sunday Times reports.

In July, the mummified corpses of a Swiss couple were discovered in the Tsanfleuron glacier. Marcelin and Francine Dumoulin were originally reported missing in 1942.

Switzerland's glaciers have experienced a rout recently, retreating by one cubic km of ice, or 900 billion liters of water, in the past year alone, Tagesanzeiger reports.

"Swiss glaciers can no longer be saved," glaciologist Matthias Huss from the ETH Zurich and the University of Freiburg said, as cited by Tagesanzeiger. "A slowing of global warming is too late for the Swiss glaciers," he added.

Huss estimates that the total area of glacial coverage in Switzerland has shrunk by half since 1850, from 669 sq miles to 343 sq miles).

Even with the best-case scenario for efforts to reduce CO2 emissions, roughly 80 to 90 percent of the ice mass in Switzerland is expected to disappear by 2100, according to the report by Tagesanzeiger.

The report showed that eight of the 10 worst years for glacial retreat on record have taken place since 2008, with no signs of a dramatic turnaround in the near future.

"I hope that we can at least receive the highest-lying glaciers in the Alps at least in fragments," Samuel Nussbaumer of the World Glacier Monitoring Service of the University of Zurich told Tagesanzeiger.

Don't worry, some people are their own punishment in life

Chicago aviation police decertified by state



CHICAGO (WLS) -- The other shoe has dropped on Chicago's beleaguered Department of Aviation police force. State regulators have "deactivated" the nearly 300-officer aviation department police force and rebranding them as "security."

Long considered the law enforcement step children at O'Hare and Midway airports, a letter from the Illinois Law Enforcement Training and Standards Board notified city officials that airport officers are "not law enforcement officers" anymore at all. In a statement, city aviation department officials made it clear a retooled "security division" would still exist at Chicago's airports but in a newfangled format with far less authority and prominence.

Airport officers, who are separate from Chicago police assigned to O'Hare and Midway, have never been able to carry guns—a decades-old point of contention for them, their union and some members of the city council. Going forward they will also not be able to carry the name "police" on their sleeves or be primary respondents to security calls.

On April 9 the role of the aviation dept. police came under intense review when three officers were seen on video dragging a United Airlines passenger off a flight for refusing to give up his seat to a United crew member. The images of Dr. David Dao, bloody and thrashing while in the grips of several aviation officers. According to CDA Commissioner Ginger S. Evans: "We are confident that these actions are necessary to guide our department forward, while improving clarity for the aviation security officers who play an integral role in maintaining safe and secure conditions for the traveling public at both of Chicago's airports."

Evans says CDA "will introduce a new directive designating Chicago Police Officers as the lead on all disturbance calls at the airports, in addition to those on aircrafts. This rescinds the current directive guiding incident dispatch, and defines coordination on responses with the Chicago Police Department."

China's "Mars Village" will double as tourist attraction

China's sparsely-populated Qinghai province will host the country's first Mars simulation site, which will serve as both a tourist attraction and a facility for experiments needed for exploration of the Red Planet, Chinese media reported.

An agreement to build a "Mars village" in the province's Haixi Mongolian and Tibetan autonomous Prefecture was signed on July 25, China News Service reported. The region is part of the vast Tibet Plateau, with a desert occupying three-fourths of the entire province, which is located in the northwest of China. The product of thousands of years of wind erosion, the desert and its arid conditions are close to those on Mars.



The planned village would have two sites, a "Mars community" and a "Mars camp", according to Liu Xiaoqun, an official involved in space exploration at the Chinese Academy of Sciences. The local authorities hope that it will boost tourism in the region in addition to serving scientific research.

China is one of several nations with ambitions for extensive exploration of the solar system. Its first independent Mars landing mission is scheduled for 2020, with missions to the moon and other less-explored bodies also in the pipeline.

Other countries use desolate regions to conduct experiments on surviving in hostile Martian conditions. Last year, NASA successfully finished a year-long survival mission in a mock Mars colony located in Hawaii. A similar experiment in the Utah desert lasted for 80 days.

Russia hosted an isolation experiment called "Mars 500" which lasted over 500 days – the estimated time needed for a spaceship to fly from Earth to Mars. The international crew included a Chinese scientist.

Microsoft Teaches Autonomous Gliders to Make Decisions on the Fly

By Cade Metz/The New York Times



HAWTHORNE, Nev. — As the glider turned and flew south, four men gave chase in a sport utility vehicle below, rolling through the Nevada desert. From the front seats, two of the men tracked the glider by sight. In the back, the other two followed the flight on their laptops, eyeballing data sent from the glider’s tiny onboard computer and barking the figures into a walkie-talkie. In a Jeep up ahead, Ashish Kapoor listened as he, too, sped down the gravel road, eyes fixed on the white Styrofoam glider. Soon, the glider took another turn. It gently circled an invisible column of rising hot air while climbing slowly skyward. “It’s soaring,” Mr. Kapoor said, pointing at the glider as it spiraled higher and higher on a stream of warm air. “It found a thermal.”

In the desert valley surrounding Hawthorne, Nev., 130 miles south of Reno, Mr. Kapoor and his fellow Microsoft researchers tested two gliders designed to navigate the skies on their own. Guided by computer algorithms that learned from onboard sensors, predicted air patterns and planned a route forward, these gliders could seek out thermals — columns

of rising hot air — and use them to stay aloft. The hope is that the autonomous aircraft can eventually ride the air for hours or even days at a time while consuming very little power, helping to, say, track weather patterns, monitor farm crops or even deliver the internet to places where it’s otherwise unavailable.

Led by Mr. Kapoor, who is an artificial intelligence researcher and a licensed pilot, the project was part of a growing effort to build aircraft, automobiles and other machines that can make decisions on their own when faced with uncertainty — an essential skill for any machine trying to navigate the world on its own.

Using similar methods, Google has built high-altitude internet balloons that can stay aloft for months on end. Countless companies are designing cars that can drive on their own. And academics at schools like the University of California, Berkeley are developing everything from household robots that can perform seemingly simple but surprisingly complex tasks like making a bed to surgical robots that can handle some procedures on their own. Cars, planes and other robots can now recognize the objects around them with an accuracy that rivals human sight thanks to the recent rise of neural networks, a term for mathematical systems that can learn certain tasks by analyzing vast amounts of data.

But that only gets them so far. To navigate the world on their own, they must also mimic the way humans intuitively predict what will happen next and adjust their behavior accordingly. Projects like those at Microsoft, Google and Berkeley are reaching in that direction.

This kind of research has become increasingly important as Google and many companies try to build driverless cars. Mykel Kochenderfer, a Stanford University professor of aeronautics and astronautics, said Microsoft’s project was a step toward self-driving vehicles that are nimble enough to handle all the unexpected behavior that human drivers, bicyclists and pedestrians bring to public roads. It was also a way of pushing the boundaries of the mathematical techniques that control a machine in a relatively safe but still very real environment. “With a glider, you can test these algorithms with minimal risk to people and property,” Mr. Kochenderfer said.

In building their algorithms, Mr. Kapoor and his team relied on techniques that date back decades — something called Markov decision processes. Essentially, this is a way of identifying and responding to uncertainty. The approach is like the one you take when looking for change in a backpack crammed with random stuff. If you just stick your hand in the bag and start rummaging around, you face enormous uncertainty. You don’t know where to grab. But if, first, you remove the larger items like books and pencils that you know aren’t coins, the change falls to the bottom and the task gets easier. That is what Microsoft’s algorithms do — in a mathematical sense. They work to limit uncertainty, to reduce the scope of the problem.

Mr. Kapoor's team included Andrey Kolobov, a researcher who specializes in these methods. When he joined Microsoft's research group four years ago, Mr. Kolobov fed these ideas into the company's Windows operating system and its Bing search engine. Back then, he was dealing with uncertainty in the digital world. Now, he's applying them in the physical world. "The number of applications where these methods are used is growing," Mr. Kolobov said.

In the Nevada desert, the team launched its two gliders with help from a hand-held remote control. Once airborne, the gliders — or sailplanes — were left to their own devices. They were forced to fly with help from the wind and other air patterns. Through those onboard algorithms, the gliders could analyze what was happening around them and then change directions as need be. They could learn from their environment, and although they could never be completely sure what would happen next, they could at least make educated guesses. Because it is dependent on phenomenon it has no control over, the glider must reason and plan in advance, Mr.



Kolobov said. The gliders planned their own paths to locations that could provide lift, and then they worked to exploit this lift, to ride those columns of rising air. When Mr. Kapoor pointed skyward from his Jeep, this is what happened. The math worked.

Still, these aircraft were far from perfect. Using a fiberglass glider with a 16-foot wingspan, the team hoped to set a record for autonomous flight time by a sailplane — more than five hours aloft. But after two days of trial and error, thanks to problems with radios and other equipment, that didn't happen.

That researchers can improve on these sorts of learning algorithms has become an imperative to improving autonomous vehicles. To navigate the real world on their own, machines must mimic the way humans intuitively plan for their next action and deal with events they've never before experienced. "The core problem for robotics is uncertainty," said Ken Goldberg, a professor at University of California, Berkeley. "This is what differentiates robotics from a game like Go or chess."

Over the last two years, researchers at DeepMind, a London-based artificial intelligence lab owned by Google, used neural networks and other techniques to build a system that could beat the world's best players at Go, a game that is exponentially more difficult than chess. It was a milestone in the development of artificial intelligence. Now, researchers hope to reach bigger milestones here in the real world. That's the big reason Microsoft is building autonomous gliders. As Mr. Kolobov put it: "The A.I. systems of tomorrow will face all the same challenges."

3 US airports unveil American Heart Assn Hands-Only CPR training kiosks



Amid record-high airline travel this summer, the American Heart Association — the world's leading voluntary health organization devoted to fighting cardiovascular disease — is debuting Hands-Only CPR training kiosks at 3 airports across the United States, providing even more opportunities for travelers to learn how to save lives. Cleveland Hopkins International, Cincinnati/Northern Kentucky International and Orlando International airports will feature training kiosks where the public can learn Hands-Only CPR in about five minutes while they wait for their flights. This brings the total number of airport kiosks, supported by Anthem Foundation, the philanthropic arm of Anthem Inc., to seven in the United States.

Each year, more than 350,000 cardiac arrests occur outside the hospital, and about 20 percent occur in public places such as airports. Hands-Only CPR has been shown to be as effective as conventional CPR for cardiac arrest when it occurs in public, and CPR can double or triple a victim's chance of survival. The interactive kiosks are designed to train large numbers of people on this simple, lifesaving technique.

Continued on Next Page

Hands-Only CPR has two steps, performed in this order: when you see a teen or adult suddenly collapse, call 911. Then, push hard and fast in the center of the chest until help arrives. Each kiosk has a touch screen with a short video that provides an overview of Hands-Only CPR, followed by a practice session and a 30-second test. With the help of a practice manikin, or a rubber torso, the kiosk gives feedback about the depth and rate of compressions, as well as proper hand placement – factors that influence the effectiveness of CPR.

The latest kiosks will include new features and enhancements such as:

- a video that tells the story of former University of Dayton students Matt Lickenbrock and Sean Ferguson who are now good friends after Lickenbrock performed Hands-Only CPR on Ferguson who suffered a cardiac arrest after being struck by lightning in a campus parking lot. Lickenbrock learned Hands-Only CPR from the Association's pilot kiosk at DFW International Airport and he later used his skills to help save Ferguson's life;
- updated Hands-Only CPR instruction that follows 2015 Association Guidelines for CPR, which recommends that CPR chest compressions be performed at a rate of 100 to 120 beats per minute; and
- closed captioning to make the training available to everyone.

“Only 46 percent of people who suffer an out-of-hospital cardiac arrest receive bystander CPR before professional help arrives,” said Clifton Callaway, M.D., Ph.D., a volunteer on the Association's Emergency Cardiovascular Care committee and professor of emergency medicine at the University of Pittsburgh. “The airport kiosks have proven to be an invaluable approach to introduce CPR to people, making it more likely they'll respond if they encounter a cardiac arrest victim outside the hospital.”

United Retired Pilots Foundation News

The United Airlines Retired Pilots Foundation, Inc. was formed in 1986 by a group of United pilots who saw that some retired pilot widows were living in a near poverty situation. (They might have owned a house but had very low income.)

The first President of this 501c3 Charitable Organization was Capt. Bill Moore of Illinois, Vice-President was Earl Jackson of West Virginia, Secretary and Treasurer were Don Toeppen and Bob Elliott of Illinois. Other Board members were John Stefanki, John G. More and Buryl F. Engleman.

The United Retired Pilots Foundation is doing well; thanks to the donations from the retired pilots. United Airlines/Continental has changed the rules for the active pilots; they have to sign up annually if they want to donate money for our Foundation. Therefore, we have received no donations from the active pilots in the last year. The Board of Directors recently got permission from Illinois to change the By-Laws to include children and other relatives of Retired United Pilots (if they qualify.) (Once a year we require a form to be provided showing their income and expenses and the tax return - if filed.)

So, if you have a grandchild or great grandchild who needs help with a medical situation or mortgage payments to save a house; give us a call or email. We will send a form.

We are asking Active pilots and Retired pilots to recommend individuals or families to us if they need financial help. You may email or call our Board Members: Rick Miller - Secretary (jetbroker@hotmail.com).

2 board members in Calif: Ellen Thompson (kenellen1@comcast.net) and Larry Wright (patlarry@aol.com).

4 on the East Coast, Jo Vitelli (joevitelli01@gmail.com) Steve Scott (nav356c@aol.com) and

Steve Moddle (stevespiperub@gmail.com) and in Georgia, Walt Clark (waltclark6735@gmail.com).

We elected a new President at our last meeting; our President is Capt. Carl Eberle (carl.eberle@gmail.com).

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

Tom Workinger (tw2929@live.com) 614 Prairie Ridge Rd, Crystal Lake, IL 60014 *Tom*

Looking for historical info on UAL Capt Harry L. Bitterman

I have a friend who is doing research to write a book about the history of aviation in Berks County, in eastern PA. We have been in touch because prior to United, my dad, (Capt Ed Nibur UAL 1940-1969) operated out of Madeira Field in Reading, PA. When his business was booming and he needed a larger facility, and with the cooperation of the Reading City Council, dad selected the site of the present Reading Airport. In my friend's research he has discovered Capt Harry Bitterman, an early UAL Captain who grew up in Reading and flew the first United flight into ABE on 9/14/1935. He also broke the transport plane speed record between Chicago and Cleveland in January 1935.

My friend would love to have any additional information on Harry, especially a photo during those early days. If anyone can help please contact me at p.nibur@gmail.com. Thanks, *Paul Nibur*

The Log of the First Day

In brief detail the arrival and departure of the planes at the Allentown-Bethlehem airport yesterday follows:

10:43 a. m.—The giant twin-motored Boeing United Air liner arrived from Newark airport. It left Newark at 10 a. m., flying at an altitude of 1400 feet because of the low-hanging clouds; circled Easton, Bethlehem and Allentown before arriving at the field to circle twice and come down in the wind.

Passengers: Dr. Carl Fromm, former Allentonian; Congressmen Oliver Frey and Francis Walter, Lehigh and Northampton counties; Charles Bauer, Frank D. Schindell, Steve Cenchitz, all of Allentown; Richard Pfennig, assistant general superintendent of United Air Lines, Chicago; B. B. Gragg, New York district traffic manager of the air lines; Pilot Bitterman, Co-pilot Sturtevant, Stewardess Hurt.

12:03 p. m.—A. M. Kemmerer, Allentown Pontiac dealer, arrived in Fairchild plane.

12:16 p. m.—Beechcraft plane, first mistaken for Miss Ingalls' ship, arrived with Fred MacPhaul and Carl Gorking, Standard Oil company.

12:32 p. m.—Douglass, twin-motored flying boat, arrives with Miss Laura Ingalls, holder of cross-country women's flying record, as "anchor boy" in hatchway. The pilot was Major Robert E. Ellis, former World War pilot, now assistant manager of the aviation department of the Standard Oil company. Passengers were J. A. Kooker, E. J. Simon, E. H. Collins, W. S. Baldwin, J. L. Holler, and C. L. Kline, a former German pilot.

1:59 p. m.—First eastbound transport plane arrives from Cleveland. Brought 339 pieces of mail and 7 passengers. Passengers: A. J. Male, J. K.

Kilmer, B. F. McMahn, G. D. Fritch, G. Troxell, J. V. Honeycott and J. E. Durham, all connected with Allentown industrial firms. Pilot E. A. Stewart, Co-pilot M. W. Wylie, Stewardess Helen Garvis, Chicago.

2:05 p. m.—Plane left for Newark airport. Passengers: E. J. McGettigan, city editor of Morning Call, first Allentonian to travel to New York for baseball game by plane; A. L. Louis, who had been stopping at Hotel Bethlehem. 102 pounds of airmail, 6564 pieces in two pouches for airmail field Newark airport.

4:13 p. m.—Laura Ingalls and party return to Camden airport, then Newark airport.

4:14 p. m.—First westbound planes leave for western points. Nine passengers, 450 pounds of express. Passengers on Allentown section piloted by Bitterman and destinations follow: Robert Fenstermacher, Detroit; George Blumer, Detroit; Walter Bastian, Chicago; Julius Rapoport, Chicago; John C. Gosztonyi, Chicago; M. W. Winkler, Cleveland; Lloyd J. Miller, Los Angeles; Paul Wright and Richard E. Pfennig, United Air Lines officials, Chicago.

4:15 p. m.—Westbound plane arrives from Newark airport, second section. John Meyers, of Newark, and H. G. Aschbach, of Allentown, arrive on ship piloted by W. D. Larned, Co-pilot R. F. Nicholson and Stewardess Joan B. Stick, Chicago. Brought 737 pieces of mail part of load addressed to Allentown which had left on eastbound plane at 2:05 p. m.

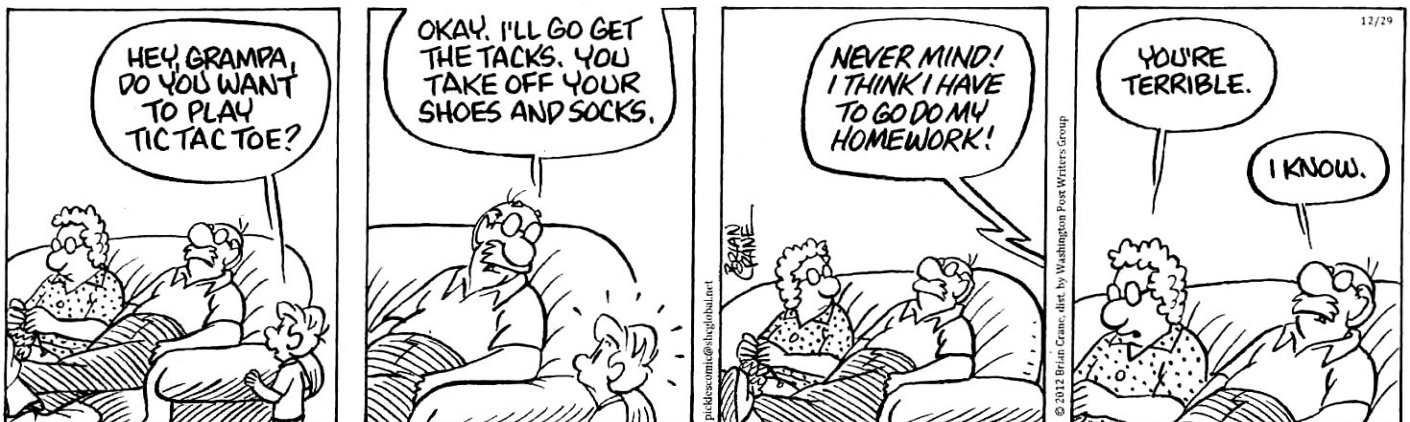
4:19 p. m.—Second section leaves for Cleveland and western points. W. A. Kirkendale, of Reading, boarded plane for Cleveland. Sixty pounds of mail which could not be accommodated on Allentown section also loaded.

First Westbound Flight Passengers from Local Airport



Julius Rapoport, George Blumer, Walter Bastian, Lloyd J. Miller, Miss Agnes Hurt, hostess; John C. Gosatonyi, M. W. Winkler, Richard E. Pfennig, Robert Fenstermacher and Pilot Harry Bitterman.

PICKLES | Brian Crane



“World’s most useless airport” continues to “operate”

The UK government continues to operate an international airport at taxpayers’ expense even though it has not received a single scheduled flight in the year since it opened.

Located on a small island in the Atlantic Ocean off the west coast of Africa, Saint Helena Airport was built in May 2016 to act as a lifeline between the island’s inhabitants and the world. As the island of Saint Helena is a British Overseas Territory, its construction was financed by Her Majesty’s Treasury. The cost of the project was a staggering £285 million (US\$370 million), as the airport was built to accommodate such large aircraft as the Boeing 737 and Airbus A320, despite the island’s population being just over 4,000 people. The expense seems to be even less justifiable when considering the facility’s unofficial nickname: ‘The world’s most useless airport.’ It has not operated a regular scheduled service since it was built.



Safety concerns over the small runway caused severe delays in construction and the royal opening in May 2016 was canceled when a test flight revealed that strong windshear – sharp changes in wind speed and direction – made landings of civilian aircraft unsafe. As a result, the planned British Airways service from Johannesburg, South Africa, was canceled and the ocean liner the ‘RMS St Helena’ was brought out of retirement to ensure that the sea link to the island would continue.

However, chief executive for economic development of enterprise on Saint Helena, Niall O’Keeffe, insists on the importance of the airport to the financial development of the island. “Scheduled air services are what is needed to build a sustainable tourism industry on Saint Helena,” he said, according to the Independent.

“As a remote small island developing state, the onset of air services is crucial to enable the development of a sustainable economy in the long-term.”

“The opportunities for tourism and investment as the island opens up as the newest air destination in the world cannot be overstated.”

Recently, the island’s government announced that Airlink, a South African company, would run a connecting service from Johannesburg to Saint Helena via Windhoek, Namibia, each Saturday. However, this would entail even further expense to the British taxpayer, as the UK government will co-finance the operation of the flights, paying up to £1.9 million in the first year of the service.

U.K. to ban sale of gasoline and diesel cars by 2040

By Jay Ramey/Autoweek



The U.K. plans to ban the sale of gasoline and diesel cars by 2040, environment minister Michael Gove announced according to The Guardian, aligning the country with France's earlier pledge to do the same by that year. The plan is part of a strategy to have gas and diesel cars off the roads entirely by 2050.

"The Conservatives had a manifesto promise to ensure that by 2050, there would be no diesel or petrol vehicles on our roads," Gove told the BBC in an interview. "Today we are confirming that that means there should be no new diesel or petrol vehicles by 2040."

The environment minister also announced 200 million pounds will be offered by the government to local municipalities to restrict diesel vehicles' access to polluted roads, also indicating he was in favor of incremental restrictions for diesel vehicles, such as banning them from certain roads or city centers, The Guardian reports.

"Poor air quality is the biggest environmental risk to public health in the U.K., and this government is

determined to take strong action in the shortest time possible," a government spokesperson said.

"That is why we are providing councils with new funding to accelerate development of local plans as part of an ambitious 3-billion-pound program to clean up dirty air around our roads.

"Our plan to deal with dirty diesels will help councils clean up emissions hot spots -- often a single road -- through common sense measures, which do not unfairly penalize ordinary working people.

"Diesel drivers are not to blame, and to help them switch to cleaner vehicles, the government will consult on a targeted scrappage scheme, one of a number of measures to support motorists affected by local plans."

The U.K.'s plans were met with some measure of alarm from car enthusiasts and environmental activists alike, who have pointed out that (as in France's case) the demands on the power grid for electric-only or hybrid vehicles will require a much greater number of power plants than the U.K. currently possesses. The alternative to building new power plants and wind farms in the U.K. to support a 2040 switch to electric vehicles is to purchase power from other countries, which might produce it in an environmentally unfriendly manner. But proponents of the plan view it as being adequately long term to allow a smooth transition to electric cars, according to The Guardian.

"The timescale involved here is sufficiently long term to be taken seriously," professor David Bailey, an automotive industry expert at Aston University, told The Guardian. "If enacted, it would send a very clear signal to manufacturers and consumers of the direction of travel and may accelerate a transition to electric cars."

Still, the incremental steps the U.K. plans to take to achieve this target mirror the actions of a number of major cities, which have decided to tackle the problem of pollution on a citywide rather than nationwide scale. The creation of Clean Air Zones (CAZs) is seen as a realistic first step to achieving a nationwide reduction in gas and diesel cars.

2018 RUPA Cruise--Paris to Normandy River Cruise

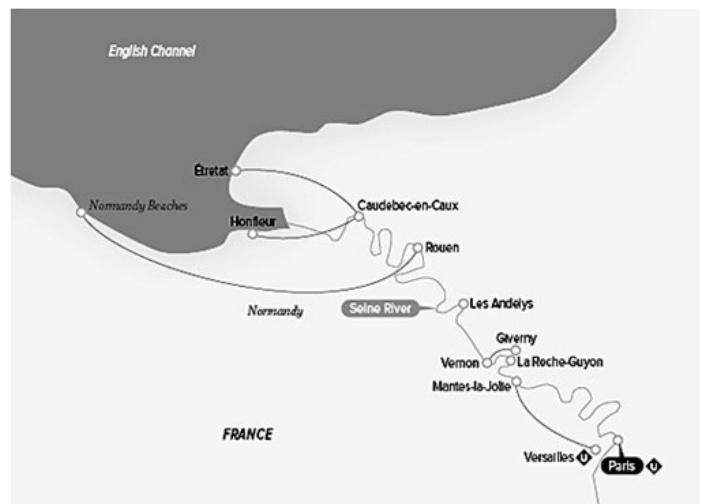
If you had a relative or family member, who fought in Europe during WW II, or you are a military history buff, and you haven't visited Normandy yet, this may be your chance to make that visit. The Allied forces paid a terrible price to make and hold the initial landing in France and nearly all the men and supplies for the push into the German Hartland came over this and near-by beaches and ports. The horrible price they paid can be seen in the near-by American Cemetery where 9,387 American men are buried.

The May 27, 2018 RUPA Cruise with Uniworld is an eight-day river cruise from Paris to Normandy and back to Paris. The day spent at Normandy may be the highlight for many of us, but there are other reasons to take this trip.

After your arrival at Paris Charles de Gaulle Airport you will be greeted by a Uniworld representative and transferred to the ship.

The next day the ship stops at the little town of Vernon. Nestled along the banks of the Seine, Vernon is a charming city and an ideal starting point for exploring this historic region. You may visit the home and gardens of impressionist master Claude Monet—they were the inspiration for many of his most beloved works. Later that day your ship sails to lovely Les Andelys, a town dominated by the ruins of a great stone castle on the heights above the river.

The third day the ship stops at the medieval capital of Normandy, Rouen. Rouen has managed to preserve much of its historic core despite being turned into a battlefield numerous times. The roll call of famous



people who lived or died in Rouen is long and varied—Richard the Lionheart, Joan of Arc, Gustave Flaubert and Claude Monet are among them. Rouen's most famous landmark, the cathedral—celebrated in 30 paintings by Monet—was begun some 800 years ago, acquiring a multitude of spires and styles. The cathedral square, with its ornate Renaissance clock, is a good place to begin the exploration of the Old Town. The cobblestone alleyways are lined with tall half-timbered houses, often with shops on the first floor and apartments above. Reminders of life and death are common here: carved skulls and other symbols of death on the buildings near Saint-Maclou, a spectacular late-Flamboyant Gothic church, and the adjacent Aître Saint-Maclou, once a cemetery for plague victims and now a garden. In the Old Market Square, is bronze cross marking the most famous death in the city—the place where the English burned Joan of Arc at the stake.

The fourth day will find the ship docked at Caudebec, a lovely little town on a serene loop of the Seine. From here you will be bussed through the beautiful Calvados countryside to Honfleur, a delightful seaside harbor and city of painters. A walking tour of the fishing village begins at the former smugglers' harbor of Vieux Bassin—the most frequently painted scene in Honfleur—which looks much as it did a century ago, though now the boats in the harbor are more likely to be pleasure craft than fishing vessels. Your local guide will take you down tiny lanes, where houses stand shoulder to shoulder in a jumble of styles: narrow 19th-century slate-roofed townhouses, 15th-century fishermen's cottages, and tall and elegant mansions—many adorned with figures of chimeras or saints. You'll also see St. Catherine's Church, built in the 15th century by shipwrights who gave it an oak ceiling that looks like the hull of a boat.

On day five the ship is back upriver to Rouen. The Normandy coast will forever be associated with the Allies' D-Day invasion, a day that comes vividly to life today on an excursion to the beaches of 1944. There is a choice to be made here: visit Utah and Omaha beaches and Sainte-Mère-Église or Juno Beach and the Canadian Center. At each location, you can see the actual equipment used for the invasion—tanks, landing craft, bombers, gliders—and get a feel for what these young men experienced. Whichever historic beach you choose to visit, you will get a chance to visit the American cemetery, and pay your respects at the end of the day with a wreath-laying ceremony.

On day six the ship will be at Mantes-la-Jolie where once again you will have a choice to make. Should you visit the Palace of Versailles, which was the official residence of the country's kings and queens from 1682 until the revolution, or should you visit Château de Malmaison home to Napoleon Bonaparte's empress Josephine? Both are lavishly decorated and restored to their former elegance.

On the seventh day the ship returns to Paris, and you have a host of options for exploring incomparable Paris: See all the important sights via boat and motor coach, or explore the heart and soul of the city on a walk from Notre Dame to the Latin Quarter or bike along the quays with a knowledgeable guide.

On day eight you transfer from the ship to the airport.

Book prior to September 30th and all prices include air fare, airport transfers, gratuities, all beverages including Premium spirits and wine, farm to table dining, onboard bicycles, Nordic walking sticks, fitness class, Wi-Fi and excursions. There is a 10% discount if you pay in full prior to September 30th. Repeat passengers get an additional 5% discount. If you book your own air, the price is \$1,000pp less than advertised. All passengers will receive a post cruise rebate. The rebate will be \$200pp if air is included and \$100pp if it is cruise only. There will be an onboard credit of \$100 per person if more than 10 people are in the group.

The following prices reflect a \$400 pp discount from the published prices:

Cat-4 \$4,799pp Cat-3 \$5,599pp Cat-2 \$5,799pp Cat-1 \$6,199pp.

Port charges are \$140 pp. Single supplement is being waived if booked by September 30.

There is a two night pre-cruise extension available for \$1,099 pp.

Go to www.uniworld.com >cruises >France Paris & Normandy >2018 for more information. We are once again working again with Jerry Poulin at Jerry's Travel Service. If you have questions, please contact him at 1-800-309-2023 Ext. 33 or 508-829-3068 or gpsp@aol.com. There are only 64 cabins on this ship, so if you would like to go you must act soon. Submitted by: Rich Bouska 925-443-4339 rbouska1@comcast.net

2017 RUPA Post Cruise Report



The RUPA cruise is over for this year and I believe everyone had a great time. It was the 12 Day Celtic Adventure on Holland America departing from Copenhagen.

The weather in that part of the world was not the greatest, being a little cooler than normal and a little raining in spots, but never to the point of keeping us from enjoying the sights. Most of us arrived in Copenhagen

from 1 to 3 days early to enjoy this lively city and adjust to the new time zone. I think Copenhagen is very easy to get around in, everyone speaks English, it's inexpensive, and everyone takes credit cards.

Our first day aboard the ship was a sea day traveling from Copenhagen to the Isle of Skye. This gave us the opportunity to meet one another during a morning meeting and mingle during a private cocktail party hosted by the ship in our honor. The first port of call was Portree on the Isle of Skye, Scotland. The island offers an intriguing and curious contrast of landscapes and cultures with green rolling hills and jagged mountain ranges. Today, Portree is a tourist town, drawing visitors with its charming waterfront, colorful historic houses and gorgeous views. It is also the jumping off point for the scenic highlands, a destination for hiking, set against the rugged coast and inland lakes. Dunvegan Castle is the most important historic site in the area. Home of the MacLeod clan, it is a classic Scottish castle on Loch Vegan and still belongs to the McLeod family today.

Our next stop was at Belfast, Northern Ireland, the largest city in Northern Ireland. Here we experienced our heaviest rain, it didn't last long and we were warm and dry in buses and museums. The city is etched in modern history as the birth place of the ill-fated RMS Titanic, and many of us did not want to miss this chance to explore the doomed liner's history from the very beginning or the opportunity to visit Harland & Wolff shipyards where the famous vessel was built. Titanic history may be the largest draw for visitors but there are other things to see, such as the City Hall grounds which is the home to a memorial for victims of the Titanic, and Saint Anne's beautiful Cathedral.

The third port of call was a two day stay at Dublin Ireland. Dublin was founded by Vikings in the 9th century. We found a wonderful Viking archeological museum which traced Dublin's history from the 9th century to modern times. Then of course, there was sampling of Jamison's and Guinness, Irish music and dancing.

Day six of our cruise found us in Liverpool, and what a welcome there was for us; there was music and dancing on the pier before we could even get the ship tied up!, you would have thought we were the first ship ever to arrive there. I never did get to see where the Beatles got their start. They have a great Maritime Museum right at the waterfront that pulled me right in. Liverpool had strong connections to both the Titanic and the Lusitania, and the Battle of the Atlantic. There is a wonderful mix of old and new architecture throughout the city that is quite striking due to the old looking so clean, unlike, say Edinburgh, where all the old buildings are covered in grime. There was more singing and dancing for a grand send-off as we departed the port for our next destination, Greenock, Scotland.

Upon our arrival in Greenock, we were once again greeted with music, the pipes were a playing and the kilts were a swaying as we got off the ship. Greenock is the port city for Glasgow which I didn't visit. I stayed in town and visited a WWII museum which covered the destruction the town suffered and its slow recovery back to normal. We had an early afternoon departure as we had a long way to go around the northern end of Scotland to reach Edinburgh, Scotland.

The next morning we awoke to partly cloudy skies and calm seas. Everyone was enjoying the view of the sea when the Captain announced that a joint task force of Allied ships was approaching from our Port stern. Slowly two destroyers passed by us in advance of the USS George H. W. Bush aircraft carrier, what a sight! Trailing were seven more destroyers of different nations. Two helicopters were flying about covering all the ships. When the Bush was out of sight, a lone destroyer notified us that it would cross our stern and

Continued on Next Page

commence a live fire exercise. We slowed to a crawl while it fired a couple of ranging shots, then it fired seven rapid shots down range from an automatic firing 6-inch deck gun. It then unfurled a very large US flag and passed 500 yards off our port side, crossed our bow and came steaming back off the starboard side. It was an impressive sight to see a modern warship put on such a display for us. I'm sure none of us will ever forget it.

The next morning we anchored in the harbor for Edinburgh, Scotland. The bay must be very shallow as it was a thirty-minute tender ride to the dock. Each August, Edinburgh holds an Entertainers festival. There were acts of all kinds up and down The Royal Mile and so many spectators one could hardly get through. We never did make it to the world famous military Tattoo which I very much regret.

The next morning found us in Kristiansand, Norway. We were there a few years ago on the Norway cruise. Norway is the richest country in Europe due to its immense oil wealth. Its people work hard, are paid very well and the cost of living there is quite high. The country has Billions of surplus money put away for the time when the oil plays out. A few years ago, Kristiansand was a quiet little town, now it's bustling with new construction, expansive pedestrian shopping streets and new town squares. It appears to be the ideal place to live if you can afford to live there.

Our last stop was back in Copenhagen for the flight home. We flew from Copenhagen to Frankfurt to catch a last chance to fly on a United 747. The flight was fine but the 747's are tired and need a lot of work. Deferred maintenance items make it hard to keep it in the air. All in all, it was a great cruise. The joint war games by the navy was a once in a life time event for a cruise passenger and something I expect we will never have the opportunity to see again.

The cruise for next year is the Paris to Normandy River Cruise. It is VERY popular and is filling up fast. There are not many cabins on a river boat and the few remaining cabins will sell out fast. If you want to go, do not hesitate – sign-up now. See the river cruise information elsewhere in this issue. *Rich Bouska*

Court of Appeals votes FAA cannot deny passenger seat size petition



Current safety regulations require that all occupants in a fully-loaded aircraft be able to evacuate within 90 seconds in an emergency, under conditions that may cause half of the exits to become disabled in low-light conditions. These regulations are in place in order to reduce potential fatalities due to smoke, fire, or drowning, which are common in crash landings.

In 2015, passenger organization FlyersRights.org filed a petition over the consistent shrinking of airplane seat sizes, which corresponds to the number of passengers, in correlation to the way airlines are shrinking seat size to

accommodate more people.

The DC Circuit Court of Appeals unanimously ruled that the Federal Aviation Administration (FAA) had shown no reasonable basis for denying the petition that seeks regulation of passenger seat size.

The Court reprimanded the FAA for utilizing studies that were not relevant, outdated, or not in the record to conclude that seat size did not affect safety. The matter was remanded back to the FAA to review the petition again.

Paul Hudson, president of FlyersRights.org, and longtime member of the FAA Aviation Rulemaking Advisory Committee, commented: "FAA Administrator Huerta should now appoint a representative advisory committee to recommend minimum seat standards and place a moratorium on further seat and leg room reductions by airlines until new regulations are adopted. Otherwise, Congress should pass pending legislation requiring the FAA to act.

"Otherwise, airlines will continue to shrink seats. Already about 10% of passengers (those over 250 lbs. or over 6'2") cannot fit into economy seats without encroaching on their neighbors or into the aisle. Nearly everyone is uncomfortable, subject to increased stress from overcrowding and a greater risk of blood clots on long haul flights."

TSA raising aviation security baseline security measures



**Transportation
Security
Administration**

WASHINGTON – To ensure the security of airline passengers and the nation’s airports, the Transportation Security Administration (TSA) is implementing new, stronger screening procedures for carry-on items that require travelers to place all electronics larger than a cell phone in bins for X-ray screening in standard lanes. Following extensive testing and successful pilots at 10 airports, TSA plans to expand these measures to all U.S. airports during the weeks and months ahead.

Due to an increased threat to aviation security, the Dept. of Homeland Security (DHS) announced in late June new security requirements for nearly 280 airports in more than 100 countries. In an effort to raise the baseline for aviation security worldwide, TSA continues to work closely with airports and airlines to enhance security measures and stay ahead of the evolving threat.

“Whether you’re flying to, from, or within the United States, TSA is committed to raising the baseline for aviation security by strengthening the overall security of our commercial aviation network to keep flying as a safe option for everyone,” said TSA Acting Administrator Huban A. Gowadia.

As new procedures are phased in, TSA officers will begin to ask travelers to remove electronics larger than a cell phone from their carry-on bags and place them in a bin with nothing on top or below, similarly to how laptops have been screened for years. This simple step helps TSA officers obtain a clearer X-ray image.

It is possible that passengers may experience more bag checks, however, through extensive testing, TSA identified ways to improve screening procedures with quicker and more targeted measures to clear the bags. The new screening procedures in standard lanes are already in place in many U.S. airports.

In standard screening lanes, TSA officers will be stationed in front of the checkpoint X-ray machines to guide passengers through the screening process and recommend how best to arrange their carry-on items for X-ray screening. Travelers are encouraged to organize their carry-on bags and keep them uncluttered to ease the screening process and keep the lines moving. There are no changes to what travelers can bring through the checkpoint; food and liquid items that comply with the 3-1-1 liquids rule, electronics, and books continue to be allowed in carry-on bags.

“It is critical for TSA to constantly enhance and adjust security screening procedures to stay ahead of evolving threats and keep passengers safe. By separating personal electronic items such as laptops, tablets, e-readers and handheld game consoles for screening, TSA officers can more closely focus on resolving alarms and stopping terror threats,” said Gowadia.

The stronger security measures do not apply to passengers enrolled in TSA Pre✓® who are using TSA Pre✓® lanes. TSA also marked another milestone earlier this month with TSA Pre✓® now available at 200 airports nationwide. Travelers enrolled in TSA Pre✓® do not need to remove shoes, 3-1-1 liquids, laptops, electronics, light outerwear, or belts. The program allows TSA to focus resources on passengers who may pose a high risk to security while providing expedited screening to those travelers who have been identified as low-risk, trusted travelers.

Travel industry deeply concerned over Marriott’s new cancellation policy



Marriott International has implemented a new cancellation policy at hotels in the Americas including the United States, Canada, Caribbean and Latin America, across all brands with the exception of MVW and Design Hotels.

In an effort to better serve guests seeking last-minute accommodations, **guests are now required to cancel their room reservation 48-hours prior to arrival in order to avoid a fee.**

Because cancellation policies vary by hotel and for certain events and rates, guests should always check the cancellation policy that applies at the time of booking. Cancellation information is provided to guests prior to finalizing a reservation on www.Marriott.com

CVS Health Is Sued Over ‘Clawbacks’ of Prescription Drug Co-Pays

By Jef Feeley and Jared S Hopkins



CVS Health Corp. and Walgreens Boots Alliance Inc. were sued by California customers who accused the drugstore operators of charging co-payments for certain prescription drugs that exceed the cost of medicines.

CVS, the largest U.S. pharmacy chain by number of stores, overbilled consumers who used insurance to pay for some generic drugs and wrongfully hid the fact that the medicines’ cash price was cheaper, Megan Schultz said in her lawsuit. Schultz said in one case she paid \$166 for a generic drug that would have cost only \$92 if she’d known to pay cash.

Deerfield, Illinois-based Walgreens, the country’s No. 2 drugstore operator, used the same clawback tactic, David Grabstald said in his suit filed in federal court in Chicago. Grabstald contends he paid \$21.80 for a generic drug that would have cost \$10 if he’d known to pay the cash price.

In her suit, Shultz accused CVS of clawing back her co-pay because the chain was in cahoots with the pharmacy benefit managers who got the extra money. The practice was part of CVS’s agreements with benefit managers, such as Express Scripts Holding Co. and CVS Caremark, according to the suit filed in federal court in Rhode Island. CVS is based in that state.

“CVS, motivated by profit, deliberately entered into these contracts, dedicating itself to the secret scheme that kept customers in the dark about the true price” of drugs they purchased, Schultz’s lawyers said in the suit, which is seeking group status.

Co-Pay Policies: CVS officials rejected Schultz’s claims and said the co-pays are determined by the benefit managers. “The allegations against us made in this proposed class-action suit are built on a false premise and are completely without merit,” CVS spokesman Michael DeAngelis said in an email.

Walgreens spokesman Philip Caruso said the company had no immediate comment on Grabstald’s suit.

The lawsuits follow at least 16 other cases around the U.S. targeting drugstore chains’ alleged co-pay clawback practices. The clawback occurs when patients hand over co-payments set by a pharmacy benefit manager that exceed the actual cash cost of the drug. The benefit managers pocket the difference, according to the complaints.

Cases have been filed against UnitedHealth Group Inc., which runs the benefit manager OptumRx; Cigna Corp., which contracts with OptumRx; and Humana Inc. They allege the benefit managers defrauded consumers and violated federal laws.

Most patients never realize there’s a cheaper cash price because of clauses in contracts between pharmacies and benefit managers that bar the drugstore from telling people there’s a lower-cost way to pay, according to the complaints.

CVS Falls as Drugstore Struggles Overshadow Benefits Business

Some states, such as Connecticut, have passed laws prohibiting clawbacks. Connecticut’s statute, which goes into effect in January, will allow pharmacists to tell patients it’s cheaper to pay cash for some of their drugs.

Schultz contends that CVS’s clawback agreements with benefit managers such as Express Scripts, CVS Caremark and OptumRx violate federal racketeering and insurance laws and works to artificially inflate prescription costs. DeAngelis countered in an email that “CVS Caremark does not engage in the practice of clawbacks.”

OptumRx spokesman Andrew Krejci didn’t return a call for comment on Schultz’s suit. Express Scripts spokeswoman Jennifer Luddysaid the company believes “the allegations in the lawsuit are meritless.” None of the benefit managers were named as defendants in the cases.

“No informed consumer would pay with insurance if proper disclosure had been made that he or she could pay far less with cash,” Steve Berman, who is representing both Schultz and Grabstald, said in an email.

The cases are Megan Schultz v. CVS Health Corporation, 17-cv-359, U.S. District Court for the District of Rhode Island (Providence); and David Grabstald v. Walgreens Boots Alliance Inc., 17-5789, U.S. District Court, Northern District of Illinois (Chicago).

A true-life experience with CVS by our RUPA President, Bob Engelman

I recently asked for a generic at my local CVS. I was told that CVS would not pay for the brand name and that there was not a generic for this medication. I went on the CVS/Caremark site, logged in and found that there is a generic and it was \$155 for a 30-day supply. I went to Costco.com and found the same generic was \$40. I then went to www.goodrx.com and found it was \$40 at both Costco and Target, and that I could print a Good Rx coupon for each and get it for \$21.00. I wasn't aware that Costco's pharmacy accepts coupons. I went to my local Costco where my coupon was accepted and I got the medication for \$21.00. By the way you don't have to be a member to use a Costco pharmacy. Bob

More about knee surgery from a RUPA member

By Ken Cunningham

I read with interest the article in the August *RUPANEWS* titled "What I Wish I'd Known About My Knees." What I really found interesting is that the article completely omitted any reference to a partial knee replacement.

In March 2008, I injured my knee. I had surgery to repair a medial meniscus tear and after the surgery the doctor told me that I was bone on bone and would eventually need a knee replacement. Over the next 9 years I consulted with several other doctors only to be told the same thing – total knee. Since I was not in that much pain, I delayed the surgery. I heard about the injections and tried them with limited success. I had doctors at Mayo Clinic and The Core Institute for Sports Medicine both tell me I needed a total knee.

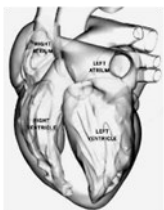
Then I discovered a doctor that did partial knees. One side of my knee was indeed bone on bone but the other side was fine. So only one side was bad – not the entire knee. This doctor (Dr. Shane Martin in PHX) uses the "MAKOplasty Knee and Hip Replacement" knee procedure which is minimally invasive. With this procedure, the operation is done on an outpatient basis and you are released within a few hours of the surgery and you walked out on your own power. Your old knee is not removed – just the bad part is redone/resurfaced. I would like to say there was no pain during recovery because there was. Thank you drugs. But within a few days I was essentially pain free. Following physical therapy to strengthen the muscles, I was back to feeling great. I was playing golf again within 2 weeks. Wanted to play in a week, but the doctor made me wait.

What the doctors that suggested a total knee did not tell me is that they did not do partial knees. It is a robotic procedure and requires specialized equipment and training. A special device is attached to your knee and programmed and from there the procedure starts. It is computer navigated. The operation takes about 1 hour and recovery is 1-2 hours. Then you go home. Medicare will give you a walker but I really did not use it at all.

So, for anyone considering a knee replacement, I would encourage you to first check with a doctor that does partial knees to see if you are a candidate. **Ken Cunningham** SFOFO (ret)

Exercise associated with improved heart attack survival

From the European Journal of Preventive Cardiology



Exercise is associated with improved survival after a heart attack, according to research published in the European Journal of Preventive Cardiology. The chances of survival increased as the amount of exercise rose.

"We know that exercise protects people against having a heart attack," said last author Professor Eva Prescott, professor of cardiovascular prevention and rehabilitation, University of Copenhagen, Denmark. "Animal studies suggest that myocardial infarctions are smaller and less likely to be fatal in animals that exercise. We wanted to see if exercise was linked with less serious myocardial infarctions in people."

Continued on Next Page

The study included 14 223 participants of the Copenhagen City Heart Study who had never had a heart attack or stroke. Levels of physical activity were assessed at baseline in 1976-1978 and classified as sedentary, light, moderate, or high.

Participants were followed through registries until 2013. A total of 1 664 participants had a myocardial infarction, of whom 425 died immediately.

The investigators compared levels of physical activity between those who died immediately from their myocardial infarction and those who survived. They found that patients who exercised were less likely to die from their myocardial infarction.

There was a dose-response relationship between exercise and death from myocardial infarction. Patients with light or moderate/high physical activity levels were 32% and 47% less likely to die from their myocardial infarction, respectively, than sedentary patients.

Professor Prescott said: "Patients who were sedentary were more likely to die when they got a myocardial infarction and patients who did exercise were more likely to survive. There was also a dose-response relationship, so that the odds of dying if people got a myocardial infarction declined with the level of exercise they did, reaching an almost 50% reduction for those who were the most physically active."

"One possible explanation is that people who exercise may develop collateral blood vessels in the heart which ensure the heart continues to get enough blood after a blockage," she continued. "Exercise may also increase levels of chemical substances that improve blood flow and reduce injury to the heart from a heart attack."

Professor Prescott said: "This was an observational study so we cannot conclude that the associations are causal. The results need to be confirmed before we can make strong recommendations. But I think it's safe to say that we already knew exercise was good for health and this might indicate that continuing to exercise even after developing atherosclerosis may reduce the seriousness of a heart attack if it does occur."

Lower Back Ache? Be Active and Wait It Out, New Guidelines

By Gina Kolata/The New York Times



Dr. James Weinstein, a back pain specialist and chief executive of Dartmouth-Hitchcock Health System, has some advice for most people with lower back pain: Take two aspirin and don't call me in the morning.

The American College of Physicians published updated guidelines that say much the same. In making the new recommendations for the treatment of most people with lower back pain, the group is bucking what many doctors do and changing its previous guidelines, which called for medication as first-line therapy. Dr. Nitin Damle, president of the group's board of regents and a practicing internist, said pills, even over-the-counter pain relievers and anti-inflammatories, should not be the first choice. "We need to look at therapies that are nonpharmacological first," he said. "That is a change."

The recommendations come as the United States is struggling with an epidemic of opioid addiction that often begins with a simple prescription for ailments like back pain. In recent years, a number of states have enacted measures aimed at curbing prescription painkillers. The problem has also led many doctors around the country to reassess prescribing practices. The group did not address surgery. Its focus was on noninvasive treatment.

The new guidelines said that doctors should avoid prescribing opioid painkillers for relief of back pain and suggested that before patients try anti-inflammatories or muscle relaxants, they should try alternative therapies like exercise, acupuncture, massage therapy or yoga. Doctors should reassure their patients that they will get better no matter what treatment they try, the group said. The guidelines also said that steroid injections were not helpful, and neither was acetaminophen, like Tylenol, although other over-the-counter pain relievers like aspirin, naproxen or ibuprofen could provide some relief.

Dr. Weinstein, who was not an author of the guidelines, said patients have to stay active and wait it out.

“Back pain has a natural course that does not require intervention,” he said. In fact, for most of the people with acute back pain — defined as present for four weeks or less that does not radiate down the leg — there is no need to see a doctor at all, said Dr. Rick Deyo, a spine researcher and professor at the Oregon Health and Science University in Portland, Ore., and an author of the new guidelines.

“For acute back pain, the analogy is to the common cold,” Dr. Deyo said. “It is very common and very annoying when it happens. But most of the time it will not result in anything major or serious.” Even those with chronic back pain — lasting at least 12 weeks — should start with nonpharmacological treatments, the guidelines say. If patients still want medication, they can try over-the-counter drugs like ibuprofen or aspirin. Scans, like an M.R.I., for diagnosis are worse than useless for back pain patients, members of the group said in telephone interviews. The results can be misleading, showing what look like abnormalities that actually are not related to the pain.

Measures that help patients get back to their usual routines can help along the way, as Sommer Kleweno Walley, 43, of Seattle, can attest. Last spring, she slipped on the stairs in her house and fell down hard, on her back. “After a couple of hours I could barely walk,” she said. “I was in real pain.” She saw a physical therapist, but the pain persisted. Eleven days later, she showed up at the office of Dr. Christopher J. Standaert, a spine specialist at the University of Washington and Harborview Medical Center. She expected to receive an M.R.I., at least, and maybe a drug for pain. But Dr. Standaert told her an M.R.I. would not make any difference in her diagnosis or recovery and that the main thing was to keep active. She ended up getting anti-inflammatory medication and doing physical therapy. A few months later, her back stopped hurting.

It is surprising, some experts in back pain say, how often patients are helped by treatments that are not medical, even by a placebo that patients are told at the start is really a placebo. Dr. Standaert cited a study in which patients with chronic low back pain were offered a placebo, and were told it was a placebo, along with their usual treatment — often an anti-inflammatory drug like ibuprofen or naproxen. Or, the patients remained with their usual treatment alone. Those taking the placebo reported less pain and disability than those in the control group who did not take it. The placebo effect, although modest, was about the same as the effect in studies testing nonpharmacological treatments for back pain like acupuncture, massage or chiropractic manipulations.

Many people with chronic back pain tend to shut down, avoiding their usual activities, afraid of making things worse, Dr. Standaert said. Helping them is not a matter of prescribing drugs but rather teaching them to set goals and work toward returning to an active life, even if they still have pain. “They have to believe their life can get better,” Dr. Standaert said. “They have to believe they can get to a better state.”

The question is: Will the new guidelines be adopted?

“Patients are looking for a cure,” said Dr. Steven J. Atlas, a back pain specialist at Massachusetts General Hospital, who wrote an editorial accompanying the article on the new recommendations. “The guidelines are for managing pain.”

Added to the problem are the incentives that push doctors and patients toward medications, scans and injections, Dr. Deyo said. “There is marketing from professional organizations and from industry,” he said. “We have the cure. You can expect to be cured. You can expect to be pain free.”

Medical insurance also contributes to the treatment problem, back experts say, because it does not pay for remedies like mindfulness training or chiropractic manipulations which, Dr. Deyo added, “are not cheap.”

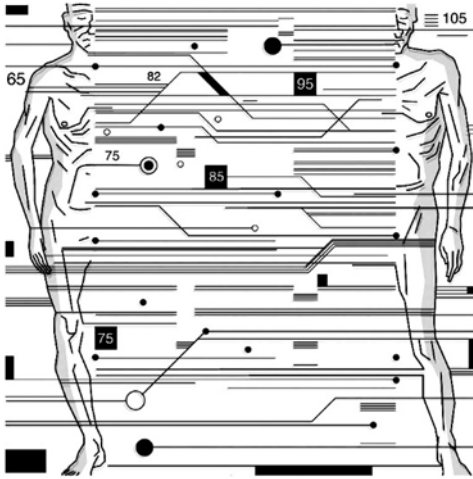
Even if doctors want to recommend such treatments, there is no easy referral system, Dr. Atlas said.

“It is much easier at Mass General to get a shot than to get a mind-body or cognitive behavioral therapy,” he added.

Dr. Weinstein has a prescription: “What we need to do is to stop medicalizing symptoms,” he said. Pills are not going to make people better and as for other treatments, he said, “yoga and tai chi, all those things are wonderful, but why not just go back to your normal activities?” “I know your back hurts, but go run, be active, instead of taking a pill.”

Stop Treating 70 and 90-Year-Olds The Same

By Louise Aronson/The New York Times



Every summer around this time, pediatricians' offices are flooded with children getting the vaccines they need to start another year of school.

Doctors base their advice on which shots patients should get when on the Centers for Disease Control and Prevention's vaccine recommendations. The guidelines are presented in two schedules, one for children, the other for adults, both divided into subgroups based on developmental biology and social behaviors common at different ages. Unfortunately, there's a major problem with the guidelines. And it's representative of a larger failing in our health care system.

There are 17 subgroupings for children from birth through age 18. That makes sense because, of course, a 6-month-old has had little time to develop immunity, weighs far less than an 8-year-old and is exposed to fewer people than a teenager. There are five subgroupings for adults. But all Americans 65 and older — including the two fastest-growing segments of our population, the 80- to 90-year-olds and those over 100 — are lumped in a single group, as if bodies and behaviors don't change over the last half-century of life.

You don't need to be a doctor to see that this is absurd. Just as we don't confuse toddlers with teenagers, or young adults with their middle-age parents, so, too, are we able to distinguish 70-year-olds from the nonagenarians a generation ahead of them. Those two groups — the "young old" and the "old old" — don't just differ in how they look and spend their days; they also differ biologically. As a result, it's likely that we are incorrectly vaccinating a significant number of the 47 million Americans over 65.

With advancing age, the immune system weakens (a phenomenon called immunosenescence) and chronic diseases compromise the body's resistance to infectious organisms. Older adults are thus more susceptible to infections — more likely to get sick, more likely to require hospitalization and more likely to die.

At the same time, immunizations provide less protection. Older adults who receive tetanus and diphtheria vaccines, for instance, produce less-effective antibodies, and the vaccines' protective effect fades faster than it does for younger patients. Older people may need different dosing or even biologically different vaccines.

Given lengthening life spans, we may also be routinely undervaccinating older adults. The C.D.C. recommends one dose of the shingles vaccine at 65, but we don't know whether that shot protects people over 85, when the lifetime risk of disease exceeds 50 percent. We give children boosters to maintain immunity, a strategy that could make sense as people age as well.

There may also come a point toward the end of many lives when vaccination no longer makes sense. Although the C.D.C. recommends that everyone receive an annual flu vaccine, the benefits for the very old and ill are unproven, and for them the shot may produce only pain and inconvenience.

All this could be addressed by better guidelines — ones as nuanced for people over 65 as for those below.

Critically, however, those guidelines would need to recognize that immunization, like all medical decisions, cannot be based on age alone. Both the speed and extent of aging vary widely, not only among but also within individuals; you can have hearing loss but no vision changes, or stiffened joints but supple arteries. Human diversity reaches its apex in old age.

With good luck, some people don't move from adulthood to what we might call "oldhood" until their 70s, and occasionally later still. By contrast, stressors such as poverty, racial prejudice, incarceration and illness can accelerate aging, making others "old" in their 50s, with cellular changes and risks of chronic disease and death akin to those of people many decades their senior.

A growing body of literature illustrates why these differences matter, both for immunizations and in health care more generally.

Studies have shown that procedures used to treat common urological conditions not only had no efficacy in frail older men but also caused permanent functional decline and death. Older patients with acute myeloid leukemia have also been found to benefit less from treatment. And changes in the kidneys, heart, skin and other organs steadily decrease older people's ability to tolerate chemotherapy and radiation. There are simply different risk-benefit ratios for older adults; the frailest and oldest often incur all the immediate harms of treatments, from prevention to intensive care, without seeing the benefits.

The sad fact is that we frequently don't know how to best care for the old. Treatments rarely target older adults' particular physiology, and the old are typically excluded from clinical studies. Sometimes they are kept out based on age alone, but more often it's because they have one of the diseases that typically accompany old age. And yet we still end up basing older people's treatment on this research, because too often it is all we have.

Equally troublesome is the failure of studies to measure outcomes that reflect older people's priorities. Most would rather live comfortably and independently for a shorter time than live for a slightly longer time confined to a bed or nursing home.

It's not that any age subgroup from babies to elders matters more than others. It's that they all matter and that they are different. Some may believe that focusing more research and treatment on the old will take resources away from younger populations. But we can do both. Insurance companies continue to pay top dollar for questionable, useless and even harmful care for older people, money that could be spent on more effective care.

In the 20th century, vaccines conquered many of the deadliest diseases of childhood. In the 21st century, when the number of older adults will surpass the number of children worldwide, we need to similarly target oldhood.

Here are two easy steps that would help the C.D.C. correct the deficiency in its vaccine recommendations and increase equality throughout our health care system. First, whenever we apply something to people by age and are tempted to divide the life span into just childhood and adulthood, we should add oldhood to the list as well. Second, the National Institutes of Health should require that older adults be included in clinical studies, just as it already does for women and minorities.

Life is a three-act play. It's time our medical system reflected that truth.

Louise Aronson, a professor of geriatrics at the University of California, San Francisco, is working on a book on "oldhood."

Interesting Facts About the Human Body

1. The average person produces enough saliva in their lifetime to fill two swimming pools.
2. Every 60 seconds, your red blood cells do a complete circuit of your body.
3. Most babies are born with blue eyes; exposure to UV light brings out their true color.
4. Most westerners consume 50 tons of food and 50,000 liters of liquid in their life.
5. It can take your finger and toenails ½ a year to grow an entirely new nail (from base to tip).
6. The muscles that control your eyes contract about 100,000 times a day (that's the equivalent of giving your legs a workout by walking 50 miles).
7. Over the course of your lifetime, you'll shed about 40 lbs. of skin.
8. Everyone has a completely unique smell (except for twins).
9. Why doesn't your stomach digest itself? It's because your stomach cells are created faster than they can be destroyed.
10. You have about ½ million sweat glands that produce about a pint of sweat daily.
11. Humans are extremely visual; 90% of the information we gather from our surroundings is from our eyesight.
12. It is nearly impossible to tickle yourself.

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

MRS. LAURIE ANDERSON—Seattle, WA
When an airplane passes overhead, I always look up and think of Dick and tell him I still love him! Even though more than a year has gone by since his passing, I still miss him more than I can ever say. I'm going through all of our photo albums of marvelous trips taken and I came across our RUPA album of photos. Our first RUPA convention together was in Seattle in 1989 and carried through to Seattle (again!) in 2007.

Lots of RUPA cruises in between---Alaska, Bermuda, San Francisco, Maui, Washington, DC; wonderful memories of a life so beautifully lived.

As Travel Chair at Horizon House where I live in Seattle (a continuing care retirement community), I continue to explore and will lead a group of about 35 residents and family members from Horizon House to Alaska on Holland America's "Eurodam" beginning September 16th. Included in the group are retired UA pilot Bill Shumway and his outstanding wife, Zoa, who also reside here.

You know You're Old When

**An
"All Nighter"
Means Not
Getting Up
To Use
The
Bathroom**

Thank you to all of the Officers, Board of Directors and Committee Chairmen who do so much for all the United retirees and spouses/widows. You are wonderful! *Laurie*

DENNY BERG—San Diego, CA
There is really nothing new to tell since last year. It seems way too fast.

We are not ending as much time in Mexico and are discussing trips to Argentina, Chile and Peru. At some point another visit to New Zealand and Australia with open return dates will fit in soon.

Our son is in 4th year residency at Los Angeles County in the emergency department. LA being one of the busiest Emergency Trauma Centers in the country keeps the young doctors on their feet and busy for their 12-hour shifts. We are hoping after this busy year doing regular shifts and teaching while working he will return to San Diego where we will obviously get to spend more time together. Regular 8 hour shifts with 15 days off/month seems more like the schedules we worked back in the day. I send my gratitude to all involved in keeping us up to date with this publication. *Denny*

BARRY BICKLE—Sanford, FL
17 years since forced retirement set in. Where did the time go? Time flies when you are having fun, but it hasn't been much fun at our house the last 18 months. My wife, Dianne, had surgery in March, 2016, to remove a malignant brain tumor. That was followed by 6 weeks of concurrent chemo and radiation. Then increasing levels of chemo. In September, the tumor had begun to grow again, so the answer was to increase chemo more. By November the tumor was 1/2 the size of the removed tumor. Time for a second opinion. That led us to UPMC, Hillman cancer center, Pittsburgh, PA. They retested the biopsy material to determine the tumor type and found different results and stopped the chemo since only 20% of her type of tumor respond to chemo.

She had a second surgery in January '17 to again remove the regrowth followed by 2 weeks of inpatient therapy to restore function in her right side and speech. Back home with 3 days per week of home therapy, things were going great until March when she again lost function of her right arm. Cause was fluid buildup in the cavity, another surgery to install

a drain and then 2 more weeks of inpatient rehab. Bottom line, it's now Mid July, MRI is clean and not on chemo and her strength is returning.

In the middle of all that we decided to down size, sold our house in 5 days, moved to an apartment for 6 months while waiting for the new house to be completed.

Traveling? Yes, a bunch between Orlando and Pittsburgh, every 2 weeks. The only non-stop service is SW or Frontier (air Walmart). We alternate flying and riding the train.

Very thankful for the 20% discount on UAL as all the airplanes are full. I'm still convinced the airlines are trying to ruin air travel.

On the bright side, all the working crews seem to be very happy since Oscar came onboard.

Thanks to all the RUPA workers. **BB**

JIM BOYER—Lake Forest, IL

Greetings from wet and soggy NE Illinois! We wish we could send some of this moisture out to you folks in the dry South West.

I'm a month late with my check-in letter due to some unforeseen CBs that were parked over our normally mild summer. 7" in an 8 hour time span (and power outage) was more than our backup sump pump could handle.

We were not in the worst area as the flooded Fox River and Des Plains River are just now starting to see the rivers crest - almost 3 weeks after the initial deluge.

Last year was pretty uneventful for us. Just the usual doc appointments and a cataract surgery on my left eye. Wow, what a pleasant surprise when the bandage came off. Next month I'll do the right eye.

We spent a month and 10 days in sunny Mission Hills, CA in February. We rented a house and most of our children and grand kids joined us for part of the time. We really enjoy the Palm Springs - Palm Desert area.

This is my twenty fifth anniversary since I parked the brakes for the last time on the 400. 35 plus years in the cockpit of United. My wife Corrinne put up with my career choice and held the fort during all that time frame and for that I'm truly grateful. She has stuck with me for over 61 years. What a great gal!

Cleve, thanks for all that you and the rest of RUPA

volunteers do for the rest of us. We really appreciate your efforts. I used the electronic payment found in the RUPA website, a painless way to pay the dues and add some extra for the kitty. Thanks again.

Fraternally, *Corrinne and Jim* '57 - '92
SFO, MDW, ORD, SFO, ORD

MRS CECILIA COLES—Belvidere, IL

Time for dues. Don's 80th birthday today. We miss him dearly even though it's seven years since he flew to heaven. He's at his final reward with God!

Had knee joint replaced and our kids, who live out of state, took turns getting me through it all. Now I'm here alone on the 5 acres that I love doing most, but slower.

Thanks to all the volunteers. Great magazine.
Cecilia

BARRY DAVIDSON—Lincolnshire, IL

It has been a while since I sent a letter, but it appears that I'm still upright and mobile.

Our most recent highlight was a family gathering to celebrate our 51st anniversary - we were going to do it last year but our good dog was in her final days so we postponed it. We had a grand time at a Bahamas resort with daughters, sons-in-law and granddaughters. Very water-centric with multiple water slides, snorkeling, snuba-ing, playing with dolphins and parasailing. It was a joy to be together.

Last year we enjoyed something new for us. Both our granddaughters are in their school bands and the oldest, as a freshman, is in her high school Marching Band. They competed in the H.S. Marching Band Nationals in Indianapolis at the Lucas Oil Stadium. There were 100 bands marching over three days, many with over 100 musicians. The organization and execution of the schedule was truly impressive (and our granddaughter's band placed 8th).

Following the band competition, we traveled to see the new replica of Noah's ark at the Ark Encounter



in Kentucky. It was a sight to see. Some other pilots have reported being there so I guess we were all part of the 2 million first year visitors.

We were, also, able to get to New York City between Christmas and New Years to see it at its holiday best.

Health is still pretty good – allows us to stay busy with Chicago area activities and volunteering, including helping out at United's 727 at the Museum of Science and Industry.

Many thanks to those who keep RUPA rolling – it is much appreciated.

Barry '66 – '99

RANDY GRANT—DeSoto, IL

Thanks to the entire RUPA staff for all the effort and TIME that goes into getting the NEWS out each month.

By the time the September issue is out The Total Solar Eclipse will be over. We live about 15 miles from the point of max duration of total darkness which will be near Carbondale, IL, and if the local newspaper is correct, will last 2 minutes and 41 seconds. That will be the longest of anywhere on earth. We're told folks are coming from all over the

world and even NASA will set up in the Saluki football stadium to do whatever they do. The crowd is estimated to be from 50,000 up to 500,000. Hotels are sold out and locals are renting their lawns out for people to put up tents for crying out loud! State Police are asking us to stay away from the two nearby interstates I-57 and I-24 as people who don't know about the Eclipse may stop as the event occurs about 1:20 pm.

Walmart may run out of food and beer. Not me...the beer is already on ice!

Most fun I've ever had was flying the "rope start" Guppy my last 3 years but that all ended on the morning of 9-11 as I was attempting to start my last 3-day trip. Turned 60 on the 14th and came back to our home of 42 years and wife of soon to be 54 years.

My oldest son, Scott, who flew the F/A 18 for 9 years in the Marine Corps, and now has been with United for 21 years this month is a B-57/67 Captain based at ORD. He tries to keep me up to date on what's happening at United. He and his wife moved from the Rockford, IL area a few years ago back to within 7 miles of us and puts up with the awful commute. For Christ sake, I don't know why? My wife thinks it's to make sure we don't miss our doctor's appointments.

Randy ORD/DEN

ROL HAMELIN—Vail, CO

Next spring will be 20 years since that last OGG turnaround on the DC-10-30. What a great ship; like the Queen Mary.

It still continues to be a fantastic retirement, no ills, no pills. Over 150 days/yr golf in Vail, Maui and Italy. Skiing for at least 70 days. Three Ferraris and a wife; and all are working. Actually, Ingie is working half time running Vail Ski School special events. Off to Sweden and sailing in the archipelago in two weeks.

So much in life is being in the right place at the right time, obviously with preparation, and I feel very fortunate. It's a pleasure to follow other retirees so keep those letters coming to RUPA.

Ciao tutti, **RoL**

JOHN HEBBE—Fairfax Station, VA

Birthday coming up and we all know what that means. My 84 won't arrive until September but my

welcome
aboard
Delta
1965

*Stewardess Applicants
must be:*
Between ages 20 - 26
*Never married and in
radiant good health.*
Must adhere to strict
figure control
standards
*Straight teeth and legs;
clear, smooth skin.*
Willing to retire
between the ages of
30-32 to take on the
greater complexities
of marriage.

Qualified young women can contact the
Base Stewardess Supervisor
in cities Delta serves.

memory banks might slip a cog in the interim so now is the time. Check book at hand.

I read with interest the RUPA article written by Capt. Smith suggesting that the 'Golden Age' of Air Travel never existed. That may explain why that flying has never been popular. His Air Travel glass seems to have been on the half empty side. Mine has always been overflowing.

A check is enclosed. I'm surprised that, considering the quality and content of our retirement publication, that the dues haven't been increased. Without fail, the RUPA magazine is impressive each issue.

Personal life: Little change. When high school begins this fall, I'll be in the classrooms again for my 16th or 17th year. Still in love with their sparkling personalities... watching them struggle through social settings for which combat ribbons should be awarded at times. The pressures on them today are incredible. Carol is still working but her shop is closing doors next spring. She won't sit still and I'm wondering what she will put her fingers into next.

On the 'I remember this' memory bank, I'll submit this for your enjoyment. The July issue of the *RUPANEWS* contained a story about DENTK... simulators and training. TK was still at Stapleton when I arrived (1968). Some may recall the earlier generation Blue Box sim at the bottom of the stairs. I loved flying these things (pre-United). These were fun. The approaches were Low Freq following clearances and vectors. About fifteen minutes between approaches. Typical missed approach procedures. Outside of the box were the 'trainers' who provided the vectors and monitored your effort.

Their world was an enormous flat table with maps showing the airways and airports. Your flight path was drawn out in color by a highly-gearred, metallic, triangular device. . . about a foot on each side and supported by three 3-inch legs. This robot was connected by wire to some magic box under the table. In our debrief following a training period, we'd look over our two hour flight path. Right of path here... Off track here.

Lid down, our box swiveled, lurched and tilted as their brains numbed. Clearance and approach and missed approach. Repeated many times over two hours. We had to stay awake but, unfortunately for them they didn't, So, if we drifted off course or forgot to make some turn, we'd fly along unaware that the gadget was heading for the table edge.

When you heard the sound of four pounds of iron hit the floor followed by #*\$%#@!, you knew the period had just come to an end.

This was United in the sixties. By now, the sims were far more sophisticated. Someone please correct me if this is not true. In 1968, there were no Blue Boxes and robots to monitor approaches flown by the DC-6s. No sir, there was the cockpit set-up much like today. Room for the crew and two extra seats. There was a large...I'm thinking...30-40-foot box with some sort of rough bumps on it resembling the topology surrounding Stapleton. Humps made by moving large amounts of sand around suggesting hills and so on. This was in a nearby room. I recall something resembling a runway (with lighting) hiding in there somewhere.

Perched above this was a sort of video camera. Very much like the camera hovering over the field at football stadiums. Maneuvered on crisscrossed wires by the cockpit controls. Tilting up and down. Turning left and right. Moving around. Clever. Cable strung from far above to power the camera and transmit the image. The image appeared on a CRT in the sim providing real-time feed-back for each approach. How could I make this up!

Like the iron robot, this marvel had drawbacks also. This is aviation and getting too close to the ground as you approach minimums (or stall out!) remains perilous. Today, if you hit the ground or crash, the sim quits. Moments later, you can be ready to fly again. With the DC-6 arrangement, if you descended too far below the glide-slope, you dragged the camera in the sand and the mechanics would be ready to shoot you. Most of the time the camera was OTS. Not sure. Does that mean Out Tuv Service? It wasn't working.

So much for the hardware. Now comes the software. Conversational software of the comical type. Another war story.

Passengers have been able to send their pets on flights for years. . . even during the fabled (fake?) Golden Age. On one Occasion, a pet. . . just a puppy dog. . . was in its kennel and sent from point A to Point B. His owner arrived to pick it up. Turns out that Mr. Puppy never arrived and the airline was unable to locate it. What to do? The company decided that, since small dogs and puppies all look the same just like brand-new, tiny little babies that the best bet would be to go out and buy a replacement

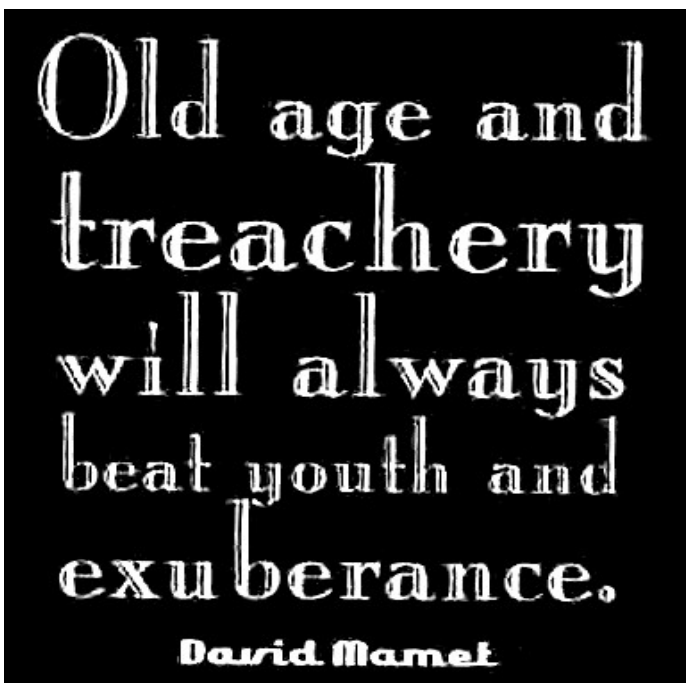
and pass it along for the real thing. They sent someone out to find a suitable match. The pet owner was told that his pet was misconnected and sent somewhere else but that it would arrive early the next day.

The owner arrived early the next morning and was escorted to the hanger. There it was. Pet carrier with a small yapping puppy inside. Over on the other side of the hanger, quite a distance away, a mechanic turned to the owner and said, "There he is!" The owner instantly replied that this was not his puppy. The mechanic argued that it most certainly was and they advanced towards the container with the noisy puppy. The mechanic repeated, "See, there he is and happy to see you." The owner once more said, "This is definitely not my puppy!" The mechanic stopped and asked, "How can you possibly be so sure, he's still twenty feet away in that box." And the owner said, "It can't be him because he was dead when he was sent."

I feel pretty sure about the sim sand box, but not so sure about the dead puppy.

Looking forward to next year. *John*

JEREMY MC GREEVY—Milwaukee, WI
Check's in the mail. My birthday passed by more than two months ago. Sorry about that, but judging from letters to the editor I'm not alone in being guilty of that sin. Maybe the years are catching up with me though I hoped I would be at least ninety before that happened.



Anyway, that said, once again I would like to thank all the people who produce and send out the *RUPANEWS*; your efforts are greatly appreciated.
Regards, *Jeremy* LAX JFK ORD HNL

CHUCK MUHL—Fallbrook, CA
Turn 83 on 9-07.

Had a nice surprise visit yesterday from Bill and Donna Eads as they were returning from USS Midway "steel beach party" to their home in Mesquite, NV.

Wife Marge is having thyroid removal 9-15. I'm still spending most of my time going to and from chemo drips for MDS since 8/2008. Memory mostly gone now. New, last night, sharp pain in my back. Family Issues are all doing great.

Got called up by crew-desk last week at 0200, accepted a fill-in trip out of CWV; got there and discovered I hadn't put in any manual changes since Sept 1994, they were all sitting in my LAX mailbox. Where is route MA-21? F/O EKG bailed me out!

Till next year Hopefully! Used to be "keep the white over the black, then blue over the brown," now feet over the green!

Cheers, *R/Chuck..*

BOB NORRIS—Redwood City, CA

Twenty-four years since the last UAL flight...it doesn't seem that long. Family well, 3 sons, 8 grandchildren and 11 great grandchildren (three boys in the last year), all doing well.

Slowed down a bit on traveling, mostly to Seattle to see the other family members and a trip to Oshkosh for the air show should not be missed.

My most recent book "The Dust Bowl to WWII... One Young Man's Journey of Survival" is selling well.

This September 21st Dee and I will celebrate our 60th Anniversary...she has great endurance and a willingness to overlook my many faults...I am so blessed!

Youngest son, Captain Craig flying the Airbus for UAL, most trips to Mexico City. Son Bruce and his C-195 gives us an alternative to UAL, no external tanks can't make Hawaii...damn!

Occasional visit to the SFO Bay-Siders RUPA lunch and still an active member of the SFO Sheriff

Aero Squadron. Never was a golfer, just enjoyed walking the beautiful courses, best I can do is 41 on a nine-hole three par course, that sucks. Love the time in my garden, being 24/7 with the family...life doesn't get any better. Some medical challenges but hanging on.

Deeply appreciate the great articles in the magazine and the effort all put forth to provide such a quality publication. I lift a glass of wine and toast all you RUPA members: "If you must cheat, cheat death, if you lie, lie with the one you love, if you must drink, drink in the moments that take your breath away." Best to all, *Bob & Dee*

RICK SABER—Novato, CA

19 years now since parking our 74-4 in LAX after my final flights LAX to HKG, SIN and back with wife, Aldeana, and 6 close friends who shared that six day 17,000 mile odyssey, at full fare business; a once in lifetime experience. Rumor has it that a rare cockpit opportunity was had by some.... just can't recall the details due to CRS. More like a flying City, the 747 was truly the Queen of the skies, now retiring like so many of us...a sad passing.



One funny moment from my past. Just shy of 3 hours, I put in nearly 6,000 hrs as F/O on the venerable 727. Besides the many stories flying with Capt. "Nemo," I vividly recall a CAVU night Ventura arrival into LAX. The Capt. pointed out the millions of lights below in the City, then stated, "Rick, see all the lights down there? Did you ever think? every one of those lights was screwed in by hand," kinda boggles the mind. There were so many profound and humorous moments we all shared in our careers. Now, Boeing is researching possibilities for pilotless planes! Sit back folks! You may have noticed, we have no pilots aboard this fully automated plane, but rest assured, there is no possibility of any malfunction, any malfunction, any malfunction.....

Life in retirement has been a blur of active adventure since then.

I'm writing this from Nikumororo Island, a tiny, uninhabited dot on the map roughly 5S, 147W, some

900 miles N. of Fiji, the presumed last location where Amelia Earhart probably landed on the reef when unable to locate Howland Is. on her round the world flight flying an Lockheed Electra 10E in 1937. Our three week expedition aboard the "Reef Endeavor" out of Fiji, consists of 5 Nat'l. Geographic videographers, Woods Hole scientists, four border collies specially trained to locate human remains, along with their handlers, 2 Keribati govt. observers, archeologists, anthropologists (17 members of TIGHAR-The Int'l. Group for Historical Aircraft Recovery), our 50 ship crew plus 5 scuba divers including me whose task is to grid search the reef face for aircraft parts. Despite best efforts of over fifty qualified searchers, Amelia's secrets remain locked in shrouded myths and mystery on this desolate, shark infested island. However, Amelia's courage and heroic determination to lead early aviation will always be the hallmark this brave young woman left for all, especially women. Our expedition was but one more tribute to celebrate her many achievements on the eightieth anniversary of her and Fred Noonan's tragic disappearance 2 July 1937.

My salute to Brother Cort and his dedicated staff including editors and contributors for maintaining this information highway in which we share such valuable info, data and tips.

Happy Contrails to all, *Rick & Aldeana*

HENRY SUTA—Westminster, CO

Dear All: Thanks for the reminder. We seem to stay busy doing not too much.

Early in June we went to my niece's wedding in Bozeman, MT. Sixteen miles out of town, ten of it on a gravel road. The wedding was outside in a very pretty setting, trees, lawn, and a running stream. The house was a 103-year-old two story that had been mail ordered in pieces from Sears & Roebuck. All in a very impressive location. The hay bales we sat on were covered with white bed sheets.

The groomsmen wore cowboy boots, black jeans, tuxedo jackets and white hats. The ladies wore conventional gowns with cowboy boot heeled low boots, and I am told they call them booties.

Late June we flew to Rapid City to inter my Sister-in-Laws ashes in the Black Hills National Cemetery. Not too far from Sturgis so we drove up to look at it. That place really needs about 2,000 mo-

torcycles to pick it up.

We also went to Mt. Rushmore, first time that I've ever seen it from the ground! Been over it many times by air.

Now my wife is planning on going back to South Carolina! I am having problems with this after hurricane Matthew last year, up until that time, I had never seen a tree twisted off in front of me. I had never seen six inches of rain water standing and not running off some place. It was like the whole earth was a big water puddle.

OK, checks in the mail. *Henry*

E.K. WILLIAMS—Round Hill, VA

Things are well here at the foot of the Blue Ridge. A week on Hatteras in spring and fall, a week in Yakutat in September, a week in the G.W. National Forrest in November and monthly and quarterly RUPA events. Waiting for cooler temperatures to finish splitting the last of the trees we took down. The boys and I will have a Splitting Party with a healthy dose of tall tales. Will have more than a lifetime of firewood and plan to share with the neighbors.

Recently had time with Herb Pettit to speak of the days between '56 and '60 at Capital in Ramp Service and Operations. Many of you have good memories of dealing with Herb in the Flight Office of several Domiciles. The time I get to spend with the retirees at our gatherings is good. At my age breakfast and lunch get together are probably as close to a "layover" as I could handle.

Thanks Cleve, Leon and John. Bravo Zulu. You too Cort.

E.K. DCA, SFO, ORD, CLE, ORD, DCA, ORD, EWR, DCA, HNL

(That is how you stay under the radar)

BARRY WILSON—Tiburon, CA

Coming up on age 69! One more year until I turn on the Social Security spigot.

Fran and I have settled into retired life quite happily.

**GIVE A MAN A FISH and he'll EAT FOR A DAY
TEACH A MAN and TO FISH you'll GET RID OF HIM
FOR THE ENTIRE WEEKEND**

ly. Our tenuous connection to the airline business consists largely of using the Plane Finder App to identify the SFO-Europe departures which route right over our deck. For example, SAS #936 SFO-CPH passes by at early-happy hour. We salute the hard-working crew with a gin & tonic or occasionally an Aperol & prosecco.

The biggest change in our lives came most unexpectedly just a year into retirement—upending all my financial planning. We got the chance to repurchase our old condo on Sanibel Island, FL. We'd sold it, very reluctantly, in 2004 to finance our move to California for what turned out to be the last 10 years of my career. But we'd never forgotten our magic home on Sanibel beach. The woman we'd sold it to a decade earlier, put it up for sale. I hurriedly restructured our retirement investments—causing a big income bulge—and we bought it back before her realtor could even hold an open house!

Now we're bicoastal, splitting time between Tiburon, CA (9-months this year) and Sanibel, FL (3-months). We've renewed long-lapsed friendships. Quite a few old colleagues from my Pilgrim Airlines days in the 1970s are wintertime Florida residents.

Pilgrim Airlines is long gone now. But when I arrived in 1971 at age 22, it was a prominent commuter airline, the first one to put DeHavilland Twin Otter in service. We served a number of New England cities to JFK (where we used the UAL terminal), LGA and BOS. Pilgrim's iconoclast owner made penny-pinching a high art. He loved to brag about the Twin Otter:



"It's a single-pilot airplane. For commuter operations, it needs either an autopilot or copilot....I hire copilots because autopilots can't load bags."

For the breathtaking salary of \$430 a month, I landed two airline jobs: pilot and baggage loader. My first (and only) day of ground training consisted of sitting in the cockpit of a Twin Otter in the mainte-

nance hangar with the chief pilot as he explained how to work the radio selector panel—and very little else. We spent more time walking around the exterior of the airplane where he focused on the baggage compartments and luggage-loading techniques. I then observed a crew on a round trip to JFK and the next day I put on my green uniform—used by a previous pilot of similar size who’d gone on to better things—and showed up to load bags.....and fly the plane. It was by turns humiliating, educational and fun.

When loading was complete, I’d manually pull up the airstair door and walk self-consciously up the tiny aisle past nervous, wisecracking passengers—“Here comes the stewardess.” On really rainy days, I’d be dripping from every stitch of clothing as I squished into the right seat, trying not to flood the logbook. (Fortunately, the checklist was laminated.) The captain, (starting pay \$600/month), got to stay relatively dry—the unpressurized Twin Otter usually leaked during heavy rain—as he started the PT6 engines, the same engine that powered the 727 APU.

Besides lacking autopilots, pressurization and dedicated ground crews, Pilgrim’s Twin Otters had no radar, DME, RMIs, retractable gear or air conditioning. The NARCO comm radios transmitted a bewildering cloud of static and garble. In spite of these impediments and with extreme cost control, Pilgrim made money and grew during my years there.

When I hired on, I thought I’d get my big-time airline job in a year or two. I was only wrong by 7 years! Recessions and oil embargoes pushed my turn at UAL new-hire chance out to 1978. Those 7 years provided a treasure trove of stories that occasionally come to mind—especially on our deck as the jets fly by heading to Europe.

I spent the 1970s looking up at those magnificent jetliners, dreaming what it would be like to fly them and wondering if I’d ever get the chance. When United called a few days before Christmas 1977, it was one of the emotional highs of my life. A few months later, 5 minutes after takeoff on my first UAL line flight, we were higher than I’d ever previously flown an airplane. Quite a change for a commuter pilot.

With deep thanks to all RUPA volunteers who typify the quality, depth of talent and pride that UAL pilots brought to our cockpits.

Barry 1978-2013

SFO/JFK/ORD/DEN/LGA/IAD/ORD/JFK/SFO

IN MEMORIAM

ROGER A. BAIRD

Roger A. Baird passed away after a short illness on July 14, 2017. He was Born January 4, 1930 in Ely, NV. The family moved to Cherry Creek, NV by the time he was 4. They lived in a tent house at a gold mine and he went to work in the mine. With his own hard hat and carbide lantern, his “job” was to push the empty ore car into the mine on a track and push (ride) the full car out. His schooling started in the winter when the snow closed down the mine. He attended a one room school house from age 4 to 8. The family returned to Ely for two years and then relocated to Seattle in 1940.

He was an enthusiastic Boy Scout and attained the rank of Eagle Scout. Always an energetic worker he had many jobs from selling newspapers to driving a coal delivery truck in Seattle (starting at age 14).

After high school he attended the University of Washington where he joined the Alpha Delta Phi fraternity and turned out for crew. In his 4 years of crew he earned 3 inter-collegiate championships while rowing at the stroke position. His boat and crew were inducted into the Husky Hall of Fame in 2000. Roger graduated in 1951 with a B.S. In Forestry. During his time at the U of W he met Sylvia Whitman whom he married in June 1954.

August of 1951 he began the Naval Cadet program in Pensacola, FL and earned his wings flying the SNJ and Grumman AF. When training was complete he was attached to carrier squadron VS-37 in San Diego and near the end of the Korean War deployed on the USS Princeton flying the AD on anti-submarine patrol. August 1955, he mustered out of the Navy and they returned to Seattle.

After 6 months working in the lumber business he walked into the UAL office across from his office and by March he and Sylvia moved to Denver. Training completed they moved to New York for his first assignment as flight engineer on the DC6. In November of 1956 he was able to transfer to Seattle where he spent most of his nearly 35-year career flying the DC6, B720, DC7, B727, DC10 and B747.

He also flew his own single engine airplanes; start-

ing with a Luscombe, then a Stinson and finally a Cessna 180 & 140. All tail-draggers.

Outside of flying his interests varied. He often referred to himself as a pig farmer. He raised horses, cows, pigs and chickens on his Maple Valley farm. He was an avid vegetable gardener and produced enough for all his families plus the neighbors. He was well known in Hobart for maintaining Grandpa's Field used by a variety of soccer teams over many years. His tractor was his vehicle of choice mowing, plowing, splitting wood and hauling anything for anyone. The mountains were another great source of pleasure throughout Roger's life. The family explored the Cascades and Olympics on foot, on skis and astride horses. Roger volunteered to clear and build trails through the Back Country Horseman Assn. and individually. Winters were for skiing; he owned a Utah condo, home to some of his favorite ski areas and winter sunshine for flying.

Roger is survived by: his wife of 63 years, Sylvia, two daughters, 6 grandchildren and 3 great granddaughters. All of whom were cherished and returned the love and affection so dear to his heart.

JAMES PRESTON MOORE

James Preston Moore, 77, passed away June 7, 2017 at his home in Sleepy Hollow, IL after a long battle with COPD. He was born March 10, 1940.



Jim was a native of North Carolina. He attended NC State University (Civil Engineer), and Wake Forest University (Mathematics). He was a member of Sigma Phi Epsilon fraternity.

Jim's passion was flying. In 1962, he enlisted as a NAVCAD at Pensacola Flight School. He was commissioned and reported to VP-23 Squadron, Brunswick Naval Air Station, Maine and had tours to Iceland and Sicily. Jim was hired by United in 1967 and retired in 2000.

After retirement Jim enjoyed flying helicopters and riding his Harley. He enjoyed photography, and was a third-degree black belt in Tae-kwon-do.

Jim is survived by his wife of 53 years, Cynthia, three daughters and a grandson.

His family would like to thank Journey Care Hospice for their support and help and also his military and RUPA friends who called with encouragement and concern during his last days.

RICHARD S. OGDEN

I regret to inform you that my brother, Rick Ogden has joined the eternal fraternity of pilots who have flown west. Rick deceased on June 16 2017, just one day shy of his 78th birthday from complications of a long time lung disease. His wife, Ronne, and his daughter, Jennifer were both with him when he died in the Pinehurst, NC Hospital.

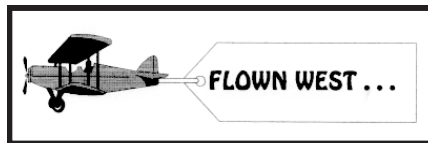
Those who flew with Rick knew him to be a quiet, consummate professional who started flying in a flying club while on active duty in the Air Force where he was a flight simulator technician. An early solo cross-country flight brought him to Denver where I was employed as a United Flight instructor. I suggested that he might be interested in seeking pilot employment with United. Believe it or not, in those days, all it took was a commercial license to get hired. Rick got the commercial and additionally added the instrument rating as well. By early 1967 he was flying the line as a Caravelle flight engineer in EWR.

He made some folk lore history on La Belle Caravelle by being the flight engineer on revenue ORD-DCA flt that made a low level courtesy runway pass of the Washington Dulles Airport during a ceremony there. Rick later told me he looked up at the cab of the tower as they passed by and unfortunately for the Capt. (name withheld) there were some flight operations management folks at the ceremony. They loved the fly-by but were required to deliver the crew a verbal reprimand since FAA officials were there also.

Rick served as a 737 pilot in CLE, and later ORD where he retired as a B757/767 Captain in 1999. I was fortunate to be able to fly with Rick on his initial operating flights in the B757/767. What a treat for us both.

Rick was also a very active member of the Wooster Ohio community and belonged to the Wooster Country Club. He put the same energy and gifts into golf that he put into flying and won the Club Championship one year. In his later years He and Ronnie moved to Pinehurst, NC for a longer, more favorable golf season. We miss him very much. Al Ogden, UAL Capt., Retired





Roger A. Baird	Jul, 14, 2017
William R. Bates	Jul. 06,2017
*Lyle W. Burry, Jr.	Jul. 21, 2017
Michael Loyd	Aug. 04, 2017
Richard T. Miller	Feb. 20, 2017
*Gerald C. Minor	Jul. 20, 2017
Richard S. Ogden	Jun, 16, 2017
Brent F. Revert	April, 2017
*Jerry E. Ricksecker	August 2017
*Robert E. Wilcox	Jul. 03, 2017

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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

September, 2017 Edition

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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*—386-760-9736
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)
(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, IL*)

Nevada

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

New York

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

Ohio

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

Oregon

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

Washington

Seattle Gooney Birds (3rd 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