
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message	Page 3	Articles	Page 17-59
Vice President's Message	Page 4	Letters	Page 60-69
About the Cover	Page 5	In Memoriam	Page 69-70
Local Reports	Page 5-16	Calendar	Page 72

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RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 757, Stowe, VT 05672-0757

President's Letter

I sincerely hope that all of you weathered the storms okay, both Hurricanes Harvey and Irma. My house in South Florida came through with just minor damage, and we got power, phones and internet back after three days without it. My brother and sister-in-law stayed with us, which turned out to be a good thing since their house lost half its roof. The generator did just fine, keeping the beer cold! If you're wondering what we do when it's time for an evacuation in South Florida, here's the drill.

This is probably a good time to remind everyone about the United Retired Pilots Foundation. Thinking about a contribution, there couldn't be a better time. There was an article about it in our September issue.

With nothing much else to do in the aftermath of Hurricane Irma, I got to catch up on some reading. I finally got to read Captain Chesley "Sully" Sullenberger's book, "Highest Duty." It's very good, starting from his boyhood in Texas, through the Air Force Academy ("Fast, Neat, Average, Friendly, Good, Good." If you're not a Zoomie, I'm not telling. You'll just have to read it!) on to PSA and finally Us Air and Flight 1549, and what followed. Very well written, and pilots will see a lot of themselves in what he wrote. BTW, he mentions our own Al Haynes and Dave Cronin as pilots he admired and tried to emulate in his own emergency.

In case you need to reach one of us and haven't noticed, we've tried to make it easier with our new email addresses.

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Welcome to our newest RUPA members:

Ray Barleben (DENTK), Westcliffe, CO / Captain Jay Galpin (EWR), Litchfield, CT
Captain Bob Wien (SFO), Lake Taps, WA

Again, it's my hope that you're all okay and came through the hurricanes unharmed.

Until next month, all the best, *Bob*



Have you ever visited our RUPA Website?

www.rupa.org

there is a lot of good information on it

Mail your dues check to:

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

Or

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

Vice President's Letter



What a pleasure and honor to be elected Vice President of RUPA. As a matter of introduction, I am a retired Air Force Officer and pilot and was subsequently hired by United Airlines after my retirement from the Air Force. I flew the basic Boeing aircraft with United and pretty much shied away from the Airbus. Well, it was one great career with United and I will never forget the associations and friendships I made while employed. I am happily married to my wife of 43 years and we have two children and three grandchildren. Small crowd but I appreciate them all. I am originally from Columbus, Ohio so I have quite a love for the Ohio State Buckeye football team. We usually have a tendency to sneak away to watch the Buckeyes somewhere in the country. I also love the game of golf as we live on a golf course in Northern California. So, if you ever feel the need to play, let me know and we'll play a round of 18 holes or maybe more. Additionally, Sharon and I love to travel in our spare time.

I decided to become a part of RUPA because of two people. Jon Rowbottom and Cort de Peyster were both integral in getting me involved with RUPA. They both invited me to start a RUPA group in Northern California. To be honest, I was somewhat hesitant at first but now I am extremely happy to have gotten involved with our group, the Sac Valley Gold Wingers. I realized instantly that I had gotten involved with some of the finest aviators in the world. After all, United was the premier airline to be hired by if you ever had any aspirations of becoming a commercial airline pilot. Bingo! To be associated with some of the finest aviators at United and the ladies and gentlemen of RUPA have made my experience well worth the journey. I truly respect and admire those associated with RUPA.

I cannot say enough about Cort de Peyster, the departing RUPA President. Besides being an excellent pilot, he is the consummate gentleman. Many years ago, I flew with Cort and instantly realized what a superb person he is. I have also gotten to know his wife, Nancy, and the same can be said about her. I have had some wonderful conversations with the current President, Bob Engelman and with John Rains, the Sec/Treas and with Cleve Spring, the editor of the *RUPANEWS*. I did not know them in my flying career but can attest to their character and vision for RUPA. I will do everything in my power to support them.

On another note, as others have stated, it is wonderful to see so many retirees join RUPA. There are so many advantages to being a member including the amount of information that can be absorbed in the monthly magazine. And, the missives by members are so fascinating to read. There is always an opportunity to make a connection with an old friend at United. Further, I am so happy to have Oscar Munoz as our CEO at United. He may not impact the lives of us retirees but he is definitely providing a proper course of direction for this company. I am a huge supporter of Oscar Munoz.

Again, please consider getting involved and ensure the legacy of RUPA.

Lastly, on a personal note, my wife and I made a trip to the Hawaiian Islands in August. I was able to snap a photo on takeoff from SFO at about 200 feet that I wanted to share with you. It kind of brings a tear to your eye knowing that the 747-400 will no longer be flown by United.

RUPA Vice President,
John Gorczyca



**Some things are just better left unsaid.
And I usually realize it right after I say them.**

About The Cover

October's cover is the sixth provided to us by our one and only Mike Ray. It is a tribute to United's 747 aircraft which will fly its final flight this month. The end of the era for the Queen of the Skies.

The Joe Carnes RUPA Group Luncheon

Eclipsepalooza was a big August event in these parts, and our September luncheon numbers came close to eclipsing our previous high attendee count. Seventy-eight folks present at the Golf Club Of Illinois tied our previous record and was in no small way spurred by our guest speaker, ORDFO Chief Pilot Captain Bo Ellis. Had our no-shows attended, we'd have set a record, and good news, we had several first-timers at our luncheon, too. Many thanks to Owner/Manager Tim Schneider, Event Coordinator Terri Boeckh, and the GCI staff for hosting us and for a great afternoon.

Bo's presentation was interesting, informative, and pretty all-inclusive on the State Of ORD, the State Of United, and the State Of The Industry. His personal stories and adlibs were real gems as well, and under his leadership and other like-minded leaders within the company today, he painted an enthusiastic picture of United's future goals. The continuing progress of the UAL-CAL merger among the various employee groups was addressed, including the good parts and the stumbling blocks yet to be ironed out. We thank Bo profusely for taking time out from his demanding schedule to be our guest---we were honored to have him present. In memory of the previous day (the 16th anniversary of 9/11) Bo and Steve Dereby also brought a supply of Oscar Muñoz's "United We Care" pins for everyone.



Enjoying the food, friendship, and frivolity were: John Anderson, LeRoy & Eva Bair, Jeff & Paula Bales, Pat Bowman, Norm Clemetsen, Ron & Patricia Cox, Barry Davidson, Steve Dereby, Jim Downing, Bill and Ginger Duzet, Carl Eberle, Bo Ellis, Don and Joyce Fett, Walt & Jan Fink, Tom Franklin, Dave Graham and his son Chris, Bruce Green, Don and Katie Gregg, Mac and Diana Gregory, Vince and Dana Hammond, Bob Helfferich, Jim Higbea, Fred Hodge, Herb Hunter, Scott Joseph, Dick Kane, Jim Kehoe, Bob and Carolyn Kelly, Chip and Cindi Little, Wes Lundsberg, Karol Marsh, George and Jacquie Mathes, Jim McCusker, Tom McFadden, Dick Murdock, Ceil & Bill Myers, Warren Nelson, Claude Nickell, Jim and Jan Noble, Glen Peterson, Charlie Peterson, Dave and Martha Pirrie, Resa Riess, Jim Richardson, Ron Rogers, Dave Runyan, Larry and Mary Sandford, Dick Schultz, Dave Schultz, Ole Sindberg, Gene Stepanovic and his son Greg, Dave Strohm, Sid Tiemann, Jim Trosky, Gus Tuit, Wayne Walusiak, Dave Wege, Tom and Beverly Workinger and Frank Zackary.

Ooo-rahs to Bob Kelly for his help in handling the money and registration, to Wes Lundsberg for being the duty photographer for the day, and to my bride Jan, for her help in organizing things.

Our next luncheon will be Tuesday, January 9th, 2018 (holy crow, that's next YEAR), at GCI once again. Retirees, active pilots, spouses, and guests are all welcome and encouraged to attend.

Scribingly submitted, *Walt*

San Francisco Bay-Siders' RUPA Luncheon

Our September heat wave has finally ended and twenty-one of our members met for lunch and conversation. We are saddened to learn of the passing of Bay-siders,' Dick Johnson, Marty Berg and Marty's wife Jean. Our sincere condolences to their families.

Attending: Rich & Georgia Bouska, Roz Clinton, Gerry Delisle, Bill Hartman/Ruby Moi Moi, Jeri Johnson, Karl & Jan Kastle, Barbara Marshall, George Mendonca, Bob Norris, Craig Norris, Bill O'Connell, Cleve & Rose Spring, Isabell Traube, Gene & Carol Walter, Larry & Pat Wright.

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

Ohio Cleveland Crazies August RUPA Luncheon

We had twenty pilots, wives, friends, and family for our August meeting at TJ's in Wooster. The talk was lively, the stories fun, the food great and the service was the best from our server Shayla.



left to right standing are: Phil Jach, John Cusick, Harvey Morris, John Hochmann, Bob Olsen, George Bleye, Kristi Deem, Roxanna Deem, Vickie & Joe Getz, Gene White, Bob & Dawn Lang.

Seated in back from left to right are: Ken Wheeler, Diane Johnson, Gabriella Deem, and Carol McMakin.

Seated in front from left to right are: Rich McMakin, Shayla Salmons, Monica Burrill, and Jim Burrill.

We have potentially fifteen members planning to attend our meeting at The Liberty Aviation Museum in Port Clinton, Ohio on September 15th. Dawn Lang briefed us on a summer picnic planned at Mary Serpentine's beautiful home in Richfield, Ohio planned for Saturday August 19, 2017. All Cleveland Crazies are invited. And jokes were shared for the group by Ken Wheeler and Bob Olsen. Cheers, *Phil Jach*

Ohio Cleveland Crazies September Road Trip

The Cleveland Crazies visited the Liberty Aviation Museum in Port Clinton, Ohio for our September meeting. We had fifteen pilots and wives enjoy the beautiful early fall day together. Lunch was served at 11:30 in the Ciao Bella Restaurant near the museum. The food and time together was a great way to start our day.

The museum staff were wonderful in all respects. They provided us with a guide for the museum tour that made the museum time fun, informative, and interesting. Our guide, Bill Shannon, made our visit perfect in so many ways. The highlight of our visit was the chance to ride the Ford Tri-Motor (Tin Goose). Seven of our group enjoyed the ride out over Sandusky Bay and the islands in Lake Erie. I recommend that anyone interested in aviation history take the time to visit this museum.



Left to Right are: Phil Jach, Joe Getz, Vickie Getz, Judy White, Gene White, Linda Jach, Mike Holmberg, Terry Holmberg, Carol McMakin, Rich McMakin, Dannie Cavallaro, Al Cavallaro, Mary Lou Sanders, and Dick Sanders. George Bleyle was with us for lunch but was not able to stay for the events at the museum. Cheers, *Phil Jach*

San Diego North County RUPA Luncheon

Here's the photo from our September 12th meeting. A good turnout with a special visit with RUPA's new VP, John and Sharon Gorczyca.



The gang: Snuffy, Bob Harrell, Sharon Gorczyca, Colin Winfield, John Gorczyca, Mark and Susan Mayer and Rhoda and Bob Green.

Lots of great stories and good conversations. Good time had by all. C ya, *Mark*

PS. At what age did John Gorczyca learn how to spell his last name?

"John, if you misspell your last name again we're not going to let you go the Senior Prom!! Everyone knows CZY is followed by CA. Good grief!!!"

Dana Point RUPA Luncheon

Another great day in the Dana Point Harbor for our Luncheon. Bruce Dunkle got a great picture of our group and of each pilot.



Ted Simmons



John Buehner



Bill Rollins



Denny Giese



Rusty Aimer

says "Join up NOW!"



Gary Pachelo



Ron Dye



The Setting



Bruce Dunkle



Joe Udovch



Jim Grosswiler



John Grant



Park Ames



Bill Stewart

We added a new member to our group, Gary Pachelo. Gary was part of the '535' group, and retired early in February of 2005 and lives in San Clemente.

I just got word of the passing of Doug Wilsman in Ramona CA. He was a highly respected active 'speaker' for the Pilots of United, especially in the time leading up to the STRIKE days and the follow up. He came to our group lunch a few times.

Jim Grosswiler and his wife, Karen, just came back from a driving trip to Montana where they have some family. He reported that the whole north-west is covered with a smoke cover. So many forest fires in Washington, Oregon and Montana - also British Columbia. That's all for now. Cheers, *Ted*

PICKLES | Brian Crane



New York Skyscrapers RUPA Luncheon

Usual great turnout... 65 retirees and some active pilots and other flight office personnel. Here are some photos taken by Mike Severson. More photos at: goo.gl/pr41b5. Next luncheon Wednesday September 20th, 2017.



Photo on left: Ray Furlan, Eileen Balam, Mark Seal, Jim Pifer, Mark Strasfeld, George Williams, Sue Guletsky, and Jody Kraly.



Photo on Right: Tom Purrington, Chris DiPetrillo, Jim and Suzan Haeni, Pete Sofman, Barbara and Bob Beavis, Nancy Daniels and George Bleyle.

Photo on left: Rip Munger, Dave Ormesher, Bill Rankin, Howie Aronson, Lyn Wardell, Ron Denk, and Watts Waddell.

Photo on Right: Al Mitchell, Jack and Glinda Hill, JJ Cunningham, Orie Good, Al Venskus, Wayne Erb, Pete Kohlsaas, and Susan Mitchell. *Pete Sofman*

A new luncheon group from DFW Texas

DFW Area United Pilots had an organizational pot luck Saturday, September 9, at the home of Terry and Patty Blake, Cedar Hill, Texas.



Twenty pilots and spouses, some retired and some still actively flying attended.

We shared stories and enjoyed some wonderful food and drink.

A good time was had by all.

We decided that we will formally organize a DFW branch of RUPA and will plan another get together in the near future. Respectfully submitted by, *Gordie Cohen*

The Big Island Stargazers RUPA Luncheon

We enjoyed a sunny, August afternoon with gentle trade winds during our monthly luncheon in Kailua-Kona.



Left to Right: Joan & Gerry Baldwin, Don Diedrick, Linde & Al Rimkus, Linda & Bill Hayes, guests Teri Cooper & Rolf Thorson, Linda Morley-Wells & Walt Wells.

Gerry and Joan Baldwin were celebrating their 44th wedding anniversary, and they invited Gerry's cousin Gary Baits and his wife Mylinda to join the festivities. The Baldwins treated everyone at the table to fabulous desserts made by The Fish Hopper Restaurant. The consensus was chocolate due to its potential health benefits, but a couple of people held out for the lilikoi (passionfruit) cheesecake.

Travel talk was a big topic during lunch and apparently wanderlust runs rampant amongst us. Within the next few weeks some of our members will venture off on an Alaskan cruise, a luxury train excursion to explore the palaces of India, and a dive trip to a remote island in Indonesia.

Missing out on the camaraderie were David Carlson, who was in Reno to attend the American Legion National Convention, and Dick and Grace Slinn who were visiting family in San Francisco. Schedule conflicts prevented Sam Wilson, Beth Raphael and Bobby and Linda Michael from joining us.

This scribe invited longtime friends and new Big Island residents, Rolf Thorson and Teri Cooper, to meet the local RUPA members. Evidently, they had a great time and asked if they could attend future meetings.

We welcome all guests...the more the merrier! If you're in town, please join us on the third Thursday of the month on the waterfront. *Linda Morley-Wells*, Scribe

Reno's Biggest Little RUPA Group Luncheon

Reno's Biggest Little Group met at the Flowing Tide Pub here in Reno. I can't imagine why these guys will sit around and tell tales from yesteryear and enjoy it so much. We missed Al Hayes who is immobilized with back surgery, but is on the mend.



Left to Right are: Guy Sapp, Jim Whiteley, Gary Dyer, Cort de Peyster, Bill Shepherd, Don Merucci, Gene Lamski and Lyle U'Ren. *Lyle*

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

We had a low turnout today pretty much because of the hurricane. Some people may have evacuated and most of us didn't. Most of us have power back and the restaurant only had about half of it back meaning we had to make some decisions on a limited menu. We all survived!



Those attending today and the outside air conditioning with a minimum menu and a maximum bar were: Bill Garrett, Dave Friend, Stan Baumwald (NWA), Jim Morehead and Gene Anderson.

Yours in IRMA, *Jim Morehead*

San Francisco East Bay Ruperian's Luncheon

Six of us met the call to assembly today. The weather was great and the food was scrumptious.



Seated around the table clockwise, L to R: Neil Dahlstrom, Georgia Bouska, Rich Bouska, Jerry Udelhoven, B.S. Smith and Tami Dahlstrom.

The conversation was all about the planes we flew and the crew members we flew with. Lots of talk about the pilots we knew who have recently made their last flight west. The rest of the conversations were about hurricanes, tornados, earthquakes and other disasters recently in the news. Makes one think God is more than a little upset with us all here on earth.

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

The Columbia River Geezer's RUPA Luncheon

RUPA's Columbia River Geezer's held their Wednesday Sept 13 meeting at the California Pizza Kitchen. In all, 12 retired pilots arrived on time and 12 left contented with full stomach, after lots of fun.



Left to right: Doug Howden, Bill Park, Dick Ionata, Steve Barry, Tony Passannante, Ron Blash, Ken Crime, Bill Englund, John Cooper (US Air), Mac McCroskey, Lew Myer and Mike Thomas

One of the retired pilots was John Cooper and his longtime friend of Steve Barry. John is a former PSA pilot who eventually merged into US Air. John retired from US Air in 2004 and he is now flying Corporate while from time to time enjoying flying his KitFox around the Willamette Valley. Just recently both he and Steve Barry flew John's Kit Fox to Arizona and back. What a trip! As many may know, Oregon has been inundated with many, many forest fires this summer and because of the smoke and TFR's their trip returning from AZ was more complicated than anticipated. However, because of their skills, combined knowledge and bravery they maneuvered their flight path through it all and safely arrived back at John's home airport 7s9, unscathed.

Tony Passannante, dressed all in black, was in the middle of his IOE. I have mentioned in a past update that Tony has accepted a position with Intel's Corporate Flight Department and so far, is enjoying his time there. The aircraft he is currently flying is an Embraer ERJ-145.

A beautiful pre fall day here in Oregon which helped stimulate all of us to get out and about, to meet up and reminisce over Ice Teas, salads and fish tacos. A wonderful group of guys to hang out with.

Hope to see you all on the second Wednesday of October. *Ron Blash*

PICKLES | Brian Crane



Seattle Gooney Birds RUPA Luncheon

Thursday, August 17th, a beautiful NW day, and 17 Gooney Birds attended the Airport Marriott lunch. Plenty of hilarious conversation made the rounds as usual including much about the old days with well-known names of United and Capitol legends and adventures on the whistling Viscount and venerable DC-6. Dessert consisted of the usual collection of assorted jokes and cold coffee and the gathering broke up at 1:30 in favor of the fine, 75 degree, sunny afternoon.



L to R: Bud Granley, Jim Barber, Alan Black, Herb Marks, Tom Smith, Bill Stoneman, Hank Kerr, Denny Narog, Bill Brett and Al Haynes.



L to R: Chuck Westpfahl, Dave Carver, George Compton, Larry Knechtel, Bill Jensen, Eric Malm, George Brown, Carol Granley and Lida Brett. *Hank Kerr*

The Monterey Peninsula Rupa Lunch Bunch

Our September 13th lunch at Edgar's was a sad gathering. Long time MRY RUPA lunch attendee Barrie Nelson passed away on the 11th after a long and valiant fight with cancer. Barrie will be greatly missed and our thoughts and prayers are with Sharon, a SFO based Flight Attendant, and their family. We had a moment of silence to honor are friend and colleague who has flown west.

Those attending our luncheon were: Ken and Sheryl Bohrman, Bob and Cindy Benzies, Milt and Sunee Jines, Nancy and Lee Casey, Linda Mackie, Diane Emerson, Jack Cowles, our wonderful hosts Pete and Donna Walmsley, and yours truly.

Discussions followed on health care, Harvey and Irma hurricanes, good restaurants, latest movies, and the incredible hot, humid, and windless weather! Temperatures have been well over 110 degrees with little cooling at night – most of us do not have air-conditioning on the central coast!

Reminder for all you golfers - Wednesday October 11th is our annual golf tourney at Quail Lodge in Carmel Valley. Contact Pete Walmsley at petewalmsley75@gmail.com for information and reservations. This is always a fun day on a spectacular golf course.

Please RSVP for lunch by noon the Tuesday before, October 10th!



Happy Halloween!



Phyllis Cleveland

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

We canceled our Luncheon due to Hurricane Irma..... *Bob Langevin*

San Francisco North Bay RUPA Luncheon

13 attended the North Bay RUPA luncheon on the first Wednesday of September, and we did not fill up our two tables. As usual, I sat at the wrong table, and we were last to be served. But I did sit next to Woody Lockhart and John Reed, and Woody kept us entertained. Seems he flew his Cessna 120 over to Petaluma from Sonoma Valley Airport, and complained mightily about the rough ride, after telling John it was such a beautiful day, and he would fly over. We have to assume that he made it home safely. Nothing in the papers about him.

Other table talk was about cruises, and so forth and so on, with Woody and Dan Barger telling the better stories. I did not tell my story about our luggage not catching up with us for about three days, when we were south of Buenos Aires. One evening we were heading to dinner in the very nice dining room, and the hostess looked at me, and said you cannot come in with jeans, and then she looked at me, and realized we had no other clothes, and let us in, thankfully.

The other table were stuck with Jules stories, so I will leave it at that.



L to R: "Trumpet" Bill Smith, Bob Grammer, Dan Bargar, Sam & Mickie Orchard, Jules Lepkowsky Wayne Heyerly, Jim Mansfield, Don Madson, Leon Scarbrough, Woody Lockhart and John Reed.

Not in picture: Dick Lammerding.

Temporary Scribe, and once co-founder, along with the ailing Bob "Padre" Donegan. *Leon Scarbrough*

Thousand Oaks RUPA Luncheon

We met on 9-14-17 during a cool down period that was a relief after having some hot weather which is typical of September. We meet every 2nd Thursday of odd months at the Sunset Terrace in Janss Mall in Thousand Oak at 11:30.



Around the table clockwise is Gary Babcock, Jerry Adams, myself, Vicky Phelps, Warren Phelps, Jim Hall, Claude Giddings, John Slais and Dave Park. Larry Lutz departed before the photo was taken.

We were happy to have Warren and Vicky Phelps join us for the first time. They live in Winnetka in the valley part of the year. Warren flew mostly out of ORD, but also JFK. He was an EAP rep for 25 years and also was an MEC HAZMAT coordinator. He helped develop the system of providing the Captain with a

clear statement of any HAZMAT cargo. I remember how vague and obtuse it was before that as the Captain had to try to determine the quantity and properties of chemicals and agents. Thanks Warren!

Warren said they were at the Flight Path Learning Center and Museum right next to LAX when Bill Hunt was featured as a retired United Captain. They said United has a nice display and recommended a visit. It's at 6661 Imperial Highway.

They also recommended the "Wings over Wendy's" which is a get together for aviation enthusiasts on Mondays at, I believe, 08:00. There is usually a featured speaker and some WWII vets usually show up. The Wendy's is located in West Hills on Platt between Victory and Vanowen.

Claude circulated a bunch of humorous articles that kept us entertained. A lot of stories were told. We talked about aircraft purchases and that Boeing seems to be working on a medium capacity long-range B-797.

Medicare provides for an annual "wellness" exam. My recent exam revealed low red and white cells leading to a diagnosis of MDS and subsequent chemotherapy for the duration. I had delayed my exam for various reasons. Earlier detection would have been helpful, and would have put me ahead of the power curve.

Regards, *Denny Fendelander*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Summer cheers to you all in RUPA Land from Southern Oregon. Today was our gathering at the Pony Espresso in Jacksonville and a good time it was. Eight of us this month around the table.



Left to right seated, Leeann Fusco, Marty Niccolls, Cheryl and Jim Jaeger. Standing are Steve Fusco, Dan Kurtz, Harvey Saylor and Bob Niccolls.

As per usual, topics varied from 'famous names' (always a worthy topic!), light aircraft and the new options on flight instrumentation (and thus, where ever did the needle ball go to?), a bit on current aches and pains, as copilots when did we have to get a multi rating (and here Dan Kurtz probably helped get it all going when he flew his Apache to the examiner without a multiengine rating....shortly followed by a requirement for all to have one) and much more....ah, the adventures of yesteryear....what a ride it's been.

We had hoped to receive a visit from Oak Porter this month, but sadly he had to miss. We hope his plans allow a reschedule and a visit up this way soon since several of us had flown with him and all with fond memories. Cheers to all, *Bob*

**Been there done that. Then, been there several times more,
because apparently I never learn.**

SAC Valley Gold Wingers RUPA Luncheon

What a great luncheon today. We are down to the end of the summer with baseball season winding down and the football season picking up. This is my favorite time of the year. I felt the vibes with the RUPA members and spouses that attended our luncheon today.



Pictured left to right: John Gorczyca, Chuck Kolesar, Sharon Gorczyca, Bill Authier, Rod Violette, Bob Lynch, Jerry Blalock, Tom Wright, Ann Blalock, Kathy Lynch, Karl Winkelbrandt, Ed Aiken, Lori Muir, Linda Aiken, Andy Fossgreen and Marv Alexander.

My tidbits for discussion included the wonderful letter our CEO, Oscar Munoz, distributed to the active and retired employees. He, of course, detailed the destruction by Hurricane Harvey and his matching of contributions dollar for dollar up to \$1 million. "So, let's come together to make sure our friends and colleagues truly feel that the entire United family is behind them." I asked our Gold Wingers to send their missives to Cleve to report about their families or themselves.

We discussed the importance of going to the RUPA.org web site to gather information about RUPA. We also discussed the annual Guppy Gathering that will have occurred on Sept 20. Also, a reminder was passed on about the UA Family Day on Oct 8 and the CA Capital Airshow that also will have passed and occurred on Sep 9-10. We discussed the fact that UAL is showing significant mainline growth at the expense of the RJ flying. Lastly, I included a superb article written by Captain Russ Kellum that talked about his flight to Oregon and observance of the solar eclipse. (*Included in the "Letters" section*) Ann Blalock reported the last active flight of our 747 will occur from Incheon Airport, Korea on Oct 29. And her husband Jerry Blalock reported that retired UAL Captain, Larry Jobe, will be giving a briefing during the month of Sept at a Daedalians Luncheon about his ventures of flying over the Himalayas.

Well, that's it for the month of Sept. And remember, don't get higher above the ground than you care to fall and don't land until you get to the airport. And Still Flying High Here, *John Gorczyca*

United Airlines Pilots Retirement Foundation

The purpose of the Foundation is to provide charitable monetary support to eligible recipients in the retired United Airlines Pilot community to enable them to maintain a reasonable minimum standard of living with the dignity they deserve.

The Foundation was incorporated in 1986 and has tax exempt status with the IRS under chapter 501c3 of the tax code.

The Corporation shall from time to time provide monetary assistance to (a) retired, whether voluntarily or involuntarily, United Airlines Pilots; (b) the widow/widower and/or surviving descendants and/or the spouses of surviving children of a deceased United pilot. Any individual failing within the scope of this section may qualify to receive assistance after applicant clearly establishes to the Board of Directors that his/her total monthly income, after consideration of all relevant factors, is clearly inadequate to maintain a reasonable minimum standard of living.

For more information, the Foundation has a website: uaprf.com.

There is a link to the Foundation on the "info links" page of the RUPA Website. www.rupa.org

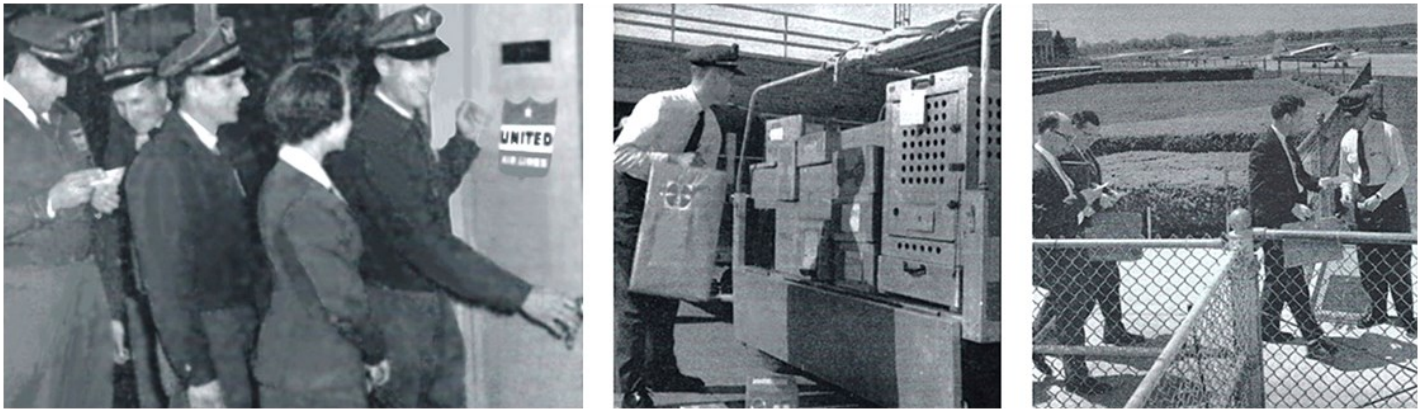


United Airlines Historical Foundation

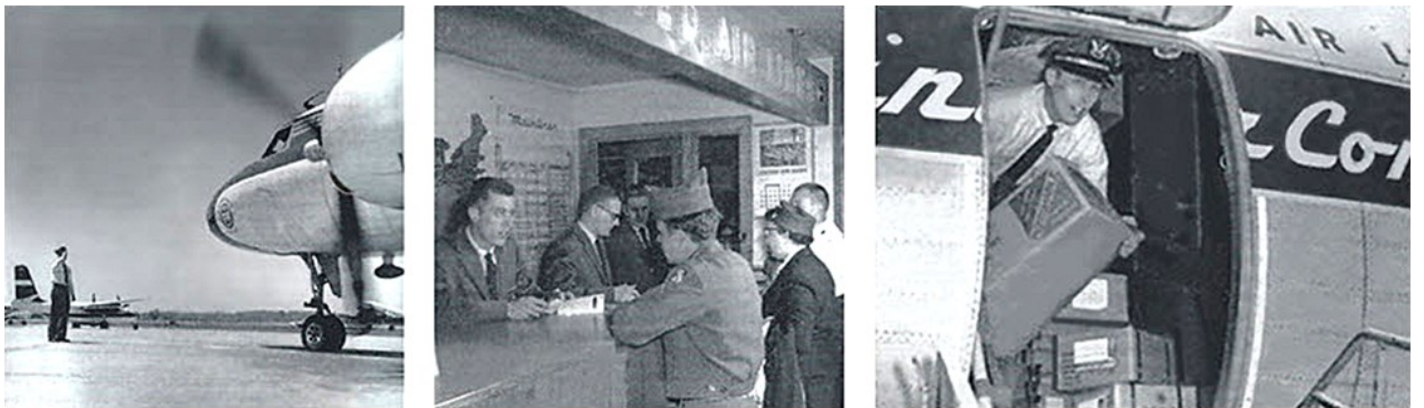
"Preserve the Past, Inspire the Future"

Versatile is the word when you're talking about line station agents. To prove it EXO Photographer Jim McWayne took these pictures of a day with South Bend's Rex Blyton.

In the course of an eight-hour shift a station agent may do everything from selling tickets to sprucing up the station, from making reservations to meeting trips, from handling cargo to load planning. With all that experience to be gained it's not surprising that many of United's supervisors started at a line station.



Our tour started about 7 a.m. when Rex opened the office. Other early arrivals (from the left) Lamarr Schmitt, Leonard Leffel, Ralph Stewart and Margaret Burton. Then at various times during the day Rex performed the other jobs pictured. (middle photo) He loaded a cargo cart prior to trip arrival. (right photo) He checked passengers aboard a Westbound flight to Chicago.



(left photo) Rex saluted the trip off to Chicago. (middle photo) He manned the ticket counter with Supervisor Adam Claus and Agent Leonard Leffel. (right photo) He unloaded inbound cargo.

By Marvin Berryman, DENTK Retired, from the July 1957 United "Shield" magazine

NOTICE: Due to the renovation of the Denver Flight Training Facility (DENTK) the Historical Foundation (UAHF) will temporarily vacate their office area and will NOT be accepting United & Continental Memorabilia donations until further notice.

UAHF WILL continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Please visit our website at www.uahf.org.

**Never before has a generation so diligently recorded themselves
accomplishing so little.**

Oscar says no early out planned anytime in the future



Dear United team,

Our people are our greatest strength as a company. We value the wealth of experience, knowledge and wisdom that our employees have gained over many valuable years of service.

During my visits throughout the system, a frequent question that arises from our colleagues is: When can we expect to have another early out opportunity so that we can plan for retirement?

I've looked into this question with the seriousness and depth that the issue and our people deserve.

Our conclusion is that we will not have an early out anytime in the future. Let me explain my reasons why.


Generally, an early out makes sense when a company is getting smaller. But that's not where the new United is headed. Instead, we are entering an exciting growth phase, during which we intend to hire employees in many locations, building our strength and presence, year after year. So, frankly, an early out doesn't make sense in the context of a thriving, growing company like the United we're building together.

Many of you have told me that you are holding off on retirement, waiting to see if the company offers another early out. I want to be upfront and transparent with you about our future plans, so you can make the best plans for yourself and your family.

So, to give you greater confidence when you do make the decision to retire, I've asked to add a new clause to our retirement policy. If something dramatic happens in the industry and we decide to offer an early out within 36 months after you retire, you would be eligible for the financial benefits of the program even after retiring.

I want to thank everyone who offered his or her insight and questions on this very important topic.

Ultimately, I believe this is the best solution for the entire United family in order to realize our potential to be the best airline in the business.

Sincerely, 

Alexa, ask United to check me in for my flight



United Airlines announces a new option for customer to check in and learn flights without the touch of a finger. The new United skill for Amazon Alexa allows customers to use their Alexa-enabled devices, such as the Amazon Echo and the Amazon Echo Dot, to check in and ask a variety of questions about flights. United is the first U.S.-based airline to offer an Alexa skill, further exemplifying the airline's dedication to innovation and providing a smoother travel experience for its customers.

"Every day we connect nearly 400,000 customers to business meetings, loved ones and new adventures," said Praveen Sharma, vice president of digital products and analytics at United. "Introducing the new skill to check in and receive flight information with Alexa is an innovation that gives our customers extra time to prep for a business meeting, play with their children or relax as they get ready for their upcoming flight."

With this new skill customers can ask specific questions about flights, such as, "Alexa, ask United what is the status of my flight to San Francisco?" Customers can also learn about amenities on board, such as, "Alexa, ask United does United flight 869 have power outlets?" Once a customer's MileagePlus account is connected with Alexa, he or she will be able to check in for upcoming U.S. domestic flights using command, "Alexa, ask United to check me in." Additional similar types of questions to ask can be found when enabling the United skill in the Alexa app.

With this new United skill for Amazon Alexa, customers can find information about their flights in seconds via Alexa, on the United app, as well as online or at the airport.

United updates its fleet order



We are announcing significant changes to our Airbus A350 order, most notable of which is the timing of deliveries. We decided to defer these aircraft until 2022 to align with the replacement of our fleet of 55 Boeing 777-200ERs, which begin to turn 25 years old in 2023. Adjusting the timing of delivery of the A350s in no way limits our plan to grow and renew our fleet. We continue to take delivery of 777-300ERs, with the fleet growing to 18 aircraft by the end of next year, and will welcome our first 787-10 next year. Neither aircraft type was anticipated when we placed our original A350 order, and both types will fill our widebody growth needs over the next several years. In addition to our firm commitments shown below, we also plan to supplement our fleet with additional used aircraft.

Additionally, it was hard to justify having a small subfleet of 35 A350s spread out over our seven hubs, as there would be operational inefficiencies with crews, aircraft routings and spare parts, so we increased the order size to 45 aircraft. We also converted the order from the A350-1000 variant to the A350-900, which is a better fit for our network. We believe the smaller A350-900 is the better choice for United for our long-range planning needs, as the A350-1000 is a larger aircraft that is comparable to the 18 777-300ERs being delivered through next year to replace the 747-400 fleet. Importantly, we have the ability to swap some of the A350-900 aircraft into the larger -1000 version if our views on aircraft size change over time.

Planned deliveries	2017	2018	2019	2020-2027
Narrowbodies	4	10	24	127
Widebodies	15	11	6	50
Total	19	21	30	177

The A350-900 is an outstanding aircraft with the size and range to be an excellent replacement for our 777-200ERs, and we have a substantial number of options we can exercise for more A350-900s. So if we decide to make this the sole replacement for the 777 fleet, we will be able to do so on similar, very attractive, economic terms.

While the third quarter had challenges, I feel strongly we are on track to achieving our long-term financial goals. It is the commitment from each of you to providing great service to our customers every day and to running a safe and on-time operation that will help us achieve our goal of being the world's leading airline. With gratitude, *Andrew Levy*

United's Fare Cuts Spread, Fueling Risk of Airline Price War

Bloomberg/8/29/17



A price battle between United Airlines and heavy discounters is spreading to other U.S. carriers, threatening to derail the industry's nascent recovery in pricing power.

Competition that heated up this summer in United's hub cities of Houston, Chicago and Newark, New Jersey, has extended to American Airlines in Dallas and to other carriers, airline executives said. Passenger revenue for each seat flown a mile, a proxy for airlines' control over fares, had finally started rising this year after a slump triggered by a 2015 price war.

While the fare cuts are good news for travelers, they risk hurting earnings throughout the industry. The pain would be particularly acute at full-service carriers, which face higher costs after boosting wages in recent years. Southwest Airlines Co., the largest discounter, is among the carriers that have been pulled into the fray.

"There is definitely a broad-based discounting amongst certain carriers" that has expanded, Andrew Watterson, Southwest's chief revenue officer, said in an interview after speaking at the International Aviation Forecast Summit in Las Vegas. "If one or two airlines go off on a price-cutting binge, other airlines

Continued on next page

go along for the ride. If one airline moves and another does not, you could lose an awful lot of volume and you're worse off doing nothing."

American and United are matching -- and sometimes undercutting -- the heavy discounts of Spirit Airlines Inc., said Robert Fornaro, chief executive officer of the ultra-low-cost carrier. Its base tickets cover a seat and a small carry-on, like a purse. Seat assignments, water and bigger carry-ons cost extra.

American was charging \$25 to fly from Dallas-Fort Worth International Airport, its biggest hub, to Denver International on Sept. 3, according to the carrier's website on Monday. A round-trip ticket was \$70. The availability of such fares typically is limited.

United is using new basic-economy fares to match discounters' prices, President Scott Kirby said. "Being competitive against anyone that we fly head-to-head against is critical and strategically important. A lot of our customers are price sensitive. Not all of them, but many of them." A basic-economy ticket includes fewer amenities than a typical coach seat and usually requires passengers to board last and pay extra for more than one piece of carry-on luggage.

He said United is selling only "a handful of seats" at, for example, \$20 and expressed doubt that ultra-low-cost carriers can remain viable if they take on the big airlines at their hubs. They are out of growth opportunities. The problem is, customers do not want to fly a ULCC if they can get the same price on a different carrier."

One of the initial salvos in this year's fare war came in June as Frontier Airlines Inc. prepared to more than double its number of routes. Kirby responded at the time with a vow to stave off any attempt by Frontier to grab a bigger share of the Denver market, the discounter's headquarters city and United's most profitable hub.

If American and United undercut the ultra-low-cost airlines, "it's a sign of a full-blown price war and is going to hurt earnings at all U.S. carriers," said George Ferguson, a Bloomberg Intelligence analyst. "The full-service airlines and Southwest are more vulnerable than the smaller, low-cost and Alaska because they have already agreed to higher wages for their crews." The big carriers' price cuts indicate the importance of U.S. routes. "Most of them are focused on expansion in the domestic market as it has the highest yields of any of their markets," Ferguson said. "International markets are far too competitive."

American Airlines executive Don Casey said its pricing strategy hasn't changed since mid-2015, when the company said it would match any fare in its hub airports, including those of ultra-low-cost carriers. "Our hubs are our most important strategic asset," said Casey, senior vice president of revenue management. "We're going to defend them all the time."

Basic economy has given the largest airlines a weapon they lacked during the 2015 price war. It has allowed the carriers to limit the number of deeply discounted tickets and encourages customers to purchase more expensive fares to gain features like advance seat assignments.

United won't be fined for passenger-dragging incident



United Airlines won't be punished by the federal government over a passenger's forced removal from a flight in April that put a spotlight on the growing tensions between airlines and travelers. The Department of Transportation has concluded its investigation into the dragging of passenger Dr. David Dao and found no reason to fine the airline, the department said in a letter to United dated May 12.

The Transportation Department's two-page letter was released by a passenger advocacy group, Flyers Rights, which obtained it through a Freedom of Information Act request. Paul Hudson, president of the group, criticized the federal agency's conclusions, calling the removal of Dao "egregious in every sense of the word." "For the Department of Transportation to conclude that United Airlines' conduct did not warrant an enforcement action is a dereliction of duty," he added.

United said "this incident should never have happened" and noted that it has adopted several policy changes

to avoid similar problems in the future. “While we still have work to do, we have made meaningful strides that improve our customer experience demonstrated by an almost 90% reduction of involuntary denied boardings year-over-year since May 1,” the airline said in a statement.

According to the Department of Transportation letter, its investigation of the April 9 incident found that United Airlines failed to calculate the proper compensation for one of the five passengers who were removed from the flight. Also, the Chicago-based airline neglected to give Dao and his wife a written copy of the federal rules regarding how airlines may proceed when flights are overbooked. But the Transportation Department also said it found no proof that United used race, national origin, gender or religion criteria to discriminate against any of the passengers removed from the plane.

The department said that the airline later corrected its error in providing the wrong compensation for the one passenger, and that it failed to give written notice of federal overbooking rules to Dao and his wife only because the couple quickly left the airplane for the hospital due to Dao’s injuries. “We generally pursue enforcement action when a carrier exhibits a pattern or practice of noncompliance with the department’s consumer protection regulations and federal anti-discrimination statutes that we enforce,” the agency said. “Therefore, we conclude that enforcement action is not warranted in this matter.”

The agency said it did not investigate the conduct of the three Chicago airport police officers who dragged Dao from his seat when he refused to exit the plane after being told by the flight crew that he would have to take a later flight. “We did not review the actions of the security officers of the Chicago Department of Aviation because it is not DOT’s role to investigate police conduct,” the letter said.

Four airport police officers involved in removing Dao from the plane were placed on administrative leave pending an investigation.

United’s new “*Customer Solutions Desk*” rolls out systemwide



Earlier this summer, we announced the creation of a new, dedicated team (originally referred to as the Customer Service Solutions Desk) to help employees with creative solutions to ensure customers reach their final destinations when their travel plans don't go as expected. This team sits within our Network Operations Center and provides one-stop-shop support when airport employees or leads in contact centers need additional help with unique operational situations. The desk was initially launched as part of a pilot, as we worked to define best practices before a full system rollout. Now, after months of hard work by the team, we have officially roll out the desk's capabilities to all stations.

The team has already assisted in a wide range of notable situations by helping to coordinate solutions and proactive customer outreach when needed. Here are just a few examples of what the team has assisted with:

The USA Men’s Basketball Team tweeted to us about its delay on another airline and the possibility of missing its connecting EZE (Buenos Aires, Argentina)-IAH United flight. The desk quickly worked with the IAH team to coordinate a swift connection and brief hold of the flight. The basketball team members were all smiles when they successfully made their flight.

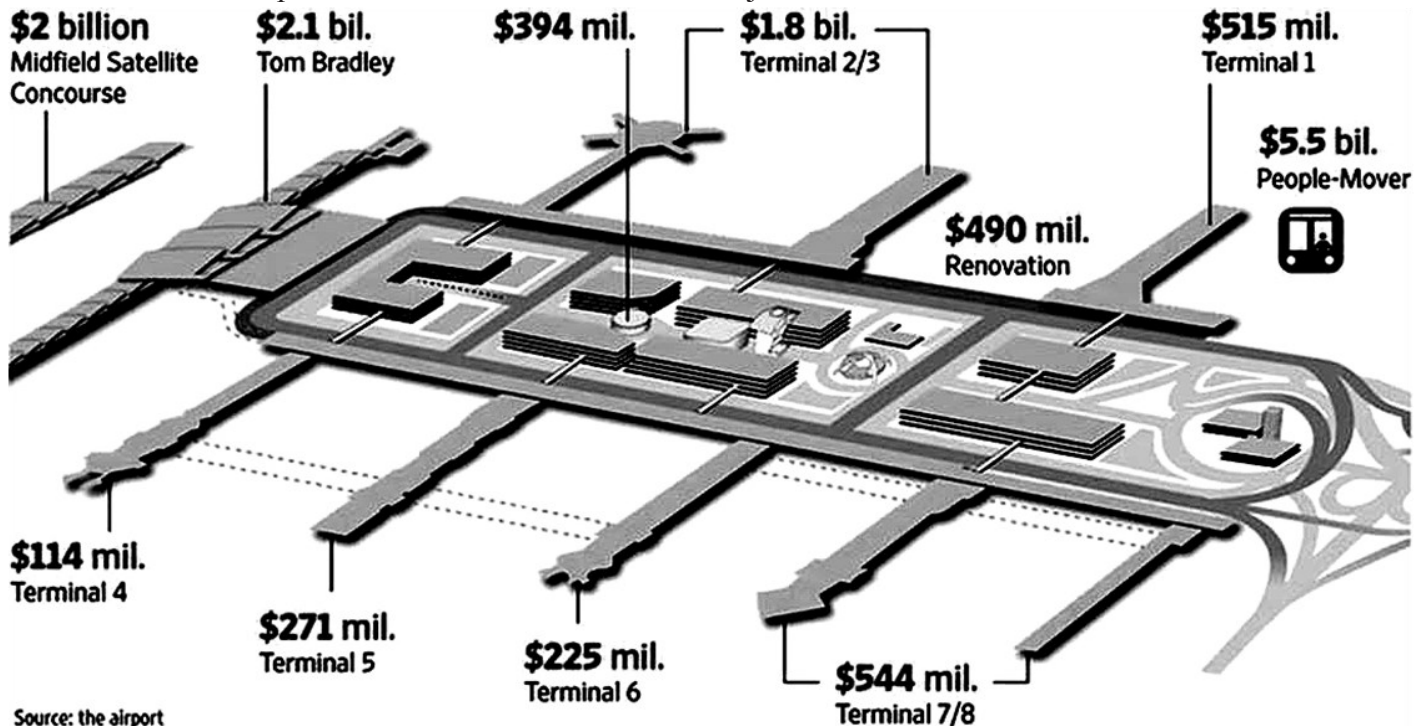
Following a four-hour delay on a DSM (Des Moines)-ORD flight, a youth baseball team heading to NRT was protected on a flight for the following day. However, there was another option to send the team on a flight to HND (Haneda, Japan) instead to avoid an extra overnight in Chicago. The desk helped to coordinate the adjustment, working with social media to communicate with the group and the local ORD team to ensure the group was well taken care of during their flight connection.

While in flight to ATH (Athens), a family discovered their young son had developed a respiratory problem. The crew quickly diverted the flight to the small island of Azores, Portugal. The child was taken to the local hospital, where he stayed for three nights. The team remained in contact with the family every day to ensure their needs were taken care of, and when their son was healthy for travel, they rebooked the family on another flight.

LAX is the fastest growing U.S. airport

By Scott McCartney/The Wall St. Journal

Los Angeles International Airport, already the second-biggest airport in the U.S. after Atlanta, is undergoing a major expansion. Airlines have pumped in new flights. A massive rebuilding is underway. Five carriers—American, Delta, United, Southwest and the Alaska/Virgin America combination—now have big operations at LAX. No other airport in the world is a hub for five major airlines.



Source: the airport

More flights mean cheaper fares. The average ticket price from LAX to all destinations was 11% lower in the second quarter compared to the same period in 2015. The number of airline flights at LAX was up 9% in 2016 to 623,011 compared to the previous year, according to the airport. Smaller cities like Tucson, Ariz., and Austin and San Antonio in Texas have direct flights to Los Angeles on four different airlines. Passengers keep filling new flights, making LAX the fastest-growing airport in the U.S. among the 20 biggest airports, according to Federal Aviation Administration data. “It’s probably the most competitive airfield in the U.S.,” says Ranjan Goswami, Delta’s vice president in Los Angeles. To continue growth, Delta is embarking on a close-to \$2 billion rebuilding of its terminals at LAX starting next spring.

More flights mean cheaper fares. In the second quarter this year, the average ticket price from LAX to all destinations was \$375 round-trip, 11% lower than the same period two years earlier, according to Expedia. The average round-trip ticket for Los Angeles-Seattle, where five airlines compete head-to-head, was \$200 roundtrip on Expedia, down 29% from \$280 in the second quarter of 2015. Chicago O’Hare tickets on Expedia averaged \$330, down 13%.

About \$14 billion is being spent to rebuild and expand LAX. Most of the nine terminals have undergone renovation or are under construction. A new concourse is going up. Construction of a 2.25-mile people-mover train that would link remote parking garages, a rental car center and a city mass transit stop to the central terminal area is going out for bid; ground-breaking should be next year. Southwest and United airlines each are starting to push for an additional terminal.

But how much is too much? Last summer, airplanes parked in remote locations waiting for gates. Runway and taxiway construction added to delays. The on-time arrival rate in June 2016 fell under 70%—only New York LaGuardia was worse. And passengers and greeters found themselves parked, too—barely moving on the congested “horseshoe” drive fronting the central terminal area. This summer has been better, airlines and airport officials say. One major change was moving Delta from Terminal 5 and 6 on the south side to

Terminals 2 and 3 on the north side, part of a major gate shuffle by airlines in May. That rebalanced airplane traffic. The airport is also trying new ways to reduce vehicle traffic in the horseshoe, working a test with Uber to have drivers pick up new rides almost immediately after dropping someone off.

The airport says rebuilding is essential. Even with the efforts to cut traffic this year it still can take an hour or more to get into the central terminal area by car or bus from outside the airport, says Deborah Flint, chief executive of Los Angeles World Airports, the airport operator. “We’ve got to improve the experience here,” says Ms. Flint. “As much as we’re focused on growth and development, we’re focused on modernization and improving the guest experience.”

Renovations were put off for many years, leaving terminals in need of major structural work across the airport. “They weren’t built for the capacity we’re putting through these terminals today,” says Suzanne Boda, American’s senior vice president, Los Angeles. Rebuilding the Tom Bradley International terminal was a big step that triggered a lot of traffic growth. Built in a rush before the 1984 Olympics, the Bradley terminal was bare-bones and bleak, with nary a hot dog available once inside security. At a cost of \$2.1 billion, it’s now light and airy with twice the square footage. Travelers find top local restaurants and posh shopping like Gucci and Michael Kors. A midfield concourse with 12 additional gates will open in a little more than two years to accommodate flights that today don’t have gates and park remotely to unload passengers onto buses.

Los Angeles offers the alluring combination for carriers of strong business travel, with entertainment and other industries that buy first-class tickets, plus robust leisure travel. “Carriers wouldn’t be putting in flights if they weren’t making money,” says John Kirby, Alaska’s vice president of capacity planning. He thinks a shakeout won’t come until the economy in Southern California slumps.

Some airlines wonder if the industry is over-expanding, as it has done in the past. “There’s a long history of airlines falling in and out of love with California and particularly LAX,” says Andrew Watterson, Southwest’s chief revenue officer. “It’s quite possible all these grand plans don’t come to fruition for every single airline.”

Southwest is in it through boom and recession, he says. The airline is making seismic enhancements to Terminal 1, along with remodeling and expansion. Gate areas are being enlarged to accommodate bigger passenger loads and expand retail space. The airline is increasing gates to 13 from 10, and is in the planning process for another terminal.

United says it will complete its terminal (7 and 8) overhaul, worth more than \$540 million, next year and is committed to expanding after some shrinking. In October, it will add a non-stop flight between LAX and Singapore, one of the longest routes in the world. “We intend to be a significant player in Los Angeles forever,” says Andrew Nocella, United’s chief commercial officer.

American became the largest carrier at LAX two years ago, according to airport data, and has continued to expand, now up to 200 flights a day. In the last 18 months, American added or announced 24 new destinations from LAX, including Sydney, Auckland and Hong Kong. Flights to Beijing start in November.

Delta, like American, has been rapidly growing, though both backed off some this summer to ease congestion delays. Delta is up to 180 departures per day, says Mr. Goswami. Six years ago, it had half as many.

Delta moved terminals in May, increasing its gates to 23 from 16. In its old terminal, Delta was running 10.5 flights per day at each gate, creating huge congestion and delays when a few flights got off schedule. Now Delta is down to eight flights per gate daily at LAX. Taxi times have been reduced by four minutes on average and the number of flights this summer that had to wait more than 30 minutes for a gate at LAX has been cut in half.

I MISS THE DAYS WHEN THE SCARIEST THING ON TV WAS 'THE TWILIGHT ZONE...'

AND NOT THE NIGHTLY NEWS.

United's First retrofit Polaris 767 in service

Our first Boeing 767-300 retrofitted with the United Polaris business class seats and other amenities entered service Sept. 8 on a EWR-LHR (London) flight and was an immediate hit with customers in both cabins. The aircraft, #6444, is the first of 14 767-300s to be modified in this phase, which will run through 2018. Two others are undergoing modifications and will rejoin the fleet this fall.



We offer the United Polaris seats on the 14 Boeing 777-300ERs we added to the fleet this year, and we have another four of those on order for 2018.

On both fleets, the United Polaris business class seats feature all-aisle access seating with increased privacy, increased bed length and increased seat width. In addition, the 767-300 retrofit offers our most generous United Economy seat, with its 18.5-inch width, new leather covers and improved inflight entertainment.

The remodeled 767s also feature larger overhead bins, power at every seat, modern lavatories and new cabin branding and design updates.

An editor from travel site The Points Guy was on the inaugural flight for the modified airplane, and posted a very positive review that stated, "Passengers in both cabins definitely took note of the fresh interior - I wouldn't have been surprised one bit if they thought this plane had been delivered from Boeing just days before."

United brings fashion, function & comfort to the friendly skies



United Airlines announced that it has partnered with three world-class design and apparel companies – Brooks Brothers, Tracy Reese and Carhartt – to inspire and create a new line of uniforms for the carrier's more than 70,000 front-line employees. Additionally, United will partner with TUMI, the leading international brand of premium travel, business and lifestyle accessories, to be the official luggage provider for all 24,000 flight attendants.

Committed to a best-in-class uniforms program, earlier this year the airline started what will be a multi-year process to ensure the proper amount of time for collaboration among employees, labor leadership and the partner brands as well as ample time to test uniforms before finalizing designs and materials. Working closely with labor leadership for all front-line teams, employee feedback will be used to inform every aspect of the design process, which will be followed by multiple thorough wear tests with employees to ensure optimal comfort and functionality of designs and materials. The process is structured to deliver comfortable, durable and fashionable uniforms that United's talented aviation professionals will feel proud to wear while performing their varied roles.

Based on employee feedback from focus groups, open houses and surveys, United identified a variety of distinct brands to meet the needs of employees and help deliver the company's next-generation uniform program. Over the last several months, Tracy Reese and representatives from Brooks Brothers and Carhartt met with employees at all of United's U.S. domestic hub locations. United anticipates rolling out new uniforms in 2020.

From United Airlines, an Invitation-Only Restaurant at Newark

By Shivani Vora/New York Times



The online chatter and curiosity surrounding Classified, the invite-only restaurant at Newark Liberty International Airport for United Airlines fliers, started soon after the carrier began emailing invites to a select few customers in late August. “Shh... it’s Classified,” the email was titled. Part of the text read, “The creators of Classified have created a bright and airy dining space that’s hidden away for those lucky enough to get an invitation.” This coveted invite doesn’t equal a free meal: dining at the “secret” restaurant can easily run upward of \$100 for two people, and that’s without alcohol.

Is the hype justified? I had lunch at Classified, and although my experience wasn’t completely objective (I wasn’t able to dine there anonymously due to security constraints), I will say that dishes I tried were tasty and the space was a design delight. Situated in Terminal C after security, the 36-seat restaurant opened on Aug. 24 and serves farm-to-table fare. The acclaimed New York City chef Marc

Forgione, who has an eponymous restaurant in downtown Manhattan, had a hand in creating the menu, and the well-regarded New York City-based architect David Rockwell is behind the design.

Classified is run by OTG, a company that designs, builds and operates restaurants and stores in airport terminals and is United’s partner in a \$120 million overhaul of Terminal C; by the end of the year, OTG expects to have opened 55 restaurants and stores in the terminal, according to Eric Brinker, the company’s vice president for experience.

Since I didn’t have a plane ticket, Mr. Brinker had to escort me to Classified and stay near me throughout because according to Transportation Security Administration rules, the escort and the escorted always have to be within earshot and visibility of each other. My other companion was my father, Vikesh, who has 1K status with United, meaning he flies at least 100,000 miles a year with the airline; in fact, he was among the group that actually received a Classified invite.

United is staying mum on which fliers get asked to dine. Maggie Schmerin, a spokeswoman for the airline, said, “It is invitation only, exclusively for United customers.” While my dad got the ask, other United frequent fliers reportedly did not, including Zach Honig, the editor in chief of the online travel site the Points Guy.

I may not be able to shed light on how invitees are determined, but I can divulge Classified’s “secret” location: the restaurant is tucked down a hallway behind the French bistro Saison. Fliers with a reservation are met at Saison’s entrance by an OTG employee and escorted to the sleek and airy room, which overlooks United planes waiting at the gates and has dark oak floors, navy leather banquettes and clusters of overhanging gold lamps.

Classified is open from breakfast through dinner and will serve brunch on weekends starting in October. It has an extensive wine and spirits list with many high-end choices such as a 30-year-aged scotch from the Macallan, which runs \$125 for an ounce-and-a-half pour.

Michael Coury, the executive chef for OTG, oversees the cuisine and said that the menu will change seasonally and even weekly, with a large part of the produce coming from Union Square Greenmarket, in New York City. “The staff of cooks visits the market at least three times a week,” he said.

My father and I ordered our food from the iPads affixed at every seat. We tried only a handful of the dishes, but the menu also includes several iterations of eggs at breakfast, more than a half-dozen sandwiches at lunch and at both lunch and dinner, a raw bar and a variety steaks cooked on a wood-burning grill. Overall, the food and the setting — along with the price of the meal — matched that of any upscale, contemporary restaurant in New York.

Classified may be limited to a handful of United customers, but every flier with the airline will be able to try OTG’s next restaurant at Terminal C, Tsukiji Fish Room. Named after Tokyo’s famous Tsukiji Market, the grab-and-go spot is opening sometime in October and will sell sashimi and sushi using fish from the namesake market. The seafood will be flown into the airport from Tokyo several times a week on — what else? — a United plane.

United Airlines to launch nonstop Houston-Sydney flight



United Airlines reaffirmed its commitment to Houston with the announcement that it will begin daily, nonstop service between its Houston hub and Sydney on January 18, 2018.

UA 101 Depart Houston (IAH) 8:00 p.m. Arrive Sydney (SYD) 6:30 a.m. +2 days later

UA 100 Depart Sydney (SYD) 11:50 a.m. Arrive Houston (IAH) 10:35 a.m. same day

The new flight will be the only nonstop service to Australia from Houston and offers customers from Houston as well as from hundreds of cities across the U.S. the opportunity to conveniently travel to Sydney. United currently serves Sydney nonstop from its West Coast hubs in Los Angeles and San Francisco.

At 8,596 miles, this flight will be United's second longest. Together with its service from Los Angeles and San Francisco to Singapore, United will fly the three longest flights by a U.S. carrier, making United the leader in ultra-long haul flights.

Scott Kirby, president of United Airlines said, "Our Houston hub is stronger than ever and it continues to be an absolutely vital part of our industry-leading network. We are honored to have served this vibrant city for nearly half a century, and this exciting intercontinental flight is one more way we are demonstrating United's commitment to our customers who call Houston home as well as the millions of customers who connect through Houston each year. This new route will serve more than 70 cities across North America making one-stop service to Sydney faster and more convenient than ever before."

For example, customers originating in Charlotte, North Carolina have to fly to Chicago to connect to San Francisco to get to Sydney on United today. With United's new schedule at Houston, customers would now have just one stop at Houston to get to Sydney – saving hours off the journey by reducing the number of connections.

United Airlines takes Home CIO 100 Award



Using the latest cutting-edge technologies that allow its employees to provide better service to customers no matter where they are or what situation they face – that's the underlying philosophy behind United Airlines' bold new mobile strategy, an approach that earned the carrier a coveted spot on this year's list of CIO 100 Award winners.

Over the past few years, United has invested heavily in mobility, untethering a large percentage of their workforce and enabling them to better perform their duties on the move. There are currently 60,000 devices in the hands of United's employees around the world, each one equipped with a variety of applications designed to solve problems that customers encounter when traveling.

"This recognition is the culmination of a massive team effort, in terms of research, development and rollout, intended to revolutionize how our employees interact with customers," said Jason Birnbaum, United's vice president of operations technology, one of the leaders responsible for the company's mobility push. "One of our aims was to take our agents from behind their podiums and put them out into the terminals, where they could do things like change seat assignments, re-book passengers and print luggage tags right where the customers are. A re-booking transaction that would have taken 10 minutes under the old, stationary system now takes less than two. And those are just some of the many examples of ways we are making the day-of-travel experience better."

Perhaps most notably, United is the only airline with employee mobile devices that are both Wi-Fi and cellular-enabled, giving them a valuable contingency plan when technical outages occur. And with its own in-house development shop turning out custom apps, United is uniquely positioned to better serve its customers and employees through mobility. Most recently, many of the technicians at the airline's seven hubs began using iPads to perform some of their checks, significantly improving the speed in which they can clear an aircraft once repairs are completed. Those tools will soon roll out to all of United's airports, meaning significant reductions in maintenance downtime.

Retired American F/As cleared to continue suing over pass status

by Scott Holland



A group of American Airlines retired flight attendants will be able to continue their lawsuit against the company over changes to their priority boarding status, which they claim was guaranteed to them as a retirement benefit.

In an opinion issued August 16 in federal court in Chicago, Judge Sharon Johnson Coleman allowed the bulk of the complaint of 16 retired flight attendants to proceed after the airline requested a dismissal of the entire second amended complaint.

According to Coleman's opinion, the retirees allege breach of contract, promissory estoppel and negligent and intentional misrepresentation because American altered their priority boarding status, a component of their travel benefits. It did so in September 2014, following a 2013 merger with US Airways.

The retirees say the company policy is that employees are allowed to permanently maintain their American travel classification at the time they left the company. They said the company policy was included in various printed materials and handbooks. All 16 plaintiffs had D2 boarding priority status when they retired, and said they accepted early retirement offers based on the promise of maintained travel classifications and other benefits. The benefit extends to spouses or company-recognized domestic partners and dependent children and offers unlimited D2 travel on American Airlines and American Eagle carriers.

Under their new, lower classification of D2R, the plaintiffs say "they have routinely and regularly been bumped from flights and have been unable to travel," according to Coleman.

In moving to dismiss, American said the plaintiffs failed to identify the contract it allegedly breached. Whereas the plaintiffs cited the company's TRIP Book, an employee handbook, American said that document is not a contract because it expressly allows the carrier to unilaterally terminate or modify the terms in at least five separate sections.

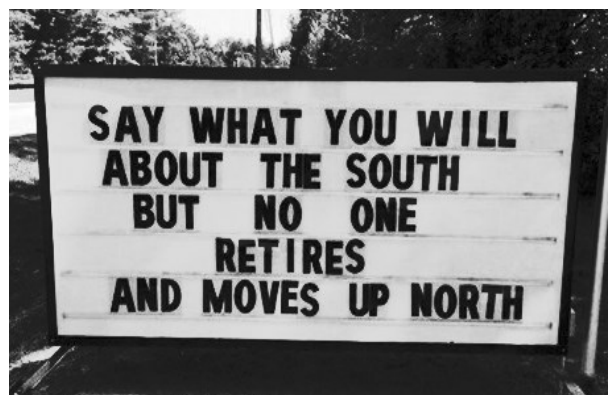
Coleman sided with the retirees, writing the book "contains clear enough language that employees and retirees meeting certain eligibility requirements would believe an offer has been made for them to receive specific travel benefits." She said the language allowing American to change the terms "does not disclaim the actual formation of a contract." She further said the codified promise of travel benefits "for the life" of the retiree conflicts with the power to modify benefits, resulting in enough ambiguity to allow the lawsuit to proceed.

She similarly agreed with retirees in their promissory estoppel request, framing that decision in context of the decision to accept early retirement based on the incentives outline in the handbook as well as 2008 and 2011 letters from M. Burdette, American's vice president of employee relations. As with the breach claim, Coleman said she "must construe all inferences in favor of plaintiffs when deciding a motion to dismiss."

However, Coleman did agree with American that the retirees failed to meet the heightened requirements to be allowed to press their claim for intentional misrepresentation. Specifically, she said they did "not identify who made the representations or when precisely they were made" and therefore failed to state a claim.

She did allow the retirees to maintain their claim of negligent misrepresentation. While American argued again the language in its handbook gave sufficient notice to retirees that benefits could change, demonstrating reliance on the lifetime provision would not be reasonable or justifiable, "reasonable reliance is usually a question of fact that is not appropriate for resolution on a motion to dismiss unless the undisputed facts lead to only one possible conclusion."

The retired flight attendants are represented in the action by attorneys with the firm of Slavin & Slavin LLC, of Chicago, and The Law Office of Robert B. Williams, of Chicago.



SFO makes changes for pilots and ATC after Air Canada close call

By Matthias Gafni/Bay Area News Group



SAN FRANCISCO — In the wake of the July near-collision at San Francisco International Airport, federal officials have made significant changes to how pilots land at the airport and how many air traffic controllers must be working in the tower during nighttime hours.

The Federal Aviation Administration also plans to begin testing modified radar systems in a few months at its Aeronautical Center in Oklahoma City — and possibly also at the San Francisco airport — to allow the facility’s ground surveillance systems to alert air traffic controllers when an aircraft is attempting to land on a taxiway rather than a runway, as happened in the SFO incident. Those systems were originally designed, according to the FAA, to prevent runway incursions and runway collisions, not taxiway mishaps.

“Just about every safety improvement in aviation was written in blood or the aftermath of an egregious mistake or a screw-up,” retired United Airlines Capt. Ross Aimer, an aviation safety consultant, wrote in an email. “I think all three improvements (by the FAA) are a welcome sight and long time to come. Too bad it took a near disaster for them to finally happen!”

On July 7, Air Canada Flight 759 flew as low as 59 feet off the ground before the pilot aborted his landing, flying dangerously close to four other aircraft awaiting takeoff with an estimated 1,000 passengers on board all the planes, according to an ongoing National Transportation Safety Board investigation. Federal investigators determined that the Air Canada plane dropped off the air traffic controller’s ground surveillance system radar during its final 12 seconds on approach.

Since the close call, the FAA no longer allows visual approaches for aircraft approaching SFO at night with an adjacent parallel runway closed, according to spokesman Ian Gregor. On July 7, Runway 28-Left was closed and darkened, and the Air Canada flight crew told investigators that they shifted their sight-line to the right, causing them to believe Taxiway C was their approved runway, Runway 28-Right. Taxiway C runs parallel to 28-right.

“When these conditions prevail, our controllers (will) issue pilots Instrument Landing System approaches or satellite-based approaches, which help pilots line up for the correct runway,” Gregor said.

Sources have said the Air Canada pilot did not use his computer guidance instruments on the July 7 errant approach, which is not uncommon.

Shem Malmquist, a Boeing 777 pilot who has landed many times at SFO, said the new requirements are a positive step as instrument approach would provide precise guidance and clear indications if a pilot veers off course.

“Our human visual systems evolved for land-based creatures that moved only as fast as their legs could carry them,” Malmquist wrote in an email. “We adapt pretty well, but flight with its combination of height, weather and speed, can fool them. The use of an instrument approach keeps the pilots closely aligned with the runway threshold.” Malmquist said challenges at SFO under such conditions are largely the result of noise-abatement requirements that keep planes at higher altitudes than normal and farther east over the bay. Pilots must take an angled approach, settling into the normal straight-on landing path when they are closer to landing.

In the tower, the FAA will now require two controllers to remain in position during busy late-night hours, Gregor said. Two controllers were working at the time of the SFO incident, he said, but only one was in the tower, and that individual was busy talking to another facility in the final seconds of Air Canada’s botched approach. “Following the event, SFO tower management adopted a policy requiring two controllers to be on position working traffic until the late-night arrival rush is over,” Gregor said. Malmquist said that change is good but, as other sources have said, it’s difficult for an air traffic controller at the SFO tower to determine whether an incoming plane is lined up with the runway or adjacent taxiway.

“So reliance on the (air traffic controller) radar becomes more critical — which means it has to work!” Malmquist said. “That said, more eyes are always better as they would offset bias, distraction and other factors.”

Taxiway confusion is not unheard of. In a Dec. 8 FAA memo, the agency reminded pilots that aircraft landing or departing on the wrong runway, taxiway or airport are “among the highest-profile and most dangerous events in aviation.” Those events average about 24 per year, according to the report, but increased to more than 60 in 2016.

“The common denominator for most wrong surface landings/departures was the lack of situational awareness, with closely spaced parallel runways, off set parallel runways, or taxiways which run parallel with runway,” according to the FAA.

The agency provided an example of when a Boeing 737 landed on a parallel taxiway that ran between two parallel runways at Seattle-Tacoma International airport. The FAA also said controller workload or radar limitations that preclude timely intervention by air traffic controllers could contribute to such incidents — both played roles in the SFO incident.

New FAA certification rule for small airplanes becomes effective



On August 30, the final rule overhauling airworthiness standards for general aviation airplanes published in December of 2016 officially went into effect. The Federal Aviation Administration (FAA) expects this rule will enable faster installation of innovative, safety-enhancing technologies into small airplanes, while reducing costs for the aviation industry.

With these performance-based standards, the FAA delivers on its promise to implement forward-looking, flexible rules that encourage innovation. Specifically, the new part 23 revolutionizes standards for airplanes weighing 19,000 pounds or less and with 19 or fewer passenger seats by replacing prescriptive requirements with performance-based standards coupled with consensus-based compliance methods for specific designs and technologies. The rule also adds new certification standards to address GA loss of control accidents and in-flight icing conditions.

This regulatory approach recognizes there is more than one way to deliver on safety. It offers a way for industry and the FAA to collaborate on new technologies and to keep pace with evolving aviation designs and concepts.

The new rule responds to Congressional mandates that direct the FAA to streamline approval of safety advancements for small GA airplanes. It also addresses recommendations from the FAA’s 2013 Part 23 Reorganization Aviation Rulemaking Committee, which suggested a more streamlined approval process for safety equipment on those airplanes.

The new part 23 also promotes regulatory harmonization among the FAA’s foreign partners, including the European Aviation Safety Agency, Transport Canada Civil Aviation, and Brazil’s National Civil Aviation Authority. Harmonization may help minimize certification costs for airplane and engine manufacturers, and operators of affected equipment, who want to certify their products for the global market.

This regulatory change is a leading example of how the FAA is transforming its Aircraft Certification Service into an agile organization that can support aviation industry innovation in the coming years. AIR Transformation improves the efficiency and effectiveness of the Aircraft Certification Safety System by focusing FAA resources on up-front planning, the use of performance based standards, and a robust risk-based systems oversight program, while leveraging Industry’s responsibility to comply with regulations.



FAA works with Florida drone operators to speed hurricane recovery

Posted September 15



After the widespread devastation Hurricane Irma wreaked on Florida, unmanned aircraft – more popularly, drones – have been invaluable in supporting response and recovery efforts in the battered Sunshine State.

When Irma’s winds and floodwaters damaged homes, businesses, roadways and industries, a wide variety of agencies sought Federal Aviation Administration authorization to fly drones in the affected areas. The FAA responded quickly, issuing a total of 132 airspace authorizations to ensure the drones can operate safely.

For example, the Air National Guard used drones normally tasked for combat operations to perform aerial surveys. The drones allow the Guard to assess disaster-stricken areas quickly and decide which are the most in need of assistance. Similarly, U.S. Customs and Border Protection sent drones from Corpus Christi to Florida to help map areas in Key West, Miami and Jacksonville, using radar to survey geographic points on infrastructure such as power plants for The Federal Emergency Management Agency.

The private sector is playing its part as well. For instance, Airbus Aerial, the commercial drone services division of Airbus, is helping insurance companies act more quickly on claims coming in from homeowners. The company is combining data from drones, manned aircraft and satellite data to give a clearer overall image of specific locations before and after an incident.

Irma left approximately 6 million Floridians without electric power as temperatures remained in the mid-80s, so bringing the power grid back up is critical. In the northern part of the state, Jacksonville Electric Authority (JEA) is using drones to assist not only with power restoration, but also to ensure the safety of its crews. JEA said it was able to get all its damage assessments done within 24 hours after the storm passed through.

Drones also have played a significant role in helping Florida Power and Light (FPL) restore electricity – especially air conditioning – for its 4.4 million customers. The company has 49 drone teams out surveying parts of the state still not accessible by vehicles. Some of the drone operators FPL hired were flying within an hour after the storm winds subsided. FPL cited the recovery effort as a stellar example of cooperation by local, state and federal authorities, including kudos for the FAA.

The search and recovery effort in Florida followed all too soon on the heels of similar operations in the Houston area, where drones played a vital role as well. The FAA issued 137 authorizations, sometimes within a few hours, to drone operators performing search and rescue missions and assessing damage to roads, bridges and other critical infrastructure. In addition to the direct response and recovery efforts, several media outlets flew drones over Houston to provide coverage to local residents and the world about flooding and damage in the area.

The FAA’s ability to quickly authorize unmanned aircraft operations after both Irma and Harvey was especially critical because most local airports were either closed or dedicated to emergency relief flights, and the fuel supply was low. FAA Administrator Michael Huerta neatly summed up the importance of drone operations to Irma and Harvey recovery operations in a speech to the InterDrone conference last week:

“Essentially, every drone that flew meant that a traditional aircraft was not putting an additional strain on an already fragile system. I don’t think it’s an exaggeration to say that the hurricane response will be looked back upon as a landmark in the evolution of drone usage in this country.”

The FAA is also helping with another key part of the Irma recovery by moving a second mobile air traffic tower from Connecticut to Key West, FL to provide a safe, sheltered environment for air traffic controllers to manage relief traffic at the airport. Earlier this week, the FAA shipped another mobile tower to storm-battered St. Thomas by air to support controllers there. The tower for Key West is scheduled to leave Connecticut today on a truck and arrive in Key West in the next few days.

**I’m so
thankful I
had a
childhood
before
technology
took over.**

FAA announces \$151.1 million in infrastructure grants to 66 airports in 35 states



U.S. Department of Transportation Secretary Elaine L. Chao today announced the Federal Aviation Administration (FAA) will award \$151.1 million in airport infrastructure grants to 66 airports in 35 states across the United States as part of the FAA's Airport Improvement Program (AIP).

"The Airport Improvement Program helps to maintain our aviation infrastructure and supports safety, capacity, security and environmental improvements," said Secretary Chao. "This is an important investment in these airports and the economic vitality of their respective communities."

The airport grant program funds various types of airport infrastructure projects, including runways, taxiways, and airport signage, lighting, and markings, all of which help to create thousands of jobs.

To date this year, the U.S. Department of Transportation has announced more than 1,500 new grants to nearly 1,300 airports for a total of \$2.5 billion. These grants will provide funds for 620 runway projects and 533 taxiway projects that are important to safety and efficiency of the nation's system of airports.

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.

PIT Airport to allow nonfliers through security checkpoints

The Pittsburgh International Airport is about to become the nation's first airport to allow nonfliers through the security checkpoints to shop and dine within the terminals.

But American Airlines flight attendants think the new program, set to start Tuesday, is a bad idea that will make it easier for terrorists to get access to the airport and will frustrate travelers with longer screening lines.

"Beyond security concerns, having shoppers clog already frustratingly long TSA security lines will lead to flight delays and more passengers missing flights, especially during the busy holiday season," said Bob Ross, national president for the Assn. of Professional Flight Attendants, which represents the American Airlines workers.

TSA officials say everyone entering the airport will undergo the same screening procedure, but travelers will get priority. If the lines get too long, airport officials will stop allowing nonfliers into the screening lines, TSA officials said.

Pittsburgh airport officials say the new program should not create a jam-up at screening checkpoints because nonfliers will be allowed in during the nonpeak hours of 9 a.m. to 5 p.m., Monday through Friday.

Also, nonfliers have been allowed into the airport during the holiday shopping season over the last three years with no problems, said Bob Kerlik, a spokesman for the airport.

"We don't envision an impact to the wait times at all," Kerlik said.

There are no plans yet to expand the program to other airports, but the flight attendants union worries that other major airports, looking to boost tax revenue and sales, could be tempted to adopt a similar plan.

The Tom Bradley International Terminal at Los Angeles International Airport underwent a \$1.9-billion makeover in 2013 that included more than 60 new shops and eateries. LAX officials said they have not discussed plans to adopt a program to allow nonfliers past the screening checkpoints.

**A Billion dollar idea: A smoke detector that shuts off when you yell
"I'm just kooking!"**

How Boeing is approaching the future of pilotless airliners

By Stephen Trimble/flightglobal.com



Sometime next year Mike Sinnett, Boeing's vice-president of product development, will enter a small, experimental aircraft and – he hopes – do nothing.

Boeing Commercial Airplanes (BCA) has started exploring autonomous flight technology for passenger-carrying aircraft and Sinnett, as a pilot and engineer, plans to fly in – as opposed to “fly” – the first test subject. Boeing's newly developed, machine-learning software is already loaded into a flight simulator, which Sinnett and

his team have been using to refine the algorithms. But the real test will come next year when flights begin with Sinnett on board, as the software makes decisions that respond to changes in the environment. “I'm not ready to talk yet about what those decisions are,” Sinnett says, speaking to journalists earlier this summer. “And I'm not going to close the loop on the airplane. But I'm going to make sure the decision is made with the same set of inputs that pilots use to make decisions and I'll record the decision that the airplane makes.”

Boeing has not publicly identified the aircraft Sinnett will use next year, except to describe it as a small and far less complex than a commercial transport. But the size and complexity of the test aircraft will escalate several levels in 2019, as Boeing reintroduces a 787 into the ecoDemonstrator fleet. Taking incremental steps towards greater autonomy, the ecoDemonstrator 787 will incorporate software to manage taxi and take-off in place of a pilot, Sinnett says.

An ecoDemonstrator 787 is being readied to test systems for autonomous taxi and take-off. The ecoDemonstrator is tasked with evaluating technologies that could be used on future or existing Boeing aircraft. By studying new autonomous control modes on the 787 ecoDemonstrator in 2019, Boeing could have the technology ready to appear on its next clean-sheet aircraft. Boeing has proposed developing a family of new aircraft after 2024 to fill a perceived gap between the 737 Max 10 and the 787-8.

It's an extraordinary move within BCA. Although sister businesses in the defense and space markets are deeply experienced with autonomous vehicle control, BCA's approach to cockpit architecture for passenger-carry transports emphasizes that a human pilot has ultimate control. Even in an age with flight envelope protections enabled by fly-by-wire controls and auto-landing systems, the pilots of 777s and 787s are never “out of the loop.” Sinnett acknowledges the cultural shift, then points out that BCA is not yet committed to developing an autonomous airliner. “We're not going there yet. We're exploring,” he says.

Indeed, there are few signs the commercial transport market is prepared for such a disruptive shift. As a whole, the industry is more profitable than ever and all projections point to continued traffic growth for the foreseeable future. But that very traffic growth sets the industry up for a tough challenge: where are all the pilots going to come from? To meet projected demand for new aircraft, Boeing estimates that airlines will need to hire two million workers over the next 20 years, including 637,000 pilots. An ever-shrinking pool of military-trained pilots means airlines could struggle to find enough classic “aviators” with a rich depth of aviation knowledge and expertise.

Twenty years from now, Sinnett wonders, are pilots going to be operators of machines rather than aviators? “That drives you to think of things differently,” he says. “The pilot is ultimate authority of a commercial aircraft today, but that's an experienced pilot with the right level of proficiency and the right level of aeronautical knowledge. If the assumption that all of those pilots will always be available is shown to be an invalid assumption 10 years from now or 20 years from now, then we have to have a different plan.”

Boeing is not the only company contemplating the possibility of passenger-carrying aircraft with fewer or no flightcrew within 20 years.

The research arm of Swiss bank UBS published a report on 7 August that notes it would be feasible to operate “remotely controlled airplanes carrying passengers and cargo” by about 2025, potentially saving the world's airlines \$26 billion a year in foregone pilot salaries, reduced fuel bills and lower training costs. Although bank's researchers elaborated on the financial benefits of a shift to pilotless aircraft, they recognized that the industry was unlikely to be ready within eight years to employ such technology. And,

even if the industry can overcome regulatory barriers, airlines can expect to find that the population is mostly unwilling to fly in a pilotless aircraft. Still, if it can be achieved, an automated cockpit solves two of the industry's most intractable problems at the same time: a pilot shortage and creeping labor costs.

The regulatory barriers, however, are significant. For this reason, the industry seldom transitions to the full employment of a new technology in one great leap. There are usually smaller steps. A common example is the transition to carbonfibre-based structures instead of metal. The first applications appeared in the 1970s on secondary structures, such as the rudder for the Airbus A310. By the early 1990s, Boeing was ready to replace metal with carbonfibre on the empennage of the 777. More than 15 years later, the 787 entered service with a carbonfibre fuselage and wing – nearly 40 years after the first application.

Some would argue the transition to an automated cockpit also started about 40 years ago. That was when US and European regulators accepted a two-person cockpit, which removed a requirement for a flight engineer. Since then, the industry has introduced new autopilot features, including autoland, which allows the aircraft to navigate final approach and landing by itself in certain situations at qualified airports.

Sinnett offers a possible roadmap for a step-by-step, incremental transition from the crewed cockpit of today to a fully pilotless aircraft. He notes that some airlines that operate a 777 on a 16 hour mission require five pilots on board: a captain, a first officer, a two-person reserve crew and one pilot dedicated to the cruise stage of the flight. By introducing more automated redundancy in the cockpit, the five-pilot crew might be the first thing to go. "Some of the first steps might be to go from five [pilots] to four, and then from four to two to reduce the number of augmented crewmembers on the flight. That may be the first step along the way," Sinnett says.

"Another step may be to go from two pilots during cruise to one pilot during cruise and [another] pilot on board the airplane, but maybe getting meaningful rest. It could be that you have a one-pilot operation."

Single-pilot cockpits are banned for most types of commercial operations today, but there are exceptions. Sinnett notes that the US Federal Aviation Administration allows certain airlines to fly up to 10 passengers with a single crew member. One example is US regional carrier Cape Air, which operates nine-seat Cessna 402s with a single pilot.

"We as a society are willing to accept the risk – given the size of the airplane, the number of people on board and the weight of the airplane – that it can be operated by a single pilot," Sinnett says. "As a society, you can ask the question: if it's okay for a single pilot to fly 10 passengers in a certain airplane type, why would it not be okay for a single pilot to fly a freighter with no passengers on board, and right now that is not allowed. That is also potentially one of the steps along the way."

Of course, the step beyond single-pilot is no pilot. As Boeing considers the path for introducing higher levels of automation, the company still is not sure whether this should be the last step or the first. In the latter example, the industry would bypass the step-by-step process and leap as quickly as possible to a pilotless cockpit.

A big hurdle will be getting passengers to accept pilotless aircraft. "What isn't clear yet to anyone in the industry – ourselves included – is whether it's a single step from what we have today to full autonomy, or whether it happens in step-wise improvements over time – each of which retains the same level of safety integrity that we have today. We don't know the answer to that question," Sinnett says.

"You can imagine if you took those successive steps it might take a lot longer to go from where we are today to all the way. You can imagine six steps to autonomy – each of which would be very, very difficult, each of which would be a battle in its own right. So maybe taking each step isn't the right answer, and that's part of what we're trying to figure out."

The critical challenge is meeting the industry's standards for safety. Driverless cars are quickly becoming a reality, but the US automotive industry faces a different bar for safety. In 2016, for example, more than 40,000 Americans died on roads, but none died on airlines in US airspace. "So that drives a very different way of thinking about the problem," Sinnett says. "We have to have the same level of integrity that we have today."

Continued next page

Aircraft already possess multiple automated functions, which Sinnett lists: autopilot, autoland, autothrust management, auto-navigation, aircraft health monitoring and reporting. These systems are automatic but not autonomous. At least two pilots are on board and assigned to monitor each function and intervene if anything goes wrong.

For example, the autopilot fails in very rare cases, Sinnett says. Suppose the crew has programmed the autopilot to make a turn, but then it doesn't and the aircraft continues flying in a straight line. The pilots are on board to recognize such problems, he says. They would disconnect the autopilot, make the turn manually, then reconnect the autopilot while making a note to report the incident.

Such a scenario involves a functional failure but not a safety issue, Sinnett says, since a human intervened to solve the problem. The system is designed to be extremely safe, with any quirks managed with human monitoring and intervention. In a fully autonomous aircraft, the systems would have to be reliable enough to manage themselves.

"Without the pilot in the loop to catch that first link, it begs the question, what would the next thing be that happens? Would the airplane go five miles off course?" Sinnett asks. "Some of the work we're doing today is to try to figure out where all those gaps are in the design of an airplane and how you would close those gaps successively through a series of steps that go from where we are today to full autonomous operation."

Boeing may also have to persuade regulators not only to accept autonomous systems, but to change the way they verify that software is safe today. The most advanced software in aircraft today is certificated as airworthy using a prescriptive series of tests. To be certificated, software code is given a set of inputs and it must generate the same set of outputs without variation. A fully autonomous system, however, uses machine learning software, which reacts differently to situations as flight conditions changes – sometimes in ways that are impossible to anticipate.

"Nobody is smart enough to program all the potential things that can happen in the operation of the airplane and then demonstrate the airplane does the right thing all the time. So, we have to come up with a different way to do it," Sinnett says.

"G E" bids farewell to oldest Boeing 747 still in service

By Daniel McCoy/Reporter Wichita Business Journal



The oldest Boeing 747 still in service appears to have seen its final day in the sky. According to a blog on General Electric's website, entitled "Farewell to the Queen of the Skies," GE Aviation says a 747 it uses for testing is now heading to storage after "what was most likely her final flight" earlier this year.

It was modified for use as a test aircraft for GE engines, helping the company compile data on 11 different engine models and 39 engine builds in more than 3,600 additional flight hours.

The likely retirement of the nearly 50-year-old aircraft comes as domestic airlines are also retiring the iconic jumbo jet and amid Boeing's own assertion that the jet doesn't have a future as a passenger aircraft.

The company has slowed production on the aircraft in recent years to 0.5 a month — a production cycle that includes work on the aircraft's forward cab and other components done by Spirit AeroSystems Inc. (NYSE: SPR) in Wichita.

Boeing's order book now shows only 18 unfilled orders for the 747, with the bulk of those coming from an order for 14 of the cargo version of the aircraft placed last year by UPS.

That order book will now no longer include at least two new ones after the U.S. Air Force earlier this month decided to buy previously built, but never delivered, 747-8s for future use as Air Force One replacement aircraft.

Airlines and airports to invest \$33 billion in I.T. this year



Airlines and airports are estimated to spend nearly \$33 billion on IT this year, according to the SITA 2017 Air Transport IT Trends Insights. And they are focusing their technology investments on similar priorities. Top of the agenda for CIOs at both airlines and airports, are investments in cyber security and cloud services. In addition, they are prioritizing investments in passenger self-service.

SITA's research of the world's airlines and airports shows that IT spend remains strong. Airlines' spend as a percentage of revenue will rise to an estimated 3.30% or \$24.3 billion in 2017. For airports, the rise is to an expected 5.05% for this year or \$8.43 billion. Looking ahead to 2018 over 70% of airlines and 88% of airports are expecting IT spend to increase or remain at the same levels as today.

As IT spend increases, both airlines and airports agree that the number one priority for their investments is cyber security. Nearly all of them – 95% of airlines and 96% of airports – plan to invest in major programs or R&D on cyber security initiatives over the next three years. This shows alignment across the industry on the importance of investing in this area.

Ilya Gutlin, President, Air Travel Solutions, SITA, said: “The air transport industry is going through digital transformation and focusing its attention on protecting the business and passengers; making it more efficient; and improving the passenger experience. Cyber-attacks are a very real threat in the highly interwoven air transport industry so building solid defenses is essential. Cloud services provide important efficiencies which play a key role in keeping costs down. Investments in self-service improve passenger satisfaction as they welcome the independence and efficiencies it delivers.”

Gutlin continued: “When it comes to IT investment, airports and airlines are aligned to provide better, more secure service to customers. The interdependencies built into air transport systems mean investments and improvements in all these areas, by airlines and airports alike, will continue to contribute to a strong global industry.

Antoine Rostworowski, Director, Airport Customer Experience and Technology, Airports Council International (ACI), said: “SITA's research, which was co-sponsored by ACI, reveals valuable insights for our industry. It is encouraging to see the alignment of investment priorities among airports and airlines, which reflects the collaboration between ACI and IATA on best practices. ACI and IATA have joint initiatives such as Automated Border Control, end-to-end baggage tracking (Facilitation), Data Exchange, Common-Use (Airport IT) and Smart Security. Industry partners such as SITA and others are also involved in these initiatives to make airports more efficient and to improve the passenger experience.”

Cloud services are another top investment priority with 95% of airlines and 85% of airports planning to invest over the next three years, continuing an upward trend that SITA has recorded since 2015. The third key area of investment that was highlighted by both airlines and airports is to provide extra self-service options to passengers.

Airlines are focusing on providing mobile services. Today the vast majority of airlines provide check-in (73%), boarding (70%) and flight status notifications (68%) via mobile and by 2020 more than 97% plan to do so. A key area of growth will be providing real-time flight updates over social media which will jump from 31% of airlines doing so to 92% in the next three years.

Providing a seamless experience is key to the airlines. In total, 94% rate streamlining services into a single app as a priority, with 58% rating this as a high priority. Mobile app capabilities and usability are developing quickly and an increasing number of airlines plan to use mobile as a customer service tool, including at times of disruption.

At airports, self-service processes at check-in, bag drop and boarding are increasingly popular with passengers and 89% of airports are investing in these processes. Airports operators have a keen focus on improving the journey through the terminal and are looking to new technologies such as the Internet of Things, beacons and sensors, to support their goals. SITA's insights show that 80% are investing, or planning to invest, in these technologies over the next three years. Nearly three quarters, 74%, are investing in way-finding solutions and 68% in solutions to improve personalization for the passenger.

Delta may promote Junior Pilots to Captain

By Michael Sasso and Julie Johnsson



The unloved “Mad Dog” McDonnell Douglas MD-88 is helping to topple the traditional timetable as the carrier contends with a graying pool of aviators.

Since almost the beginning of the commercial airline business, junior pilots have had to toil years in the second chair waiting to become a captain. Now Delta Air Lines is offering them the chance to vault into a captain’s seat in as little as six months. The catch? The promotion requires flying an unloved, aging plane nicknamed the “Mad Dog” that Delta plans to retire in three years.

The MD-88s are the oldest aircraft in operation at any major U.S. carrier. They come with quirks and are so noisy that some New York politicians, including U.S. Senate Minority Leader Chuck Schumer, cheered when Delta recently pulled the planes from New York’s LaGuardia Airport.

Now the jets are helping to topple traditional timetables on pilot careers, as Delta awaits deliveries of new aircraft and contends with a graying pool of aviators. Senior pilots shun the MD-88s for newer Airbus SE or Boeings, now the industry’s standard equipment. But some junior co-pilots who covet the prestige and higher salaries awarded captains aren’t so choosy.

“The good side of M-88 is that there is such HATE for it that seniority happens in crazy fashion,” read one recent post on a Delta pilot forum. “In one year, you will be able to hold holidays and weekends off.”

Unionized pilots typically progress from the right-hand first officer’s seat to the left-hand captain’s perch, and from small to large jetliners. Moving from first officer to captain historically was an 8 or 10-year process and occasionally has dropped to two or three years in boom times, says Kit Darby, a pilot consultant based in an Atlanta suburb. Veterans with the most seniority get first pick of choice assignments, such as flying the Boeing 747 jumbo on routes to Asia. Junior pilots might only claim a captain’s seat on the 110-seat Boeing 717, or a first officer’s role on a larger plane.

But some Delta pilots who are willing to accept the worst assignments—flying an MD-88 or sharing a crash pad in Queens and flying out of New York—are upgrading fast. One pilot hired in January was a captain by June, according to a company memo to pilots. Moving up within six months is “not unheard of,” says Delta spokesman Michael Thomas, and less-tenured pilots flying the MD-88 aren’t any less qualified than those at the controls of bigger jets. “We hire folks who have the qualifications and airmanship and aptitude to become captains with Delta,” Thomas says.

Still, that’s the fastest career development for pilots among the Big Three U.S. carriers, according to pilots and industry advisers. Some American Airlines pilots have advanced in less than two years on the 99-seat Embraer E190 regional jet, American spokesman Joshua Freed says. United Continental Holdings Inc. has no similar cases of such quick promotions, according to a United spokeswoman. “Almost every pilot I talk to, when I tell them people are upgrading to captain within a year, they all go, ‘Wow, you’re kidding!’” says Louis Smith, president of the firm Future & Active Pilot Advisors. “It’s almost unheard of in the business.”

Upgrading can mean a big bump in pay. A first-year first officer at a major airline makes about \$86 an hour with a significant raise in Year Two, while a new captain makes about \$220 an hour, Smith says. Pilots say about \$180,000 is typical annual pay for first-year captains after they’ve completed training.

Other carriers may wind up with similar fast-track options if the shortage of airline pilots gets worse, as expected. About half the pilots at 10 large U.S. airlines will hit the retirement age of 65 by 2026, Darby says. The problem is more acute at regional carriers, which are lobbying to relax a requirement that commercial pilots have at least 1,500 hours of flight time.

Lifestyle and pay packages that reward co-pilots on long-haul aircraft are also making it harder for Delta to staff the MD-88. A first officer with 10 years’ experience on the long-range Boeing 747 makes about \$221,000 a year, roughly the same as a first-year captain on the shorter-range Boeing 717, according to Delta

pay tables viewed by Bloomberg. And Delta's Thomas says that the MD-88, the Boeing 717, and other short-haul planes require pilots to fly many more legs than longer-haul jets, and some aviators don't want that kind of schedule.

"International widebody pilots hold the best schedules and work the fewest days because of the nature of the flying they do," says Sam Mayer, a longtime American Airlines pilot. "A lot of guys are finding out they'd rather stay at first officer" on the bigger aircraft than move up to captain of a smaller jet with a less desirable schedule.

The MD-88, a workhorse on shorter flights since 1988, has controls and checklists that feel antiquated and counterintuitive to pilots who face demanding training before they can switch aircraft types. Then there's a cockpit described as a "cage" by Dennis Tajer, who flew a similar-vintage sister McDonnell aircraft nicknamed the Super 80 for a decade at American before ascending to the Boeing 737. The McDonnell flight deck is "very small, narrow, and unforgiving for any pilot that would like to spread his or her wings," says Tajer, a spokesman for American's pilot union.

Still, the MD-88 has its fans. Delta has redone the interiors of even its older jets, so passengers probably can't tell it's so old, says Rene de Lambert, who pens a Delta frequent-flier blog called Rene's Points. Also, the plane's configuration, with two seats on one side of the aisle and three on the other, means the MD-88 has fewer dreaded middle seats than many planes, he says.

"Yeah, if you're in the back it's noisy, but most people are going to be sad to see it go," de Lambert says. "It will be missed. Of course, it's not flying over my house."

The MD-88 is almost certainly headed for aviation's boneyards. There are only two other operators beyond Delta: Allegiant Air, which is also retiring its fleet, and an obscure Iranian carrier, Taban Air, according to Planespotters.net. "Delta has remodeled all of their MD-88s, but it's like an old car that's been spruced up," Tajer says. "It's not like sitting down in a brand-new Cadillac." —With Mary Schlangenstein

Tanzania deploys drones in national park to fight poaching

By Adam Ihucha/eTN Tanzania



Tanzania National Parks (TANAPA) has sanctioned a deployment of drones in the country's third-largest national park in a hi-tech battle with poachers, who threaten the country's multi-billion dollars wildlife tourism industry. Located in far Southwest Tanzania, east of Lake Tanganyika, Katavi national park is Africa at its most wild — unadulterated bush settings, spectacular views, and rich wildlife. TANAPA says that the park is a home to an estimated 4,000 elephants, together with several herds of 1,000-plus buffalo, while an abundance of giraffes, zebras, impalas and reedbucks.

"We have signed on to a unmanned aerial vehicle (UAV) anti poaching surveillance to be carried out by a private entity, Bathawk Recon, in Katavi National park for six months" TANAPA's spokesman, Mr Pascal Shelutete told e-Turbonews over the phone.

An initial pilot six-month deployment of Super Bat DA-50 and the required ground and monitoring equipment at Katavi, is expected to provide real time information about poaching activities.

The move follows a three-years extensive and painstaking trials taken place over Tarangire and Mkomanzi National Parks, both in northern Tanzania, where the results were reported overwhelming, apparently encouraging the one of the country's principal protection institutions, TANAPA to expand the scope of the project.

Indeed, Bathawk Recon, the UAV operator has been working together with the Tanzania Civil Aviation Authority (TCAA), the Military, the Ministry of Natural Resources and TANAPA to develop the operational option for three-consecutive-years. The UAV plan is an innovation in a number of ways not the least institutionally where the effort is part of a Public Private Partnership backed by the Tanzania Private Sector Foundation (TPSF). Consensus and working together are an integral part of the plan.

Chinese Airlines Need 5,000 Pilots Per Year in Next 20 Years

by William Dennis/Air Transport



Over the next 20 years, China's airlines will require 5,000 pilots per year to meet the rapid expansion and growth of the local civil aviation industry, and today the carriers are scrambling to hire experienced pilots to address the growing shortage.

According to Liu Shen, a senior official at the Civil Aviation Administration of China (CAAC), the number of pilots required increases every month, a fact he attributes to "fleet and network

expansion, and retirement of senior pilots who have reached the age of 60."

Early last year, a study concluded that over the next five years the carriers would require an estimated 2,800 to 3,000 pilots per year, but those numbers turned out to be significantly underestimated. Liu pointed out that the industry should now be looking at what it would require in the long term to plan its manpower requirements.

The 12 flying schools across China with expanded training facilities are now turning out an average of only 1,500 to 1,650 new pilots a year.

An estimated 78 percent of Chinese airlines send their cadet pilots to Europe, Australia or the U.S. for training. With China placing a greater emphasis on English, cadets are now required to complete a minimum 100 hours of aviation English in China before they commence their course in a foreign country. The previous requirement was for 80 hours.

As part of the plan to ease the shortage some carriers have independently turned to Eastern Europe and even Russia to attract new hires. In addition to high salaries, some of the companies have even resorted to offer to pay applicable taxes. "With the expansion of the fleets, the increase in the number of private carriers and market liberalization, this is one way of attracting captains and first officers to fill the vacancies," Liu pointed out

Twelve years ago it was unthinkable for any Chinese carrier to hire a foreign pilot. Getting government approval was a big hurdle. The airlines received the green light from the government to hire foreign pilots in early 2007. Low-cost carrier Shanghai-based Spring Airlines was the first to tap the foreign market, hiring Koreans.

Now 10 years later scores of pilots from South America, the United States, Korea, South America, Singapore and Australia are heading for China. Of the 1,000-plus foreign pilots (captains and first officers) working in China currently an estimated 265 are Koreans.

Among the carriers that currently have foreign pilots operating are Shenzhen Airlines, Spring Airlines, Okay Airways, Hainan Airlines, Lucky Air, West Air, Tianjin Airlines and Sichuan Airlines.

Okay Airways official Chen Du believes that the shortage of pilots will be an ongoing issue for many years as airlines expand their fleets, networks and frequencies. Chen said it is getting more difficult to hire pilots with a current type-rating as airlines around the world are facing the shortage and have the same requirement.

Despite the acute shortage in China, after much debate the CAAC has decided not to increase the current retirement age of 60. This has put a spanner in the manpower projection of some airlines.

In Japan the Ministry of Transport increased the retirement age to 64 from 62 in 2004 and to 67 in February 2015. Malaysia Airlines Berhad raised it to 60 from 55 in 2006, and the Singapore Airlines retirement age is 62, which can be extended to 64 based on the health of the pilot and at the discretion of management. Low-cost carrier AirAsia's retirement age is 65.

According to Boeing's 2016-2035 projection, the Asia-Pacific region will lead the worldwide growth in demand with a requirement for 248,000 new pilots, with China needing the most.

New Bonus: \$455K Over 13 Years for Air Force Fighter Pilots

by Oriana Pawlyk/Military.com



The Air Force unveiled a tiered bonus system to combat a chronic pilot shortage, with bonuses of up to \$455,000 over 13 years for fighter pilots. And while the benefit clearly takes aim at fighter pilots, it's also designed to target aviators across a number of platforms, including drones, and for periods of as short as one year.

"Pilot retention right now is in a crisis when it comes to fighters, and we're changing around the way we do incentive pay," Air Force Secretary Heather Wilson said in announcing the initiative. The bonus "will encourage pilots to stay where they are needed most," she said.

The new Aviation Bonus Program is an expansion of Aviator Retention Pay and puts into place the cap authorized for the incentive under the 2017 National Defense Authorization Act, or NDAA. It also details for the first time the "tiered" benefit, with specific amounts based on specialty area.

Fighter and drone pilots are slated to receive the highest maximum bonus of \$35,000 a year, while special operations combat systems officers the least at \$10,000.

Here's a look at the different tiers for the bonus, according to figures released by the Air Force:

Tier 1 -- Fighter Pilot (Air Force Specialty Code: 11F)

Bonus eligibility based on one-year, two-year, five-year, nine-year, or up to 24 years of aviation service (13-year maximum) commitments.

Maximum annual bonus: \$35,000.

Tier 2 -- Bomber Pilot (11B)/Special Operations Pilot (11S)/Mobility Pilot (11M)

Bonus eligibility based on one-year, two-year, five-year, or nine-year commitments.

Maximum annual bonus: \$30,000.

Tier 3 -- C2ISR Surveillance Pilot (11R)/Combat Search and Rescue Pilot (11H)

Bonus eligibility based on one-year, two-year, or five-year commitments.

Maximum annual bonus: \$28,000.

Tier 4 -- RPA Pilot (18X/11U/12U/13U)

Bonus eligibility based on a five-year commitment.

Maximum annual bonus: \$35,000.

Tier 5 -- Combat Search and Rescue Combat System Officer (12H)

Bonus eligibility based on a five-year commitment.

Maximum annual bonus: \$20,000.

Tier 6 -- Fighter Combat Systems Officer (12F)/Bomber CSO (12B)

Bonus eligibility based on a five-year commitment.

Maximum annual bonus: \$15,000.

Tier 7 -- Special Operations Combat Systems Officer (12S)/C2ISR Surveillance CSO (12R)

Bonus eligibility based on a five-year commitment.

Maximum annual bonus: \$10,000.

Related Links:

[Air Force Wants 4K More Airmen, 46 F-35s, No Bonus Changes in 2018](#)

[Enlisted Drone Pilots to Get Same Bonus Pay as Officers: Cody](#)

[Aviation Bonus Program](#)

**Map Quest really needs to start their directions on #5.
I'm pretty sure I know how to get out of my neighborhood.**

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.

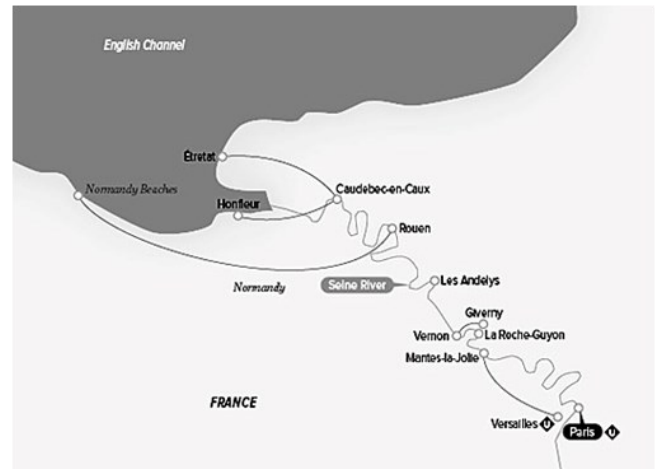
After your arrival at Paris Charles de Gaulle Airport you will be greeted by a Uniworld representative and transferred to the ship.

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.

There is a possibility of an extension to the offer below, but it wasn't known at press time.

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 until December of this year.

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

At UK airports one British pound buys less than one euro



The official exchange rate of the British pound has fallen to €1.085, the lowest since 2009. But at British airports, one Sterling buys far less than €1.

Travelers exchanging cash at Southampton Airport's Moneycorp branch were getting only 87 euro cents for every pound. This is the worst rate since the financial crisis. At the desk, travelers get just €439 from £500. Moneycorp sold euros at a better rate in Southend and Stansted airports but also estimated the European currency higher than Sterling. Other currency bureaus like Travelex did the same. The companies say that maintaining desks at airports is expensive, and if clients order cash 24 hours ahead, the rates would be better.

“The reason for our higher airport rates is the significant cost associated with operating there – from ground rent and additional security to the cost of staffing the bureaus for customers on early and late flights,” Pauline Maguire, retail director at Moneycorp told the Sun.

Britain's currency has weakened dramatically since the Brexit vote in June last year. It has added uncertainty over the future of business, and trading arrangements in the country.

However, the pound is up eight percent against the US dollar this year, which makes it difficult for economists and analysts to estimate the fluctuations in Sterling.

“So which indicator is right? Eventually, economic fundamentals assert themselves, and they suggest that the pound's journey south against the euro is probably closer to the end than the beginning,” wrote Dean Turner, an economist at UBS WM in a note last week.

RUPA Pass Travel Report October 2017

Captain Pat Palazzolo
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Hello fellow aviators,

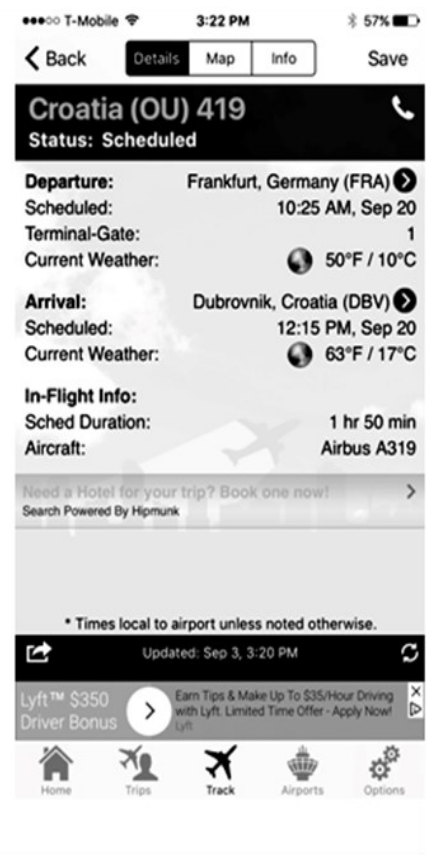
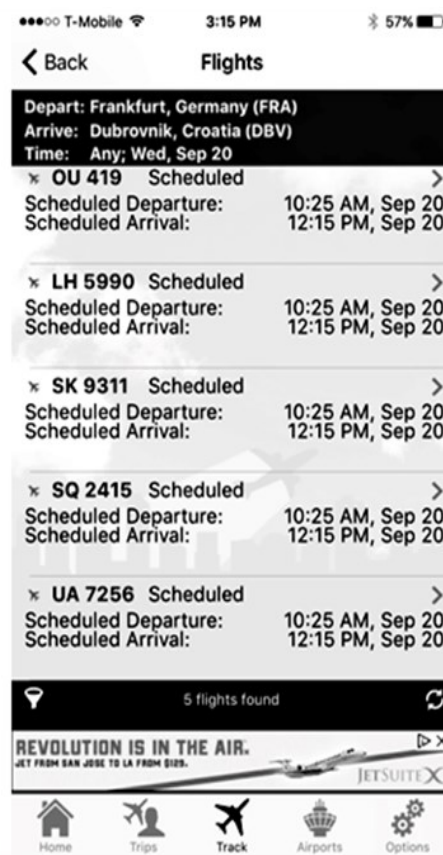
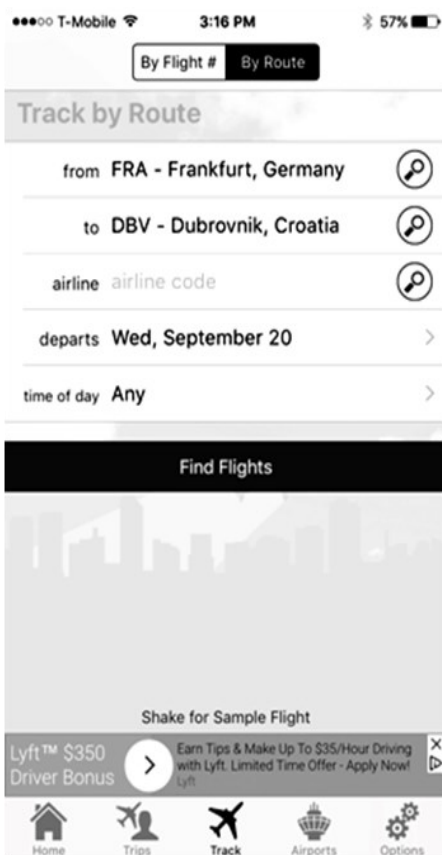
When I first started this travel column I promised to share with you some of my favorite travel apps and web sites. In this issue, I want to share with you two of the most frequent ones I use to get around the world and the good ole' U.S.

OK, you've been talking about going to Croatia. Now it's time to plan. Who flies there? I use the free FlightView app that's available for both iPhone and Android phones.

And if you don't know the code for the city, it will find it for you. In this case, I found that only one airline flies from Frankfurt to Dubrovnik on September 20th. It's Croatia Airlines, which we happen to have a ZED agreement with.



However, did you notice that it shows several flights and they all leave at the same time? That's because only the first one is the actual flight. All the others are code share flight numbers. If you tap on the flight you want, you'll see the departure time, gate or terminal information, flight duration and aircraft type.



There are several ways to check the standby availability on other airlines. I've used a number of them and the one that stands head and shoulders above all the others, in my opinion, is a web site and phone app called iddeals.com.

A subscription costs about \$20 a year when converted from Euros. I have for the most part found it to be the most accurate and, by far, the most helpful. It will show you in real time the number of seats still available for sale in Business and Economy.

In this example I used a different date to Dubrovnik from Frankfurt from the previous example. And there are two flights on this date.

The rest of the displayed flights are all the connecting possibilities. On the far right column are the seats remaining for sale for each flight.

Remember United may not have ZED agreements with all of these airlines, so don't forget to check.

One last note: Because of computer compatibility issues, Southwest's (WN) seat availability is not displayed on iddeals.com But you can see a red, yellow or green happy face for Southwest's loads when you book on the MyIDTravel Purchase link on the Flyingtogether web site.

FLIGHTSEARCH

HOME / FLIGHTSEARCH

Standby availability from Fra to Dbv for 05 Sep 2017

Prev day | Next day

Flight No.	Dep	Time	Arr	Time	1st	Bus	Econ
OU419	FRA	15:10	DBV	17:00	n/k	n/k	20
LH1416	FRA	15:55	DBV	17:45	n/c	9	17
OU417	FRA	10:05	ZAG	11:30	n/k	n/k	20
OU668	ZAG	12:15	DBV	13:10	n/k	n/k	15

Disclaimer: I have no financial interest that I'm aware of in any of these companies.

Carnival begins construction of world's first fully LNG-powered cruise ship



Carnival Corporation & plc, the world's largest leisure travel company, marked the official beginning of construction for the first of its seven next-generation cruise ships that will be fully-powered by liquefied natural gas (LNG) with a keel-laying ceremony at Seatrade Europe in Hamburg. Pioneering a new era in the use of low-carbon fuels, these new ships will be the first in the cruise industry that can use LNG to generate 100 percent of their power both in port and on the open sea – an innovation that will reduce exhaust emissions to help

protect the environment and support Carnival Corporation's aggressive sustainability goals. These seven ships, with delivery dates between 2018 and 2022, will be built by leading German and Finnish shipbuilders Meyer Werft and Meyer Turku.

Following the introduction of AIDAnova in 2018, Carnival Corporation's Costa Cruises brand will debut the industry's next cruise ship that can be powered completely by LNG on the open seas in 2019 – the first steel-cutting ceremony for this ship is scheduled at the Meyer Turku shipyard in mid-September. LNG-powered ships for Carnival Cruise Line and P&O Cruises (UK) will follow in 2020. Costa Cruises and AIDA Cruises will each receive an additional LNG-powered ship in 2021, followed by an additional LNG-powered ship for Carnival Cruise Line in 2022.

In October 2016, Carnival Corporation signed a framework agreement with Shell Western LNG B.V. (Shell) to be its supplier of marine LNG to power the first two of its new LNG ships for AIDA Cruises and Costa Cruises with itineraries visiting popular European ports. As part of the agreement, the ships will utilize Shell's infrastructure in cruise ports to refuel with LNG throughout their itineraries. The vessels, equipped with dual-fuel engines, are the first of a new generation of cruise ships fully powered by LNG both while in port and at sea – an industry first and an environmental breakthrough that will improve air quality with cleaner emissions.

In 2015, as a pilot project, AIDASol from the company's AIDA Cruises brand was the first cruise ship in the world to be supplied with power by an LNG Hybrid barge and, last year, the newly delivered AIDAprima became the first cruise ship to routinely use LNG with a dual-fuel powered engine while in port. Its sister ship, AIDAPERLA, debuted this April with the same technology.

Do you need a visa? Here's the final word

By Michelle Bell



If you've traveled to overseas destinations, you probably already know that you need a passport in order to legally enter another country and to return to your home country. But do you know if you need a visa to travel to the country you've chosen? Do you know how to learn about the requirements or whose responsibility it is to know the requirements?

We've had several cases recently where the travelers were confused about visa requirements, and these are problems we can't solve. So here's how to protect yourself from a missed vacation and lost money that you can't recover.

In the latest incarnation of this recurring problem, a traveler relied on CheapOair to determine whether his girlfriend needed a transit visa before purchasing an airline ticket. As the writer, Jennifer Finger, points out, it was not the responsibility of CheapOair to provide the needed information on whether a visa was needed.

Why can't we rely on an online travel agency to provide us with visa information?

In short, there are currently 195 countries in the world, which means that each one of those countries likely has entry and exit requirements for the other 194 countries. In almost all of these countries, citizens from some countries benefit from a visa waiver program and do not need a visa if their stay is less than a specified number of days, while citizens from some other countries need a visa for a stay of any duration. There are also countries that prohibit any entry by citizens of specific countries, regardless of their visa status, and countries that have different rules for different people who are all visiting from the same country.

Confused yet? Imagine how confusing it must be for agents who are selling tickets to citizens from a variety of countries, traveling to a variety of other countries. There is no worldwide database that would allow an agent to simply enter the country of citizenship and the country someone is visiting and have a program spit out the correct answer. The U.S. alone has 185 different visas, so it's much more complicated than simply knowing the countries involved.

Can we rely on a traditional travel agent to provide us with visa information?

Some travel agents may be willing to do the research for you, especially if it is a simple case where you are living in your country of citizenship, traveling to a country with a good political relationship with your home country. But if your situation is complicated, like that of the newlyweds who recently posted in our forums, an agent may not wish to be liable for any mistakes that could be made unless he or she is also an expert in visa requirements.

Even in a case where an agent is willing to do the research for you, it's still best to be familiar with the requirements — and read everything. While working for a river cruise company in Southeast Asia, I once welcomed a group of 10 travelers to Vietnam to start a 15-day tour with their travel agent. She had researched the visa that was needed for the group and obtained the correct one, but then instructed everyone to paste the visas into their passports. Unfortunately, the visas needed to be kept with the passports, but not attached to them — pasting them into the passports invalidated them. Had the agent or the guests read the small print on the visas, they would have known this was not the proper way to handle the visas. The guests were fined and had to purchase new visas, which the agent reimbursed, but the authorities could have prevented the entire group from entering the country.

Where would I find the information I need to determine if I need a visa?

I am a U.S. citizen, and the first place I look is the U.S. Department of State website for both U.S. citizens traveling abroad and foreign nationals who want to travel to the U.S. I also check the website for the country where I plan to travel, to obtain visa applications and additional information on payment, if required in advance.

Had another couple planning a honeymoon trip consulted a professional visa service, they might have learned that additional documentation could be requested when they tried to enter Mexico.

The other option, which I highly recommend for countries with complicated visa requirements and applications, is to use a professional visa service. These companies will assist you with completing the

paperwork, but you still need to know which countries require you to have a visa. You also have to provide accurate personal information, along with your travel dates and locations. If you provide false or incomplete information, the company will not take responsibility for any errors.

And there's the magic word: responsibility. The person who is ultimately responsible for the accuracy and validity of your travel documents is... wait for it... you. You are responsible for your own documentation:

- You are responsible to ensure that the name on your passport matches the name on your visa and the name on the air ticket.
- You are responsible for ensuring that the dates on your visa and the dates on your tickets are correct.
- You are responsible for keeping your documentation with you.
- You're responsible for the consequences of not being informed about the requirements and for not being able to produce the correct documentation.

The added benefit of being informed about your requirements: If an airline tries to prevent you from boarding, claiming you don't have the proper documentation, you will know enough about the regulations to advocate yourself and hopefully board the plane.

When I was flying to Myanmar a few years ago, immediately after the country started allowing "visa on arrival," staff from Vietnam Airlines tried to prevent me from checking in for my flight, claiming that Myanmar required a visa before boarding a flight. I was not only able to show them the website I had bookmarked on my phone, I also had a printout of the pages that addressed the new policy.

In the end, the choice is yours to become an informed traveler who knows the requirements and obtains the correct documents, or to remain uninformed and risk spending thousands of dollars on a vacation you never get to take because you either can't be allowed on a flight or immigration immediately sends you back home. If you choose to be the latter and lose a vacation because you didn't take responsibility for ensuring you obtained the correct documentation, we cannot help you in your quest to recover your money.

Bag tracking now available in the United app



We made a major improvement to our United app, launching the beta version of a bag tracking tool that allows our customers to follow their checked bags along the critical points of their trip, from check-in to arrival. The new "Track my bags" feature is one of the many ways we're working to improve our customers' experience at every stage of their journey and offer them a level of transparency they expect and deserve.

With this functionality, customers can follow along as their bags are scanned during their journey. In the rare case a bag gets rerouted or mishandled, the tracker service will give clear instructions on what to do next. For instance, if a bag arrives on an earlier or later flight than originally scheduled, alerts will tell the customer to go directly to the Baggage Service Office upon arrival at his or her final destination for assistance.

Customers can access the "Track my bags" feature under the main menu in the app or under their reservation details. A simple set of prompts allows a customer to find his or her item using the itinerary or bag tag number.

With bag-scanning rates at their highest levels and as we head into fall with 22 of 24 months of record mishandled baggage ratio (MBR) performance, we're ready for a successful rollout.

"The newest update to the United app points to our continued focus on providing innovative tools and resources for our customers to enhance their overall travel experience with us," said Insights, Innovation and Tools Managing Director Maria Walter. "I know our customers are going to appreciate the real-time information and visibility that this tool provides them, and offering them this access is a testament to the excellent work our ramp and baggage teams have done with bag scanning."

We'll monitor customer and employee feedback during the beta test, which is available to all, and make refinements as needed.

Information about E-Mail Tracker Programs



By now, I suspect everyone is familiar with snopes.com and/or truthorfiction.com for determining whether information received via email is just that: true/false or fact/fiction. Both are excellent sites.

Advice from snopes.com VERY IMPORTANT!!

1) Any time you see an email that says “forward this on to ten (or however many) of your friends,” “sign this petition,” or “you'll get bad luck” or “you'll get good luck” or “you'll see something funny on your screen after you send it” or whatever --- it almost always has an email tracker program attached that tracks the cookies and emails of those folks you forward to. The host sender is getting a copy each time it gets forwarded and then is able to get lists of active email addresses to use in SPAM emails or sell to other Spammers. Even when you get emails that demand you send the email on if you're not ashamed of God/Jesus --- that is email tracking, and they are playing on our conscience. These people don't care how they get your email addresses - just as long as they get them. Also, emails that talk about a missing child or a child with an incurable disease “how would you feel if that was your child” --- email tracking. Ignore them and don't participate!

2) Almost all emails that ask you to add your name and forward on to others are similar to that mass letter years ago that asked people to send business cards to the little kid in Florida who wanted to break the Guinness Book of Records for the most cards. All it was, and all any of this type of email is, is a way to get names and “cookie” tracking information for telemarketers and Spammers -- to validate active email accounts for their own profitable purposes.

Do yourself a favor and STOP adding your name(s) to those types of listings regardless how inviting they might sound! Or make you feel guilty if you don't! It's all about getting email addresses and nothing more. You may think you are supporting a GREAT cause, but you are NOT! Instead, you will be getting tons of junk mail later and very possibly a virus attached! Plus, we are helping the Spammers get rich! Let's not make it easy for them!

ALSO: Email petitions are NOT acceptable to Congress or any other organization - i.e. Social security, etc. To be acceptable, petitions must have a "signed signature" and full address of the person signing the petition, so this is a waste of time and you are just helping the email trackers.

Tips for Handling Telemarketers. Three Little Words That Work!!

1) The three little words are: “Hold On, Please...”

Saying this, while putting down your phone and walking off (instead of hanging-up immediately) would make each telemarketing call so much more time-consuming that boiler room sales would grind to a halt.

Then when you eventually hear the phone company's “beep-beep-beep” tone, you know it's time to go back and hang up your handset, which has efficiently completed its task. These three little words will help eliminate telephone soliciting.

2) Do you ever get those annoying phone calls with no one on the other end?

This is a telemarketing technique where a machine makes phone calls and records the time of day when a person answers the phone. This technique is used to determine the best time of day for a real sales person to call back and get someone at home.

What you can do after answering, if you notice there is no one there, is to immediately start hitting your # button on the phone, 6 or 7 times as quickly as possible. This confuses the machine that dialed the call, and it kicks your number out of their system.

BIZARRO | Dan Piraro



When to Buy Airline Tickets to Get The Cheapest Fare

By Abby Schultz/Baron's Next



We get asked this question all the time, and we've heard many competing views. But if you're thinking about planning a winter getaway, you may be wondering the same thing we at Barron's Next often have: when should I book my ticket? As soon as possible? Or is there a better day to do it?

Here's the definitive answer: The best time to book an airline ticket is Tuesday afternoon, when most airlines have matched fare sales from competitors.

Here's why: Airline officials come to work on Monday and decide what airfares should be (based on how seats sold over the weekend). Tuesday morning, every airline finds out what competitors are charging for routes and they can start adjusting fares. All this settles down by the afternoon. So if you want to get a sale fare, "the best time is Tuesday afternoon at 3 p.m.," says FareCompare CEO Rick Seaney.

This pricing scenario has long been true, says fare consultant Bob Harrell, who has studied fare dynamics for years. Prices usually go back up by Friday – after a sale has been available for a government-required three days – and by Monday, airlines know if the higher fares are selling or not. That information dictates where prices go on Tuesday. Anytime Tuesday to Thursday is worth trying, but given the cheapest fares get grabbed first, it's best not to wait.

But here's a caveat worth understanding: The fare you pay is based on the prices airlines set for different levels of fares, low to high. But prices are also influenced by demand for a given flight schedule and by how many seats an airline has left on any given flight – "inventory" in industry-speak. And that's why getting a deal is going to be tough if your departure date is Dec. 23.

The number of sold or unsold seats is "as important as the fare levels themselves," Harrell says. In other words, an airline may put an economy fare on sale for \$300 for a flight leaving New York for Austin at 5 p.m. but if South by Southwest starts that Friday, the airline might hike prices. If the expensive seats don't sell, prices will fall again. These types of tweaks based on changes in inventory go on all day, every day, on millions of routes, and cause prices to rise and fall in real time says Seaney. The FareCompare.com CEO calls inventory the industry's "magic sauce," known only to each airline and certainly not to any travel search firm. "Airlines are changing prices all the time based on the demand they are seeing and how many seats are sold so far," says Patrick Surry, chief data scientist at Hopper, a travel app. And this is done by an "army of computers" – making it difficult to beat the system anymore, he says.

So what should you do for your next flight?

- Start your search Tuesday afternoon since you know fares are likely to be cheapest, and if you see a good price, don't wait, buy it. Second thoughts after you press "select flight?" No problem. You have 24 hours to cancel.
- FareCompare.com, a "meta-search" engine that searches several sites for the best deal, can give you the range of what a given flight generally costs and can alert you if prices on a route you're tracking have changed.
- Download Hopper's app, which uses historical prices on billions of trips to predict when prices on specific routes are likely to go up or down. Surry says users who follow their recommendations get a price as least as good as where they start, or, on average, 10% to 15% better 95% of the time.
- Google Flights updated its service to alert you if the price of a flight you're tracking is about to go up, and the expected amount of the price hike.

But as Harrell says, if you go to visit Aunt Mary in Milwaukee three to four times a year, you know what it costs. If you see a fare that's less – just buy it. Who knows when you'll have another chance at that price.

How We Ruined Airline Jobs

By Jeff Friedrich



Working in aviation has lost its glamor. It happened because the law gave carriers every advantage over their workforces—and because we demanded lower airfare.

Nobody wants to be a pilot anymore. As the airlines tell it, a so-called pilot shortage has made it impossible to staff their fleets, forcing them to cancel flights and park hundreds of airworthy planes in the desert. One airline ventured to blame its 2016 bankruptcy on its inability to hire enough pilots, and even at always-profitable and carefree

Southwest Airlines, the challenge of recruiting millennial aviators keeps middle management awake at night. “The biggest problem,” a Southwest executive told Bloomberg, “is a general lack of interest in folks pursuing this as a career anymore.”

Airline execs tend to make the shortage seem more mysterious than it is, as if something in the contrails is fueling this “general lack of interest” in the profession. That’s evasive. Rather, the shortage is best understood as an obvious manifestation—and perhaps the nadir—of a long-term deprofessionalization of what was once a solidly middle-class career: We made the pilot occupation so unattractive, so tenuous and poorly paid, that people stopped wanting to do it.

Flying, meanwhile, has also become unbearable for passengers. The airlines that survived the volatile decade following 9/11 have since consolidated themselves into a lucrative oligopoly, prompting questions about why smaller cities continue to lose service, why seats keep getting smaller, why fares have remained stubbornly high even as fuel prices dropped and profits soared, and why paying passengers are being quasi-defenestrated from overbooked flights.

The degenerating passenger and pilot experiences aren’t separate phenomena but in fact are intimately related, both resulting from policy choices that have propelled a decades long, ongoing makeover of the national air-transit system. The difference, perhaps, is that we are more conscious that we, the passengers, are getting a raw deal.

So are aviation workers, but there is more to the pilot shortage than just pay. Industry representatives are pushing Congress to address the rising cost of pilot training, which can exceed \$100,000 after requirements became more stringent in response to a 2009 crash. Competition for pilots has also gone global, causing many young pilots to leave the U.S. to chase more exotic opportunities with Emirates and other Middle Eastern carriers. And there are class-conscious obstacles to recruitment—flying has become less glamorous.

But at the regional airlines where the effects of the pilot shortage are most acute, even management seems to have finally acknowledged that pay matters, as evidenced by their recent efforts to raise starting salaries that paid first-year pilots as little as \$15,000 to \$20,000. And although many jobs have gotten worse in the past few decades, pilot wage stagnation distinguishes itself in several respects.

First, airline jobs appear to be caught in a steeper free fall. Before President Carter and a Democratic Congress deregulated the airlines in 1978, few industries paid higher wages. In the 1990s, a number of studies reviewed deregulation’s impact on airline wages, attributing decreases in the range of 10 to 20 percent for pilots, and more for flight attendants. While many observers hypothesized that wages would stabilize as the shakeout from deregulation attenuated, wages never managed to find a floor in the decade after 9/11. According to a Government Accountability Office analysis, pilots’ median weekly earnings fell another 9.5 percent from 2000 through 2012—lower wage growth than 74 percent of the other professions included in the GAO’s review.

Nor has this wage erosion been limited to pilots. Today, many flight attendants begin their careers making less than minimum wage—as I did as a flight attendant for Pinnacle Airlines, where I was employed from 2011 to 2013. It’s even worse for those who work outside the aircraft. Average weekly wages for airport operations workers, a category that includes baggage handlers and other support staff, fell by 14 percent

from 1991 to 2011—a growth rate that was lower even than the low-wage retail and food service industries, according to a 2013 study. Airline workers also work much harder than they did in the past; the industry had the second highest multifactor productivity growth from 1997 through 2014, according to an analysis by the Bureau of Labor Statistics.

Declining wages and inequality are sometimes described as an inevitable, deterministic outcome of abstract economic forces, but none of the usual suspects seem to adequately explain what’s happening to airline jobs in the U.S.—not immigration (pilots and flight attendants must speak English), globalization (so-called cabotage laws have limited the scope of international outsourcing), automation (robots haven’t yet displaced pilots), or the decline of unions (union density remains high). How, then, could the airline industry have fared worse than most other industries?

In the recent history of pilot wages, two related trends have tipped the balance of power between the airlines and their labor force: the proliferation of outsourcing strategies after 9/11 and the consolidation of the country’s major air carriers.

Regional airlines are having the hardest time hiring pilots. These companies, where most pilots now begin their careers, operate almost half of all domestic flights on behalf of major carriers like Delta, United, and American. David Dao was actually kicked off a United flight that was operated by Republic Airways. Though the employees on the plane wore United uniforms, their paycheck came from Republic.

The regional industry grew as a strategic response to the downturn after the Sept. 11 terrorist attacks. The airlines’ losses were unprecedented. Through 2005, the airlines lost more than \$50 billion and received more than \$5 billion in direct government aid. Four major carriers went bankrupt, and the industry shed more than 100,000 jobs, around 15 percent of its entire workforce.

The 50-seat regional jet played a key role in the industry’s recovery. Until about 1998, smaller airports were served either by larger jets, which were oversized for these markets, or turboprops, which flew slow and not as far. As the airlines attempted to stave off bankruptcy, they began buying a repurposed corporate jet manufactured by Bombardier, the CRJ200. The plane allowed the airlines to better match their smaller markets with demand, which in turn allowed them to redeploy larger planes to more lucrative international routes. The jets could also reach markets that were beyond the reach of the turboprops, allowing airport hubs to expand their customer base.

At first these planes were operated in house or through wholly owned subsidiaries, but after a time the flying was outsourced to independent companies. That strategy was initially constrained by the pilot unions, because collective-bargaining agreements typically limited how much flying could be outsourced.

A standard response emerged: If the unions refused to renegotiate their contracts, the airlines threatened to declare bankruptcy, where they might be judicially absolved from the commitments they had promised to workers. Forced to make concessions, the unions allowed more outsourcing to avoid options that would hurt their current members more, like additional layoffs or pay cuts.

Because of these dynamics, every major airline had secured permission to fly more regional jets by the mid-2000s. As a result, regional jet capacity grew by 97 percent between 2000 and 2003, suddenly making these planes an integral part of the system.

Regional airline pilots and flight attendants have always made less than their mainline counterparts, but before 2000, the regional airline workforce was much smaller. In 1978, regional aircraft flew approximately 5 percent of all domestic departures; in 2000, 16 percent; in 2015, 45 percent.

Through outsourcing, the major carriers effectively introduced a permanent secondary scale. The result is that today’s young pilots are embarking on careers that look markedly different from the ones their senior colleagues began a generation ago. Though it’s still



possible to make \$200,000 flying international routes at a top airline, new pilots must now progress through a regional pay scale before they begin their ascent of a major's scale, meaning it will take them longer to get to top pay, and their lifetime earnings will ultimately be lower. This helps explain why more than \$100,000 in income now separates the top-earning 10 percent of pilots from the lowest-earning decile, a wage differential matched by few occupations.

Toward the latter half of the 2000s, consolidation played an equally important role in forcing down the pay of entry-level pilots. Though Congress intended for the Airline Deregulation Act of 1978 to promote competition, the four largest airlines now find themselves in control of 80 percent of the market. When the reform passed, five airlines controlled 70 percent of the market. This has helped awaken political interest in consumer rights, but less attention has been paid to how airlines could wield market power to depress wages. In the midsouths, regionals often earned substantial profits, but as the majors struggled through bankruptcies and the 2008 recession, they sought to renegotiate the amount they were paying to the regional carriers, ultimately securing new agreements on much less generous terms. Several concurrent trends also caused the airlines to re-evaluate their reliance on 50-seat regional jets. Most significantly, jet fuel prices rose almost 500 percent between 2002 and 2008. When Bombardier released a larger, 76-seat version of the CRJ200 that had far superior fuel economy, there were suddenly powerful incentives for the airlines to find ways to get rid of their 50-seaters.

Market power made it easier for the airlines to achieve this goal. After the mergers between Delta and Northwest in 2008, United and Continental in 2010, and American and US Airways in 2013, each combined carrier found itself in control of a large fleet of undesirable 50-seat jets. The regionals, on the other hand, had fewer customers to whom they could sell their flying. The majors used their leverage, which resembles what economists call “monopsony power,” to continually bid down the price they paid to regionals.

Delta took an especially aggressive tack, suing three of its regional partners for what it alleged were performance issues, in each case withholding millions of dollars in payments it would have ordinarily owed. This helped force Mesa Airlines into bankruptcy, and all three carriers eventually consented to reworking their agreements with Delta. In the new agreements, Delta sought to pay less for its flying and to retire 50-seat aircraft.

Even as they continued to put downward pressure on regional airline wages, Delta and the other majors began to earn record profits. Under such conditions in an ordinary market, economists would have expected the majors to face pressure to raise wages (the majors have raised the pay of direct employees, to Wall Street's occasional chagrin), but outsourcing and market power have positioned the companies to exclude certain workers from their gains.

Certainly, a case can be made that the government should have more closely scrutinized some of the mergers of the past decade. But current antitrust law prioritizes a consumer focus. Prior to deregulation, merger review would have concerned itself with employee welfare, but as currently practiced, questions about monopsony—when there is only one buyer, in this case of labor—still might have escaped the attention of a more vigilant merger review.

In the “hipster antitrust” corner of Twitter, some are arguing for a more expansive form of trustbusting, one that could mitigate the effects corporate concentration appears to be having on wages in certain parts of the economy, and as appears to be happening in the airline industry. It's a policy solution that deserves more consideration, but for reasons made clear to me by my own experience as a flight attendant, one that might not be enough to arrest the fall of airline wages.

The airline industry has no formal minimum wage because the Fair Labor Standards Act exempts transportation workers. Because of that, unions are it—the de facto wage floor. The problem is that America's uniquely permissive bankruptcy laws have undermined the strength of unions.

When I interviewed for my flight attendant position at Pinnacle Airlines in 2010, the hiring manager slid a piece of paper across the table and told me, as if issuing challenge, “That's how much you'll make in your first year”—a fairly cinematic way of telling someone their salary is \$15,500, though at least she was candid.

It compelled me to justify myself, to explain to my interrogators how I planned to live in New York City on so little—less than minimum wage after accounting for the cost of my uniform and unpaid training time.

After I convinced them, I was soon working with pilots who were making about \$20,000. Some of them had worked for one or even two failed regional airlines before landing at Pinnacle, where they'd once again found themselves at the bottom of the pay scale.

Nonetheless, when Pinnacle went bankrupt in 2012, a victim of what my CEO termed “a race to the bottom” among the regional carriers, labor became the focus of attention, just as it does in all airline bankruptcies. A judge agreed that the company's pilots were paid “substantially over market,” granting approval of a reorganization plan that included a 9 percent reduction in pilot pay, plus smaller cuts to flight attendant pay and employee benefits.

As an academic matter, bankruptcy law strives to treat all creditors as equals. But in its actual practice, the law has evolved to allow certain creditors to skip to the front of the line. When that allows one party to successfully evade its fair share of the losses, other parties, including labor, stand to lose more.

Plane financiers, in particular, enjoy special treatment through Section 1110 of the bankruptcy law, a provision that essentially bankruptcy-proofs an airplane, allowing lenders to reclaim an asset that might otherwise be sold in order to pay off other creditors. This protection is unique to the perennially insolvent airline industry and helps explain why the financial industry remains willing to lend it money.

This is a notable intervention into a supposedly “deregulated” industry, and without it the airline industry might require more direct forms of public subsidy. In the case of the regional airline industry, 1110 made it much easier for airlines to make consequence-free escapes from their leases after rising fuel costs made their 50-seat jets less economical.

Labor, conversely, cannot cut the creditor line, and the courts can discharge collective bargaining contracts and employee pensions just like any contractual obligation that isn't an aircraft. The Supreme Court's *Bildisco* decision required the airlines jump through some additional hoops before a judge can allow them to rip up a union contract, but the mere fact of its possibility weakens the bargaining power of unions by making companies less accountable to what they've promised workers. Accordingly, the rejection of labor contracts “has not been the mechanism of last resort to save a failing business,” the Air Line Pilots Association told Congress in 2010, “but instead has often been used by employers as a business model to gain long-term economic advantage by unfairly gutting the wages and working conditions of airline and other employees.”

Most other countries' bankruptcy courts do not work this way. Canada does not let bankrupt companies tear up labor contracts. Some countries jail the executives of bankrupt companies while the boards of insolvent American operators often award “retention bonuses” to their executives. U.S. laws don't even require bankrupt companies to prove they're bankrupt, allowing a number of U.S. airlines to enter the process with healthy stores of cash. Of late, as the U.S. airlines have sought to prevent Middle Eastern carriers from securing permissions to serve more U.S. airports, they have pointed out various subsidies these airlines receive from their governments. In response, the Middle Eastern carriers have inventoried the ways in which Chapter 11 shelters U.S. airlines from the free market.

Even as the airlines have earned record profits in recent years, they've canceled or reduced service to cities across the country, quietly rendering a dramatic remapping of the national air transit system. Twenty-three percent of U.S. airports lost more than 20 percent of their flights between 2013 and 2016, and at least 18 airports lost service altogether, according to numbers provided by the Regional Airline Association. The airlines say this is simply the pilot shortage in action, but it's more accurately understood as the ongoing legacy of the decision to deregulate the industry.

It's always been tough to make a buck running an airline. In general, the fixed costs of operating any airplane are high, but bigger planes tend to have lower costs per passenger. We have airline hubs because very few pairs of cities are large enough to sustain a high frequency of service using large airplanes. The hubs allow airlines to assemble enough passengers to fill a larger plane, allowing them to profitably increase

service between two cities. The academic and former airline executive Michael Levine, one of intellectual forefathers of deregulation, has described hubs as “factories [that] manufacture route density.”

Southwest and other low-cost airlines have famously scorned hubs. They operate as point-to-point operations, mostly flying lucrative routes between major cities, and only as often as they can fill an airplane. By comparison, operating hubs is considerably more expensive and complex. Hub operators—these days Delta, United, and American—have historically recouped these costs by operating as “everywhere to anywhere” airlines. Through the cross-subsidization of routes, consumers paid a premium to access a comprehensive network that could get them from Bemidji to Bamako.

In the first two decades after deregulation, there was enough competition and industry turmoil to inhibit the expansion of low-cost airlines like Southwest. But in the mid-'90s government regulators began to regard Southwest as a positive competitive influence on the hubbed airlines—whenever Southwest managed to enter a new market, fares fell. To promote the expansion of what became known as the “Southwest effect,” the government helped ensure that low-cost airlines were getting opportunities to service major airports.

As more low-cost airlines began competing on the lucrative routes between major cities, it was harder for the hubbed operators to charge the premium they required to recoup their higher operating costs. In short, the point-to-point business model was compromising the sustainability of the network model. That competitive pressure motivated the hubbed carriers to use outsourcing and the market power they acquired from consolidation to continue pushing regional wages down, even while they earned huge profits.

The pilot shortage is the limit of that strategy—pay got too low, so people stopped wanting to do the job. The airlines could try to charge more money to the passengers flying from smaller airports, but that has its own drawback—at some point those passengers will opt to begin their trip by driving to a larger city. Consolidation has also made it less essential for the hubbed airlines to worry about smaller markets. As the airlines consolidated, more traffic is being handled by the largest hubs. This means airlines don't need to reach as deep into the country to fill a large plane that's bound for Paris or New York. In some ways the hubbed airlines have become more like Southwest.

Essentially, we have made a consumer-welfare trade-off, swapping a more comprehensive system with somewhat higher fares for a more limited one that can deliver the best value on the country's most popular flights. The winners of the trade-off are people who make frequent trips between New York and L.A. The losers live two hours outside of Memphis, or work entry-level jobs on the flights that would serve those communities.

This is a defensible policy trade-off. But as has often been the case in the years since deregulation, the changes we made to the air transit system didn't happen after a vigorous public debate. We have continued to allow the market to sort it out, even as it becomes clearer that the market's imperfections might prevent it from delivering a system that can satisfy all parts of the country. It's also an approach that has continued to pass the expense of policy transformation on to employees. We should bear such costs in mind as we continue to demand lower and lower fares.

PICKLES | Brian Crane



Identity Theft, personal experience

By Captain Darrel Ankeny/RUPA member

This is an issue that my wife and I recently encountered and we want to pass it along to all RUPA members. We are joint owners of a bank account. I am the only one who goes online to accomplish transactions from time to time so she does not have a user ID or password for the account. She never goes online to accomplish transactions on that account. However, since she is a joint owner her social security number is on the account along with mine.

Here's what happened. Her social security number and date of birth was obtained fraudulently. It could have been stolen as a result of a retail or some other data base "hack." There have been many well publicized data bases that have lost sensitive data to hackers. We don't know how they obtained her information.

They decided to take my wife's social security number and start testing it against random financial institutions on line to see if they could match the number to any of them. We were told by our bank that people spend all day every day trying to do things like this. Well they found a match with our bank which happens to be USAA.

With her social security number and date of birth all they needed to do was make up their own user ID and password and they were able to access our checking account. Remember, she never went online to do banking with this account so she never set up a user ID or password. Why bother, right?

They emptied our account with a series of small debits and credits, none over a few thousand dollars, and all in one day. USAA became suspicious because of the large number of transactions in such a short period of time so they called us to verify it was us doing the transactions. That's when we realized my wife's identity had been stolen.

USAA worked with us to repair our account and report the issue to all credit bureaus. In addition, we reported it to local police. We were given a check list of all things we needed to accomplish to change account information and access in other financial institutions. All very time consuming but necessary. USAA reimbursed our account to the full amount we had prior to the fraud activity.

Here's what you need to do: Any financial account you have where there is a joint owner and you perform online transactions from time to time, simply be sure both owners have user IDs and passwords. Even if one of you never does any online activity, get a user ID and password for that account. You will then be password protected. We weren't and that's why we were hacked.

Don't be fooled by these travel myths

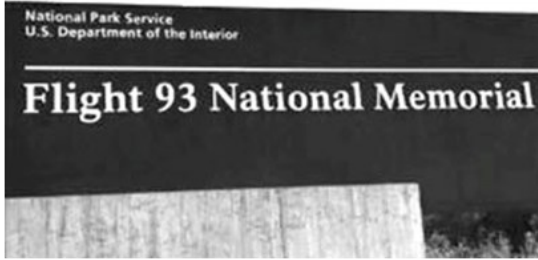


People work hard for their money and when traveling they want to save as much of it as possible. While we all love a good deal, not everything you have heard on budget travel may be true. Travelpro has gathered up a few travel myths you should be aware of when planning your next vacation.

- Myth: Book your flights and hotels early – While there is some truth to securing your accommodations well before your departure, the same rule of thumb does not apply for booking airfare. You only need to plan six to seven weeks in advance in order to get the best price.
- Myth: Exchange money before you leave the US – With the right credit card in your wallet, this is actually unnecessary. Many credit card companies offer cards with no transaction fees for foreign withdrawals. You will pay a small fee if you use an ATM, but it's minimal compared to the service fee charged by a bank.
- Myth: Unlock your phone for international travel – This is unnecessary unless you are going to be in an area of the world where you will need to make calls whenever you want and won't have wifi access. In addition, apps like WhatsApp, Viber, and Skype make it easy to communicate offline via text or even make Internet-phone calls while abroad.

US National Park Service and the Families of UA93 memorial: Watch it!

By Juergen T Steinmetz



On Sunday, September 10 at 3:30pm ET, The Families of Flight 93 and the National Park Service broke ground on the last memorial building component for the Flight 93 National Memorial – the Tower of Voices. EarthCam invited people around the world to be a part of this beautiful “soundbreaking” ceremony at the memorial grounds in Stonycreek Township, PA with its live streaming views of the event.

The Tower of Voices features 40 bells representing the 40 passengers and crew members on-board United Airlines Flight 93 on September 11, 2001. The memorial building carries significant meaning and importance for the families of Flight 93, as it symbolizes the moving telephone calls to their loved ones and the conversations had among the 40 heroes.

“EarthCam’s live broadcast of the Tower of Voices ‘soundbreaking’ event is wonderful,” said Gordon Felt, President of the Families of Flight 93. “The live views will bring Flight 93 families from around the country, and around the world, even closer as we begin construction on the Memorial’s final phase.”

EarthCam is honored to partner with the Friends of Flight 93 and the National Park Service to be a part of this important event, and has donated the webcam technology and services to broadcast the soundbreaking. Additionally, EarthCam will be documenting the 10-month construction process for the Tower of Voices, which will open with a ribbon cutting ceremony on September 10, 2018.

When Anxiety or Depression Masks a Medical Problem

By Jane E. Brody/The New York Times



It’s perfectly normal for someone to feel anxious or depressed after receiving a diagnosis of a serious illness. But what if the reverse occurs and symptoms of anxiety or depression masquerade as an as-yet undiagnosed physical disorder? Or what if someone’s physical symptoms stem from a psychological problem? How long might it take before the true cause of the symptoms is uncovered and proper treatment begun?

Psychiatric Times, a medical publication seen by some 50,000 psychiatrists each month, recently published a “partial listing” of 47 medical illnesses, ranging from cardiac arrhythmias to pancreatic cancer, that may first present as anxiety. Added to that was another “partial listing” of 30 categories of medications that may cause anxiety, including antidepressants like *selective serotonin reuptake inhibitors*, or S.S.R.I.s.

These lists were included in an article called “Managing Anxiety in the Medically Ill,” meant to alert mental health practitioners to the possibility that some patients seeking treatment for anxiety or depression may have an underlying medical condition that must be addressed before any emotional symptoms are likely to resolve. Doctors who treat ailments like cardiac, endocrine or intestinal disorders would do well to read this article as well lest they do patients a serious disservice by not recognizing an emotional cause of physical symptoms or addressing the emotional components of a physical disease.

For example, Dr. Yu Dong, a psychiatrist at Inova Fairfax Hospital in Virginia, and colleagues pointed out that patients with respiratory conditions like asthma, sleep apnea or pulmonary embolism could present with symptoms of anxiety, or those with cardiac symptoms like chest pain or rapid heartbeat could have an anxiety disorder.

The problem of missing the proper diagnosis grows out of a long-ago separation of powers within the medical profession that often limits the ability of practitioners to see the forest for the trees, as it were. Medical doctors like cardiologists or gastro-enterologists are often ill-equipped to recognize and treat emotional symptoms related to a physical ailment, and psychiatrists may not consider the possibility that a patient with symptoms like palpitations, fatigue or dizziness really has a physical ailment.

Indeed, doctors at the Montreal Heart Institute reported in 1996 that about a quarter of 441 patients who came to the emergency room because of chest pain were in fact suffering from panic disorder, not a heart

ailment. On the other hand, a woman I know who was being treated for panic attacks turned out to have a cardiac abnormality, and once that was corrected, her panic attacks disappeared.

Furthermore, anxiety is often overlooked as the source of disorders like substance abuse or addiction, or as a contributing factor to symptoms in conditions like migraine headache or irritable bowel syndrome.

The Mayo Clinic lists several factors that suggest the possibility that anxiety may result from an underlying medical disorder:

- None of your blood relatives has an anxiety disorder.
- You didn't have an anxiety disorder as a child.
- You developed anxiety seemingly out of the blue.
- You don't avoid certain things or situations because of anxiety.

Persistent anxiety can cause symptoms like dizziness, nausea, diarrhea and frequent urination. People suffering from anxiety disorders can develop an array of additional physical symptoms as well, like muscle pain, fatigue, headaches and shortness of breath, which can lead to all manner of costly tests in a futile search for a physical cause. Yet nearly a third of people with an anxiety disorder are never treated for it.

The problem affects children as well. Anxiety disorders in children may be expressed as recurrent stomachaches or sleep disorders, including frequent nightmares and teeth grinding.

When people have a chronic physical illness, untreated anxiety can make the symptoms worse and the disorder more difficult to treat. Among patients with chronic obstructive pulmonary disease, for example, untreated anxiety can result in more frequent hospitalizations and more severe breathing difficulties. And those with physical ailments and untreated anxiety are also more likely to die sooner.

Anyone with a chronic ailment who experiences symptoms common to anxiety might consider being checked out for this emotional component and getting treatment, if needed. There are several effective therapeutic approaches for anxiety, including cognitive-behavioral therapy and medication, that can result in a much improved quality of life.

Depression, too, can be an early sign of an underlying medical condition not yet recognized. Among conditions in which this has occurred are thyroid disease, heart attack, cancers of the lung and pancreas, and the adrenal disorder Cushing's disease.

In a report in the journal *Psychotherapy and Psychodynamics*, researchers from Italy and Buffalo, pointed out that a neurological disorder like multiple sclerosis or Parkinson's disease may first show up as a psychiatric problem years before neurological symptoms become apparent that result in a correct diagnosis. They cited a study of 30 patients with multiple sclerosis at the University of Massachusetts Medical School, three-fourths of whom experienced a delay in diagnosis because they had symptoms of major depression.

"Physicians may not pursue medical work-up of cases that appear to be psychiatric in nature," the team wrote. "They should be alerted that disturbances in mood, anxiety and irritability may antedate the appearance of a medical disorder."

Thus, it may be up to patients themselves or their advocates to suggest to therapists that something other than an emotional problem may be responsible for psychiatric disturbances that don't respond to standard psychiatric remedies.

Keep in mind that human beings are not divided into two different organisms: a physical one and an emotional one. Mind and body are a single construct with two-way communication, and what happens in the body below the head can — and often does — affect the brain and vice versa.

Medical practice has been slow to catch up with what was demonstrated by healers long before the advent of modern medical science. Although these healers may have had nothing to administer more potent than a placebo, they could sometimes successfully treat the body through the mind. Their patients expected the treatment to work, and so it often did.

Nowadays, when researchers study the effectiveness of a new treatment, they routinely include a control group that acts as a placebo to help determine the benefits of the remedy in question over and above those induced by a patient's belief that the new remedy will work.

A 1-Hour Walk, 3 Times a Week, Has Benefits for Dementia

By Gretchen Reynolds/The New York Times



Exercise may bolster the brain function and thinking skills of people with dementia, according to a new report. The study's findings suggest that walking a few times per week might alter the trajectory of the disease and improve the physical well-being of people who develop a common form of age-related memory loss that otherwise has few treatments.

The study looked at vascular cognitive impairment, the second most frequent form of dementia worldwide, after the better-known Alzheimer's disease. The condition arises when someone's blood vessels become damaged and blood no longer flows well to the brain. It is often associated with high blood pressure and heart disease.

One of the particular hallmarks of vascular dementia in its early stages, researchers have found, is that it tends to make the brain function less efficiently. In past brain-scan studies, people with a diagnosis of vascular cognitive impairment generally showed more neural activity in parts of their brains that are involved with memory, decision-making and attention than did people without the disease, indicating that their brains had to work harder during normal thinking than healthier brains did.

But while a great deal of research attention has been devoted to Alzheimer's disease, less has been known about the progression of and potential curbs on vascular dementia. Some research has indicated that reducing blood pressure lessens the symptoms of the disease.

Exercise can likewise improve blood pressure and cardiovascular health. And some research suggests that frequent, brisk walks may improve memory and physical abilities in those in the early stages of Alzheimer's disease. But, rather surprisingly, few past studies had examined whether exercise might also improve brain function in people with vascular dementia.

So for the new study, which was published in April in *The British Journal of Sports Medicine*, researchers at the University of British Columbia in Canada and other institutions decided to look into the effects of walking on this type of dementia.

They began by recruiting 38 older people in British Columbia who had been given diagnoses of a mild, early form of vascular cognitive impairment. None currently exercised. All agreed to visit the university's lab frequently for six months.

On the participants' first lab visit, the scientists measured their general health and also memory and thinking skills. They then scanned each volunteer's brain while he or she concentrated on a computerized test of attention and decision-making skills that involved rapidly clicking keys to indicate the direction that an arrow should point. This scan was designed to reveal neural activity and how hard different parts of the brain were working during the task.

Finally, the scientists randomly assigned their volunteers to start either walking or, as a control group, to visit the lab for weekly education sessions about nutrition and healthy living.

The walking program was simple, consisting of supervised one-hour sessions at the lab three times a week. The walkers were asked to move briskly enough during workouts to raise their heart rates to about 65 percent of their maximum capacity.

"We wanted to have some intensity" in the exercise, says Teresa Liu-Ambrose, the director of the Aging, Mobility and Cognitive Neuroscience Lab at the University of British Columbia and the lead author. Most of the walkers completed all of the sessions and "seemed to be enjoying the exercise" by the end of the six months, she says.

At that point, the volunteers in both groups repeated the physical and cognitive tests from six months earlier, as well as the brain scan. The results showed that the two groups had drifted apart, in terms of the functions of their bodies and brains. Most obviously, the walkers generally had lower blood pressures now than the volunteers in the control group.

But more striking, their brains also were working differently. The walkers' brains showed less activation in portions of the brain required for attention and rapid decision-making than did the brains of those in the control group.

The differences were subtle, Dr. Liu-Ambrose says, but they correlated neatly with improvements on the cognitive tests. The less someone's brain had to work to maintain attention and make quick decisions, the better that person typically performed on the tests of general thinking ability.

In essence, the walkers had more efficient brains and better thinking skills now than the control group did, she says.

Of course, this study was short term, lasting only six months, after which the volunteers were free to stop exercising — and most did. Dr. Liu-Ambrose and her colleagues hope in the future to study whether and how rapidly the brains and bodies of exercisers lose any gains if they become sedentary again. They also want to look into different “doses” of exercise and whether shorter or easier workouts would have an effect on brain function in people with vascular dementia.

Obviously, anyone with memory or other cognitive problems should consult with a doctor before starting to exercise and should probably not exercise alone, Dr. Liu-Ambrose says.

But even with so many questions remaining, the results of this study are encouraging, she says. They show that in the early stages of vascular dementia, “something as simple and accessible as walking may make a meaningful difference” in how well the brain works.

Getting Specific About Dizziness

By Jane E. Brody/The New York Times



Dizziness is not a disease but rather a symptom that can result from a huge variety of underlying disorders or, in some cases, no disorder at all. Readily determining its cause and how best to treat it — or whether to let it resolve on its own — can depend on how well patients are able to describe exactly how they feel during a dizziness episode and the circumstances under which it usually occurs.

For example, I recently experienced a rather frightening attack of dizziness, accompanied by nausea, at a food and beverage tasting event where I ate much more than I usually do. Suddenly feeling that I might faint at any moment, I lay down on a concrete balcony for about 10 minutes until the disconcerting sensations passed, after which I felt completely normal. The next morning I checked the internet for my symptom — dizziness after eating — and discovered the condition had a name: Postprandial hypotension, a sudden drop in blood pressure when too much blood is diverted to the digestive tract, leaving the brain relatively deprived. The condition most often affects older adults who may have an associated disorder like diabetes, hypertension or Parkinson's disease that impedes the body's ability to maintain a normal blood pressure. Fortunately, I am thus far spared any disorder linked to this symptom, but I'm now careful to avoid overeating lest it happen again.

“An essential problem is that almost every disease can cause dizziness,” say two medical experts who wrote a comprehensive new book, “Dizziness: Why You Feel Dizzy and What Will Help You Feel Better.” Although the vast majority of patients seen at dizziness clinics do not have a serious health problem, the authors, Dr. Gregory T. Whitman and Dr. Robert W. Baloh, emphasize that doctors must always “be on the alert for a serious disease presenting as ‘dizziness,’” like “stroke, transient ischemic attacks, multiple sclerosis and brain tumors.”

Dr. Kevin A. Kerber, a neurologist at the University of Michigan Health System, told me that dizziness is one of the most common symptoms that primary care and emergency department doctors see, as common as back pain and headache. He cited a nationally representative health survey conducted by the Centers for Disease Control and Prevention in 2008 in which 10 percent of adults said they had felt dizzy within the past year and had been referred to or seen by a health care specialist because of the symptom. Typically, those

reporting dizziness in the survey indicated they each had experienced three of the following different types: a spinning or vertigo sensation, including a rocking of yourself or your surroundings; a floating, spacey or tilting sensation; feeling lightheaded, without a sense of motion; feeling as if you are going to pass out or faint; blurring of your vision when you move your head; or feeling off-balance or unsteady.

As you can see, reporting a symptom simply as dizziness does not give a doctor much to go on. A major problem, Dr. Kerber said, is that the examining doctor has to decide on the type of dizziness and determine whether there may be a “particularly dangerous cause” like a heart attack or stroke based on “often unreliable” descriptions by patients.

People use the word dizziness when referring to lightheadedness, unsteadiness, motion intolerance, imbalance, floating or a tilting sensation. Vertigo, a subtype of dizziness, is an illusion of movement caused by uneven input to the inner ear’s vestibular system that provides a sense of balance and orientation in space. In 2011, an estimated 3.9 million people visited emergency departments with symptoms of dizziness or vertigo.

“Patients are generally nonspecific in describing their symptoms,” Dr. Kerber said. “They should spend time thinking about their symptoms before they see the doctor.” Factors to consider, he said, include “timing — does the dizziness occur episodically or is it constant? What seems to set it off — certain positions or particular foods? How long does the symptom last? And what happens over time — does it get worse, stay the same or get better?” Note, too, whether the feelings get worse when you walk, stand up or move your head. Are the episodes accompanied by nausea, and do they occur so suddenly and severely that they force you to sit or lie down?

Family members or friends who pay attention to the affected individual’s complaints “can help contribute to a rapid and correct diagnosis,” according to the authors of the new book. Dr. Whitman is an otoneurology specialist at Massachusetts Eye and Ear Infirmary, and Dr. Baloh is director of the neurotology clinic and testing laboratory at the medical center of the University of California, Los Angeles.

Two of the most common causes of dizziness are triggered by changes in position. One is called orthostatic hypotension — a reduced flow of blood to the brain that occurs when a person gets up from a sitting or lying position and goes away when the person lies down.

The second, called benign paroxysmal positional vertigo, or B.P.P.V., is not exactly benign to those affected, Dr. Kerber said. It is triggered by a change in head position, for example, when lying down, turning over in bed, or bending the head backward while sitting or standing (called “top shelf vertigo”), the authors of “Dizziness” wrote. The person may feel that the world is moving or spinning or that an object in the room is jumping up and down rhythmically.

Vertigo is one of the most disabling causes of dizziness. It arises when tiny calcium particles in the inner ear become dislodged from the balance organ and get stuck in the semicircular canal, where “they cause havoc,” Dr. Kerber explained. When the head is moved, the particles shift and set off a sensitive nerve wired to the eyes, making them jerk and causing dizziness. When the particles settle down, the eyes stop jerking and the dizziness goes away.

Benign paroxysmal positional vertigo can be caused by a blow to the head or be a result of aging. “Approximately one in five people in their 80s will develop B.P.P.V.,” the authors wrote. It can also affect younger people, particularly those who already have, or will develop, migraine headaches, they noted.

Vertigo can be a disabling condition that lasts for weeks, months or even years. Those affected are often unable to work, drive or walk around without falling.

However, B.P.P.V. usually responds to a treatment like the Epley maneuver, a sequence of movements that repositions the head and gets the errant particles to go back to where they belong. The maneuver is often performed by a health professional, but patients can learn to do it on their own if the vertigo recurs.

Organized people are just too lazy to look for stuff.

Interesting Facts About the Human Body

1. Your bones, pound for pound, are 4 times stronger than concrete.
2. Your skin is the largest organ in your body; if an adult male's skin were to be stretched out, it would cover 10 square feet.
3. In order to taste something, our saliva needs to dissolve it.
4. In just 30 minutes, your body can produce enough heat to boil a 1/2 gallon of water.
5. There are more than 300,000,000 capillaries in your lungs and if they were stretched out tip to tip they would reach approximately the distance between Atlanta and Los Angeles.
6. Frequent dreams are correlated with having a higher IQ.
7. You will be about 1 centimeter shorter when you go to bed at night compared to when you wake up in the morning. Your cartilage in your spine slowly compresses throughout the day.
8. In each kidney, there are one million filters that clean around 1.3 liters of blood every minute and push out close to 1.5 liters of liquid waste per day.

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

UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications) Statement of Ownership, Management, and Circulation

1. Publication Title RUPANEWS		2. Publication Number 0 1 7 - 5 8 2		3. Filing Date 9/1/2017	
4. Issue Frequency Monthly		5. Number of Issues Published Annually 12		6. Annual Subscription Price \$25	
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®) 1104 Burke Lane, Foster City, CA 94404-3636				Contact Person Cleve G. Spring Telephone (include area code) 650-349-6590	
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) 1104 Burke Lane, Foster City, CA 94404-3636					
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank) Publisher (Name and complete mailing address) Retired United Pilots' Association, 1104 Burke Lane, Foster City, CA 94404-3636 Editor (Name and complete mailing address) Cleve G. Spring, 1104 Burke Lane, Foster City, CA 94404-3636 Managing Editor (Name and complete mailing address) Cleve G. Spring, 1104 Burke Lane, Foster City, CA 94404-3636					
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.) Full Name Complete Mailing Address Retired United Pilots' Association 1104 Burke Lane, Foster City, CA 94404-3636					
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box <input checked="" type="checkbox"/> None Full Name Complete Mailing Address					
12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one) The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: <input checked="" type="checkbox"/> Has Not Changed During Preceding 12 Months <input type="checkbox"/> Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)					

13. Publication Title RUPANEWS		14. Issue Date for Circulation Data Below 9/1/2017	
15. Extent and Nature of Circulation			
a. Total Number of Copies (Net press run)		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
		3,205	3,170
b. Paid Circulation (By Mail and Outside the Mail)	(1) Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	2,919	2,868
	(2) Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	0	0
	(3) Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS®	0	0
	(4) Paid Distribution by Other Classes of Mail Through the USPS (e.g., First-Class Mail®)	254	250
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4))		3,173	3,118
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	(1) Free or Nominal Rate Outside-County Copies included on PS Form 3541	0	0
	(2) Free or Nominal Rate In-County Copies included on PS Form 3541	0	0
	(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail)	0	0
	(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)	0	0
e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4))		0	0
f. Total Distribution (Sum of 15c and 15e)		3,173	3,118
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))		32	52
h. Total (Sum of 15f and g)		3,205	3,170
i. Percent Paid (15c divided by 15f times 100)		100%	100%

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<input type="checkbox"/> Publication not required.	
18. Signature and Title of Editor, Publisher, Business Manager, or Owner <i>Cleve G. Spring</i> Cleve G. Spring, Manager and Editor	
Date 9/1/2017	
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LETTERS

TOM BALBONI—Huntley, IL

Hi John, Here's another year's dues. One of the best investments I can think of.

I'm not "retired" yet but took over my Dad's membership when he passed away 10 years ago this month.

Many, many thanks to Cleve for continuing to publish this fine magazine and to everyone else behind the scenes at RUPA. All the Best, *Tom*

JIM BERTELSON—Ivanhoe, IL

I will try to do my part in the communication push with my biennial update. I have now completed three score and ten years, including ten since I was fired/retired. I think I could still aviate, but probably only the B727, but why bother.

We have been filling many squares. I just added Social Security to my grab for government benefits. Been on Medicare for five years. I am not a fan of socialism, but it is what it is. Took the Basic Rider Course from Harley-Davidson— what a blast. I



joined a group of veterans on a Silkie Hike, 22 with 22 for the 22. A 22 kilometer hike with 22kg pack for the 22 veteran suicides per day. An impressive group of young (under 30) men from the Northwestern MBA program. They made me proud to be a vet. Starting temp was 32 degrees F.

We went to my 50-year high school reunion. Good to learn what many have been doing. Sad that 13% had passed on. I was presented with my first prescription eyeglasses at age 68. I still sail, watch classic movies, and volunteer with CERT and NW. We're attending more live theater and music (think: Hamilton on same stage in Chicago where we saw Hair 47 years earlier; the Legacy Girls (Andrews Sisters tribute group) on Veterans Day; the Scottsboro Boys; South Pacific; our Marriott musicals; The Tender Land; Jekyll and Hyde; Sunday evening park concerts). Reading classics and investing keep the mind active. The '63 Corvette is running well.

A few trips. Eleven days on Hawaii including lunch with the Big Island Stargazers— mahalo, and a Kilauea Crater hike with a knee injury that took five months to heal. 18 days in Scandinavia including my Viking heritage and St. Petersburg. 19 days of South America, through the Panama Canal, to Miami. Recently, three weeks on the Continent (Europe: Munich; Budapest; Danube River cruise with Vienna and Nuremburg; Prague). All very good. Linda is our trip planner.

It has been 32 years since my last strike. A special toast to my friends who served the 31 months on the two picket lines of CAL, then UAL. Thank you.

Some special events: 2017 Frozen Four; my first, and likely only, Indy 500 (fun fact: it started in 1911, the same year as Naval Aviation); our favorite Northwestern events.

Thankfully, the only meds are for environmental allergies. Still working out three days strength and three days cardio per week.

Five grandkids now, all healthy.

Life is good! *Jim*

JIM BURRILL—Wooster, OH

Twenty-two years since I parked the brakes on my last 757/767 trip ending a forty-year career of what I always wanted to do. Fly "big" airplanes and as it happened in an unmatched time in the history of aviation. I was able to participate in a time that allowed me the opportunity to fly those fun tail

draggers. Chipmunks, Harvards, DH Otters, C-45s & DC-3s as well as the sea planes, DH Otter on floats, PBY-5As and the Grumman Albatross Mod B. After Harvards I moved into the jet age and the T-33. That was at a time that airlines were flogging their round engine airliners way below us and the sky was still black above us. During those forty years I had the privilege of flying with a number of WWII pilots in the RCAF and later United Airlines. One of my squadron leaders was from Kentucky who had joined the RCAF to get into WWII and ended up flying PBYs out of Yarmouth, Nova Scotia searching for German subs. While regaling us with his many war time experiences his favorite description of someone who did not perform up to standard, be it superiors or otherwise, was a "Pecker Head." A description I had not been familiar with back on the farm!

I count my blessings that my four children were able to dodge the drug mania and become contributing citizens along with my grandchildren now and last but not least I count my blessings that I met Monica and celebrated our seventeenth wedding anniversary in August. We have not done any air travel in the past year. But we did find all sixteen covered bridges in Ashtabula County, OH in October, along with a number of wineries. The wine is

BIZARRO | Dan Piraro



OK. We did our annual colored leaf excursions in Ohio and Pennsylvania but the best were on a thirty mile stretch of I-90 east of Mentor, OH. We celebrated Thanksgiving in Jacksonville, FL with family. This spring we checked out cherry blossoms around Traverse City in "Pure Michigan", spent some time in Ontario, Canada with First cousins and a week plus with family on Emerald Isle, NC. Lots of big wide beach there.

Sadly, it seems like I am "the last man standing" in Wooster with Dick Orr and Don Karaikos Flying West. There were a lot of Cleveland Crazies living in this area in 1985. We still have a good number from out of the area meeting here in Wooster at TJ's each third Thursday of the month. I am still on the clinical trial for my metastasized prostate bone cancer and other than fatigue am doing fine. My PSA continues to be undetectable. Remembering each day is a gift. Life is good.

Our thanks to all the folks who work to produce this great publication.

Jim, EWR, LAX, CLE, LAX, ORD

DALE DOPKINS—Hampshire, IL

Dear Cleve; My good friend, John O'Connell, always scolds me for not writing a letter to the *RUPANEWS*. I always say that no one cares, but I'm going to have a shot at it anyway.

I do enjoy the letters, although I am increasingly surprised at how many Ruparians there are who I don't know. I suspect that it has something to do with the fact that that I have been retired for nearly a quarter of a century. Next March I will have been enjoying retirement for 25 years.

During those 25 years I have accepted a few jobs. I am President of the Board of The Veterans Assistance Commission for Kane County. A position which keeps me in touch with many of my fellow veterans, and up to date on benefits available to veterans.

I serve as President of the board, for the Northwest Kane County Airport Authority, and I still get down to the wonderful Museum of Science and Industry, to "fly" our B727, which is on display down there. It's number 17, an airplane on which I have many hours when it was in the Friendly Skies. These two jobs keep me involved in the aviation community.

I am very active in my local American Legion Post, wearing many hats. I am Chaplain, Historian, Pub-

lic Relations, Past Commander and Color Guard Commander. My Post covers two school districts, Hampshire and Burlington, and we present the colors at all the football and basketball games. This and way too many veterans' funerals keeps us very busy.

I am still involved in the Salvation Army Golden Diners Meals on Wheels program, for Kane and McHenry Counties. I've been with the program for over 20 years, and for the last 10 years on the Board of Directors. A couple of years ago I passed the Presidents gavel to one of our newer members but I still serve on the board.

About 20 year ago, I joined the Board of the United Airlines Historical Foundation, and since its inception, I have served as Chairman of the William S. Arnott Scholarship Committee. I will plan on submitting a little article, next month, about the creation and evolution of that scholarship program.

I also have had the pleasure of becoming an "itinerant preacher". We a cluster of three Methodist churches, here in Hampshire and Burlington, and between the three, I manage to stay very busy. In fact, as I am writing this letter, I am also preparing

my sermon for next Sunday. I guess becoming a preacher, is a natural evolution, for an old fighter pilot. Some of you may remember, some dark and stormy night, at 40,000 feet, in a single engine fighter, with warning lights illuminating the darkness of the cockpit, getting into some serious negotiation with God. A lot of deals were made! He has watched over me for these last 84 years, so I owe him!

As you can see, I am involved in aviation, veterans, seniors and church, four areas in which I have had some experience.

Other than that, Pam (and she is my greatest blessing) and I, just sit here on our little farm, love our dog and our cats, and watch the corn grow. I am indeed blessed!

Thanks Cleve, to you, and all the others who work so hard to keep this ship afloat. It is appreciated!

Dale, 1959-1993

MDW, SEA, DENTK, ORD, EWR, SFO

MRS. DOROTHY GATES—Plesantville, NY
Welcome John Rains as Secretary/Treasurer, may you enjoy your new volunteer job, and may the members not give you too much grief.

19 years since the passing of my dear UAL pilot husband, and I'm still enjoying reading the *RUPANEWS* every month, cover to cover. Great articles pertaining to health issues, are most interesting, and the letters from members most appreciated.

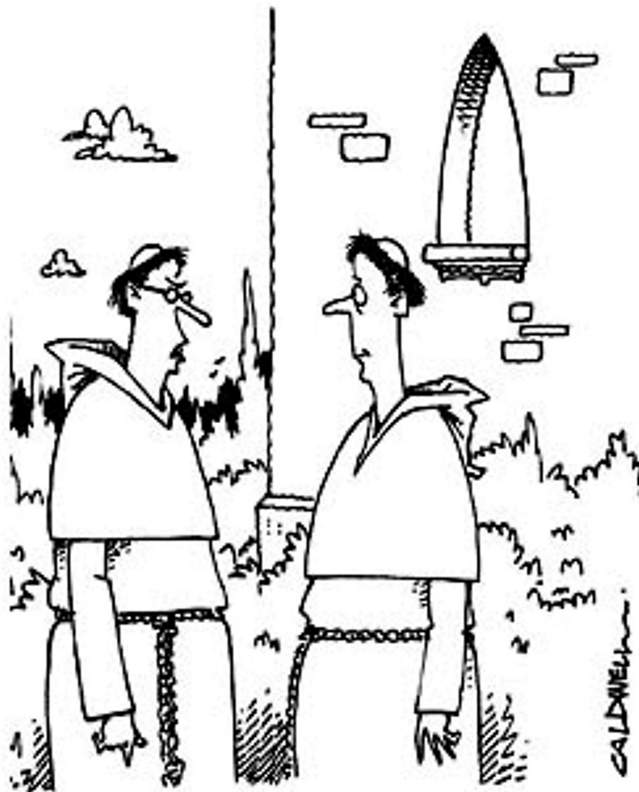
Best wishes to you all for a healthy and happy year.
Thanks, *Dorothy*

BILL GRAHAM—Kailua Kona, HI

Dear Editor, First I want to say that the thirteen year old girl that I fell in love with in 1954 is gone. The last few years were so painful that it seemed like a blessing at the time.

Nothing about retirement went as planned except living in the 'little grass shack' overlooking Kona with the only one I ever loved. I gave up flying high and fast for swimming low and slow. Last month, I took a deep breath and swam to -230 feet for the first time.

The monthly meetings seem so out of place in my life that I'll stick with the *RUPANEWS*. Thanks to the whole crew. Fraternally, *Bill*



"Please don't refer to it as a hoodie and quit calling me 'Bro'."

P.S. Is 18 years a record for procrastination or should I try again?

JIM HUFF—Vancouver, WA

Well, almost 28 years now into retirement. Lucky to still be upright!

No real changes to my lifestyle, fortunate to still be in fairly good health. Wife Vera (over 60 years now) just had a Cecal Resection (removed a benign polyp from the colon, and took out some of the colon)...surgery went well BUT caught C-Diff in the hospital so had to take some antibiotic's for that. She had a ruptured appendix several years ago and caught C-Diff then also (same hospital).

My old buddy (and landlord in '56-'57) Walt Ramseur now lives across the river in PDX, so nice to be able to get together now and then. Still spend the winters at our small condo on Molokai (which has changed very little since we bought in '97)..can't say that for the rest of the state tho...we don't even bother going to any of the other islands, too much of a hassle and hate the crowds.

Sure seems like not many of the retirees send "birthday letters" anymore...and recognize very few of the names anyway.

Sold our 5th wheel trailer and truck a year ago, and sure miss our annual trips to Hebgen Lake on the Madison River just out of West Yellowstone...had fished the area starting in the mid 40's.

Again, thanks to all the RUPA members who keep the NEWS coming. *Jim*, '55-'89

RUSS KELLUM—Saratoga, CA

My Baron partner and I flew to Madras, OR, to witness the total eclipse. Madras was better than I had expected. The arrival system they set up, which was that everyone had a 3-minute arrival window, worked well. Arrivals were from 09:00 to 20:00 Friday, Sat. & Sun. Even if people missed their exact window the arrivals were spaced out enough that it was less busy than many small airports get on a Saturday morning, and having the tower helped a lot. I only saw a couple of go-arounds.

They also had a ground control freq., and several Follow-Me carts, and they parked everyone right in line as they arrived, some on the ramp, some in the



gravel, and some in the dead grass/dirt. They had people available to move airplanes so no one had to taxi across gravel or dirt if they did not want to.

We arrived at noon on Saturday and there were already about 75 airplanes on the ground, and by sunset on Sunday they had about 415 airplanes parked. Starting at 05:30 on Monday morning, the corporate jets and turboprops started showing up. Everything from the big Gulfstreams (Jeff Bezos and his ilk), down to the smaller Cessna jets. Lots of King Airs, Pilatus, etc. etc. and by eclipse time there were about 50 or more of them, so there were close to 500 planes in attendance. But they still had plenty of real estate, it's such a big wide open old air base.

Plenty of food vendors, typical airshow/county fair type booths, and a big bar area in one of the huge old hangars with a live band and much dancing both nights until 2300 hrs, a great air museum with many great warbirds and other rarities, and they are all flown regularly. On Sunday about sunset 5 of them came in from an airshow up in Calgary. Sky diving on the north end of the field went on from daylight till dark, and two otters took full loads and dropped them during the period of totality (wonder what they paid for that ride?)

There was one fatal crash just after we arrived on Saturday and we happened to see the fireball and smoke column. It was a Wheeler Express composite homebuilt from the Bay Area and it appeared to the tower (we talked to them later) to be a typical slow flight left turn downwind to base stall and spin accident. It was clear and the wind at the time was about 10 knots just about down the runway (34).

The corona during totality was spectacular and awe inspiring, which surprised me. I had not given it much thought, but I liked it a lot. The other surprise for me was the rather sudden 20 degree drop in temperature, and then the just as sudden increase back to normal. The smoke in the area up there added a kind of pink glow to the whole thing, which was interesting and eerie. I'm really glad I got to see it!

Naturally, after it was over, all 500 airplanes wanted to leave, and if there is one criticism of the Berg Air people it would be how poorly they organized the departures. They were very late getting the plan out and many people did not even know there was a plan. So, it was a bit chaotic. However, based on our position on the field, they gave us an estimated engine start time of 14:00, and we were ready to go

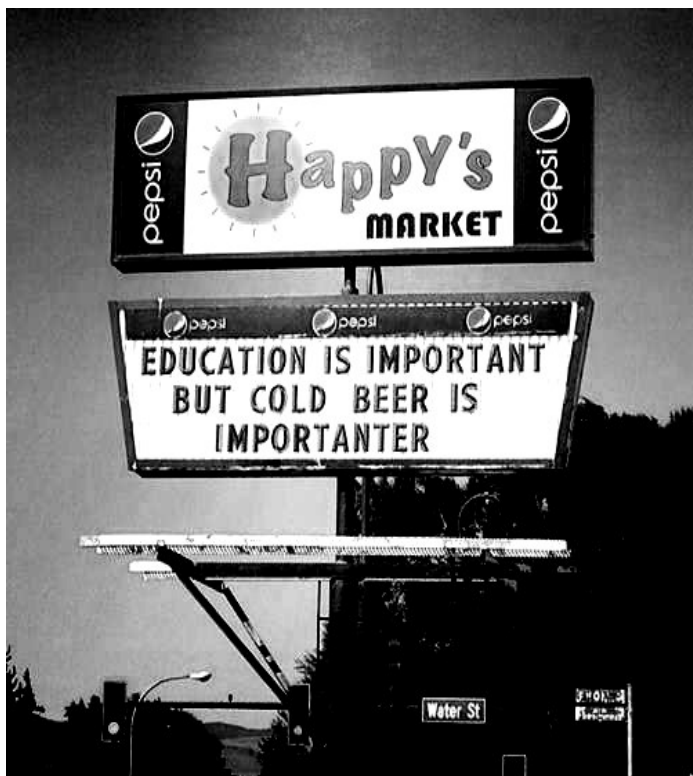
at 13:30 so they came by and pulled us out onto the taxiway (cutting right into the line) and we quickly loaded up and started engines and inched up to the runway. We took off right at 14:00, so I guess you could say it worked but it wasn't a pretty thing! Chris and Rose in their Bonanza were so far back in the order that they decided to stay overnight again rather than leave so late, but by 17:30 the line had evaporated and they departed after all.

It was interesting seeing all the different airplanes. Not many home builds, mostly production airplanes, and literally all kinds, big and small. And the people at Berg Air were very nice, in spite of the fact that they were completely overwhelmed. They did the best they could handling the biggest event to ever hit that town, bar none, past or future! I hope they made enough money to put a smile on their faces and they did not try and rip everyone off. Prices were normal for such an event and they did not up their fuel price, which was \$4.65 gal. Glad I went and I'll go next time, if I can! *Russ*

TED KRYDER—White Pine, TN

Greetings fellow retirees! 25 years of retirement has arrived! Hard to believe but since I am 85, the math is correct!

I had a great career flying the friendly skies for 30 plus years. Never worked....just flew!



Laura and I are not traveling much anymore. We made it to all 50 states which was on her bucket list! Life is good! We take it day by day. We have been blessed! Wishing all of you smiles and good health! Thanks to all who are responsible to keep this publication coming!!! *Ted*

WOODY LOCKHART—Sausalito, CA

With the planned retirement of the 747 in October, I wanted at least one more ride in the machine, which I enjoyed flying for the last four years before my own retirement in 2001.

So, after a European cruise last month, Barbara and I decided to fly home on the morning 747 flight from London. Not wanting to take a chance with space available travel, I bought two positive space business class tickets with the 20% company discount, and chose two seats on the upper deck just aft of the cockpit. When we got on board the pilots had not yet arrived, but the cockpit door was open, and I took the opportunity to poke my head inside and reminisce.

Shortly thereafter, Captain Molly Flanagan came aboard leading an all-female cockpit crew. Molly and I had flown together when she was a co-pilot on the 737 back in the late 1980's, so it was really like old home week. Molly told me she only had a couple of years to go before mandatory retirement, still loved the job, and always used to tell people that when the time to retire came, they would have to "drag her kicking and screaming off the airplane." She also said she had to stop using that line because she recently realized that United now knows how to do that! The flight itself couldn't have been better. The weather was perfect and we had magnificent views of Iceland, Greenland, northern Canada and the western U.S from Seattle to San Francisco. Just as we used to do on the 737, Molly pointed out all of the scenery via the P.A, although as now seems common, most of the other passengers couldn't have cared less and pulled down their window shades so they could look at the TV screens rather than the scenery. I was glued to the window for most of the 10-hour flight.

The flight reminded me of a similar one that I flew from London to San Francisco on the 767 in the early 1990's. I had chosen to take the first rest break and was sitting in the crew rest seat (last single seat in the middle row of the first-class cabin) reading a

newspaper when the passenger across the aisle from me on my left tapped me on the arm. He was sitting in the aisle seat, the passenger in the window seat was asleep, but the window shade was up and he could look over his sleeping seat mate and see something below us. He apologized for disturbing me but wondered if I might know what he was looking at below. "That's Iceland" I told him. He was very appreciative and I went back to reading my newspaper. About an hour later he again reached across the aisle and tapped me on the arm. "I'm really sorry to bother you again" he said "but do you know what we are now flying over?" "Yes" I said, "that's Greenland." He thanked me and then said "You seem very knowledgeable about this route of flight, do you do it often?" I told him that I did it two or three times a month. He then said "That's very interesting, what do you do for a living?" I didn't have the nerve to tell him that I was the captain.

Best regards to all, *Woody*
ORD 1965-1972, SFO 1972-2001

DAVID MANZEL—Southport, NC
RUPA and friends, enclosed is another two years' worth of payments.

Not much has changed here in North Carolina. Summers are hot and humid and winters are still warmer than Chicago.

At the present time, we're making sure we're prepared for Hurricane Irma to come thru.

Hello to all fellow retirees. *Dave and Pat*

GEORGE MENDONCA—San Mateo, CA
Just maybe this year I will be on time?

I am still working on the Kitfox. Little things keep popping up, a broken fitting on the muffler. It was evident it was caused by one of the prior owners. You get what you did not expect. I plan to fly to Embry Riddle at Prescott AZ the first of October for the Wings Out West Fly In. I am in the process of changing the N number of the Kitfox from N765EX to N94FL. It is a mouth full to use the old N number on the radio calls.

I am still a docent at the Hiller Aviation Museum in San Carlos. I usually stand by the B-737 cockpit in uniform. On July 2nd it was the 60th anniversary of my first solo in the T-34 in the Air Force at Spence Airbase Moultrie GA.

I can't think of anything else, so goodbye until next year.

George, SFO DEN SFO 1965/1994
B727 S/O B737 F/O & CAPT

DONALD MORGAN—Corona, CA

I didn't get to write a letter last year as I had a stroke and was in two different rehab facilities. My wife, JoAnn, came almost every day to visit me.

I am writing this year to say hello to all my group of friends who I miss seeing and meeting for lunch. I still miss flying and the camaraderie with all my fellow pilots across the country.

I am on the upswing now, and am able to get around with my walker and have folks who come in and care for me.

I had my 90th birthday July 11th this year, and JoAnn and I celebrated our 32nd anniversary on July 7th.

Life is good and I am thankful every day for my many blessings God has given me. *Donald*

DON MERUCCI—Sparks, NV

It has been a long time since I have sent in a birthday letter. My life is far from the exciting escapades published monthly by many of the retirees in the *RUPANEWS*. But, since this is the 20th anniversary of my retirement, I thought that I should make it known that I am still alive.

Six weeks after retirement my heart went into Atrial Fibrillation. It wouldn't stay in rhythm after being shocked so I have been on medication and lived with it since. My flying days are long past. The rest of me works pretty well, helped along by a few sessions under the surgeon's knife. With the schedule of a retiree of six Saturdays and one Sunday each week, I had a lot of time to use up. We did our share of traveling and I found that I like to cruise the most. Mary and I have taken some great cruises and have found that we've used up most of the places we'd like to go. I tried golf but tired of that, although it is still an option. We still spend time visiting friends and family. Our son and family live in Phoenix. My brother, and his family, live in Australia and we've made numerous trips there, sometimes stopping in New Zealand. And Hawaii has been a favorite vacation spot! We are leaving soon for Detroit to visit cousins, actually buying tickets for that trip. So, we aren't just sitting around.

Twenty-one months ago, we decided that we'd had enough of California, sold our home of 47 years for an exorbitant sum and moved to Sparks, Nevada. Our daughter and son-in-law had had their jobs transferred here and, after a few visits, we also thought it would be a nice place to live. And it turned out to be. The people are very nice here and the traffic congestion is much less. The RUPA lunch group always has interesting tales to tell. But, in the process, we failed "Down Sizing 101" and paid to move stuff up the mountain that we ended up, and still are, giving away or selling. One thing I do miss very much is the USS Hornet. I spent 16 years as a docent on that great WWII aircraft carrier. As the only USAF pilot on board, I received a lot of good natured ribbing, but also made some good friends and learned about a sailor's life.

Our daughter, Maria, is a 30-year UAL customer service agent at RENO/TAHOE airport. Last month she was one of 88 United employees, system wide, selected to fly to Seattle, WA to tour the Boeing Factory and then fly from Seattle to Chicago on the maiden flight of UAL's newest 737-800, and then home. United has chosen this way to recognize many veteran employees. Our son, Mike, has undertaken a new position as a building inspector in the greater Phoenix area. So far business has been increasing and he may be assuming direction of the company's scheduling operations.

For the past months our thoughts, concerns and



prayers have been with Mary. She is facing knee replacement and major back surgery. This is not a new situation for her, but is finally coming to a point where definitive action must be taken. Hopefully surgeons will be chosen soon. I'm sure the new friends she has made in the church groups and the neighborhood will understand her taking a short leave.

I hope to not take so long before my next letter. Thanks to all of you who make RUPA the great organization it is. Mary and I both enjoy the guys and gals RUPA groups here! **Don**

PHILIP NEUBIG—Beaufort, SC

87 going on 115 thence to 125. Moses or someone else did it, why can't I. Wake up every morning about 6:30 AM put on my running shoes and shorts and T-shirt, turn on the coffee, then outside to pick up the paper and jog a couple of laps around my circular drive. Then on to my backyard to my chinning bar (set at 5 feet to do three-quarter pull-ups and push-ups with feet still on the ground, and I am at a 30° angle). I do 30 or 40 of each in sets of 10. I can't do full pullups anymore.

Back in the day, going through preflight training in the NAVCAD program in Pensacola, I set four fitness records: 49 pull-ups, climbed a 20-foot rope in 6.2 seconds, and had a 26-inch vertical jump.

I did a lot of that growing up in Plaquemine Louisiana in the 1930s and 40s. Being in good shape is what got me through flight training. And also help me survive a M-1 (760 mph) ejection through my canopy, splitting my hardhat in two. The broken Plexiglas caught my D ring and Mae West toggles, prematurely opening my chute, allowing my ejection seat to go through it taking out nine of the 28 panels. I still have the chute and my cut up G-suit. And I have a picture of the 30 x 10' crater the cougar made when it hit the ground.

Also, a picture of James Schultz, Burlington Wisconsin, who spotted me as I broke out of the 1,100-foot overcast sky. He said to his dad, "Look at That Collapsed Balloon Coming down." And his dad said, "That's Not a Balloon, that's a parachute and a fellow is hanging from it!"

They hopped in their pickup truck and drove up and down the road until he spotted my chute. They came out and called the fire department. The firemen took one look at me and said, "We Better Hurry up,

Is Not Going to Make It to the Hospital!"

They got me to Burlington, Wisconsin Hospital emergency room, and while the doctors were putting casts on my knees and shoulders, a well-endowed nurse was trying to revive me. I was comatose at the time, and she had my head pulled up into her bosom saying, "Come on big boy, you can make it, you can make it! We'll have a ball!"

I came to and thought surely, I had died and gone to heaven! So, after a half month in the Great Lakes Naval Hospital, the Marine Corps fitness board determined I was 60% disabled. The next day I went downtown Chicago and found an FAA doctor and bluffed my way through an FAA exam. I told the doctor that I was over developing my quads to make up for my loose knees and got my class I certificate and continue flying for you United Airlines for 33 years!

Maybe I'll see you at the 2045 Convention, living to 115!! *Phil*

MRS. EMILU RICHARD—Littleton, CO

Hi Cleve, Time to send in my check for the year and to thank and the entire staff for the great work you are doing to keep us informed of the latest happenings. I continue to look forward each month to the latest copy and all the interesting articles and updates.

Ken passed away on June 24, 2012 and I have continued to live in our home in Littleton, CO since then. I am fortunate to be blessed with good health and fun times with family and friends.

Thank you for your time and effort – it is appreciated so much. My best to all of you, *Emilu*

RICK STEELE—Denver, CO

Hello RUPA, It's hard to believe it has been 10 years since I set the parking brake for the last time. I worked for Altheon/Boeing as an instructor for a few years, but now spend most of my time with my horses and grandkids. That keeps me just about busy enough.

My wife, Moki, and I use passes to visit our daughter in North Carolina last month. I hadn't even been inside the airport for 4 years and was surprised at how pleasant an experience it was after all the bad press we have been getting. Everyone we dealt with was very professional and nice.

Rick, ORD, DEN, LAX, DEN

CHUCK THOM—Litchfield Park, AZ

Retired the day before 911, the last 16 years have flown by (No pun intended) so very fast. Arizona remains my place of choice for retirement.

Wendi and I are delighting in the raising of our 15-month-old son, Kieran. In raising my other three kids (1969 - 1995) I was gone from home so much that I missed a lot of benchmark events, and they missed a lot of Dad's badly needed parenting. Not so now, as I can watch Kieran develop on a daily basis, and I can fully contribute to his learning process.

Actually, I am learning a tremendous amount of things about child development that I had never had the opportunity to experience, thanks to the incredible amount of info available on the internet, and advances in child rearing procedures readily available in books and articles, especially Christian based methods.

It looks like Uncle Sam is winning the battle for FI-CA rebates. By the time it is settled there won't be many of us left to enjoy the payment, should we win.

Thanks to Cort for a fine job as RUPA President. I also very much enjoyed flying with you, and want to thank you also for taking the time to peruse the passenger manifest on a SFO/Frankfurt trip, and making a visit to the cabin to chat with my daughter-in-law, Petra. She was delighted you recognized my last name, pursued the possibility of a connection, and decided to make a personal visit. I did the same sort of thing as a Captain, and am glad the tradition is still active.

'til next September, Aufwiedersehen, und Prosit!
Chuck

PAGE WATSON—Estes Park, CO

we live in Estes Park, CO, elevation 7,522 ft. at the town center. A warm day is 80 degrees and a hot day is 85, so over three and a half million people come through every year, mostly going to visit Rock Mountain National Park, and to get away from the heat in Texas and many of the other hot spots.

Since the year 2000, my wife has operated camp chaos for our grandchildren and we have had from four to twelve of our 17 grandchildren come and stay with us every summer for the past seventeen years. They sure eat a lot and the people at Safeway know my wife.

There is always a shortage of workers during the summer in Estes Park so when our grandchildren apply for a job they are asked where are you from and they reply Iowa, Washington state, Kentucky, Virginia, or Pennsylvania. They are always told, you are late for work your break is over. But since I am a 1931 model and my wife, who does all of the work, is only a couple of years behind me this may be the last year for camp chaos. But that is what my wife has said every year for the past five years or more.

We are both in good health for old farts, so I will have to wait and see what next year brings. *Page*

DON WEBER—Federal Way, WA

Another year has, literally, flown by. We are slowing down a little but still enjoying the beautiful Pacific Northwest.

We went on a cruise to Australia and New Zealand last February on Holland American. It rained quite a bit but was still great to get back to Sydney again. We did something on this trip that we had not done before. Used United passes on all the legs. Perhaps the problems we had are well known but they were new to us. We believe our first mistake was taking another couple with us, using Vicki's passes. We didn't know until after the trip, that if you have 25 years or more of service, you are automatically upgraded to business or first class with no service charge. Finally found that info on line under UAL pass travel, Q & A. With Vicki's seniority, we were

**I don't understand
how I can remember
every word of a
song from 1964,
but I can't remember
why I walked into
the kitchen?**

first on the upgrade list for all legs. No upgrades were available going to Sydney as business was full. Since the couple we were traveling with had a last name, alphabetically, before ours they were listed before us, even though we used Vicki's passes and the other couple has no relationship to UAL. This didn't turn out to be a factor as we all got in economy plus. Coming home was a different story. The gate agents in Sydney paid no attention to seniority dates. They just dumped people in seats to get the plane out on time. Vicki ended up in economy and one of our friends got upgraded to economy plus because their name was alphabetically before ours. To make matters worse, the plane left Sydney with 3 business class seats available. About 1 hour into the flight, the Chief F/A spoke to Vicki and told her about the foul-up. Great, Vicki was the only one that ended up in economy and once again, one of our guests got upgraded to economy plus. We tried to recapture the upgrade fee for 3 people but didn't know that because of Vicki's seniority, we hadn't paid anything. Lesson learned, never lend your passes to anyone whose last name is alphabetically before yours. Another issue with me is the way that United cabin crew handled the features of the 787-9 aircraft. That's another tale and if anyone wants to call me, I'd love to discuss it.

This coming October, we have another cruise scheduled out of Southampton back to Miami. The plane from SFO to LHR is a 747-4 on its next to last flight. Got seats this time using UAL's 20% discount so seating should be no problem.

Starting my second year as a volunteer at the Seattle Museum of Flight. It really is a great aviation museum and fun to mingle with other aviation folks.

Thanks to everyone for publishing a great monthly magazine. *Don*

JOE WILDBERGER—San Francisco

Hi Cleve: Another year has slipped and slid by. Hardly seems possible that I haven't been in a cockpit for 18 years. Sent my dues through the web so I don't have to depend on the US mail.

It's been sort of a slow year - I guess in keeping with my advanced years. Took a cruise down the Mexican coast with a group of friends - much fun and quite inexpensive. Then spent a week in San Miguel de Allende in Mexico - a wonderful little city although with its nearly 7,000-foot altitude,

steep hills, cobblestone streets and narrow sidewalks it doesn't qualify in my mind as a place to live, which I had thought of when I visited it 13 years ago. Now all I see is broken bones and emergency response time probably measured in days rather than minutes.

Also, had a few trips to New York - UAL has almost hourly service from SFO to EWR so I can usually find a seat. On good days, I get economy plus (the new employee first class) and once in a great while I snag a first-class seat.

All else is well. Thanks to you and all your helpers for all your hard work on our behalf. I always look forward to getting the magazine. Best, *Joe*

MIKE WOMACKS—Scottsboro, AL

Hi Cleve, sent in my dues today and only a month late. Getting better with age.

It has been 12 years since I set the brakes in the 747-400 for the last time. Doesn't seem that long ago, but time goes by fast now days.

Still flying a Citation CJ for a local company and in the process of upgrading to a CJ-1. Still have fun flying, but retirement is starting to look good. I still have part interest in a Yak-52 and a Bellanca Super Viking.

Family is doing good, between my two daughters we have six grandchildren. My son is going to ATP flight school in Oct. He wants to fly for a living, hopefully an airline.

Thanks to all who keep RUPA going, as I do enjoy hearing about friends. *Mike*

IN MEMORIAM

MARTIN C. BERG

Martin C. Berg (92) Passed away Aug. 30 2017. He had been in Hospice care, following complications from prostate cancer. Jean Berg, his loving wife of 60 plus years, passed away three weeks earlier.

Marty grew up on Chicago's South Side, went to college, flew in the U.S. Navy. He Joined United in 1951 and retired in SFO in 1951, completing a 34-year career.

Marty enjoyed his life, family, friends and golf. He was a true gentleman, with an upbeat attitude and a kind word for everyone.

He will be greatly missed by his family and friends.

Submitted by Ret. Capt. H, Lee Higginson

RICHARD R. DAVIS

Richard "Dick" Davis, 84, of Remsen, NY passed away on 12/5/2016 at 1:56 p.m., with his close friends by his side.

Dick was born 19 May 1932. He graduated from Remsen Central School in 1950, attended Cortland State Teachers College for one year and Utica College for the next year. Dick then became an Aviation Cadet in the USAF. Upon getting his wings, he was assigned to a fighter squadron flying the F-100C. After three years active duty, Dick joined the West Virginia ANG and retired in 1972 as a Lt. Col. He was also hired by Capital Airlines when he left the USAF and retired from United after a 35-year career flying his final trip as a Captain on a B-747 Christmas Day, 1991 from HNK to SEA.

Dick loved to work with friends on projects big and small. From restoring airplanes, antique cars, motor homes, and trucks, to building barns and restoring an F-86 to be placed on display, Dick did it all. Dick finished building "Remsen City Airport" in 1990 and continued to fly his Stearman for another impressive 25 years, including at his 80th birthday party where he flew the Stearman for all of his friends to watch and enjoy. Dick also loved animals, especially his best canine friend Jake. Dick cherished car rides and time spent at home and in the hangar with Jake.

Dick was a member of the Remsen Methodist Church, served on the Remsen Central School Board, was a member of the Remsen Development Corporation, and the Remsen-Steuben Historical Society.

The following poem is not original and the author is unknown, but Dick felt it very appropriate for the end of his life:

"I hope there's a place way up in the sky, where old pilots can go on the day that they die.

A place where a guy can buy a cold beer, for a friend and comrade whose memory is dear.

A place where no doctor or lawyer can tread, nor FAA type would 'ere be caught dead. Just a quaint little place, kind of dark, full of smoke, where they like to sing loud, and love a good joke.

The kind of place a lady could go, and feel safe and protected by the men she would know.

There must be a place where old pilots go, when their flying is finished, and their airspeed gets low. Where the whiskey is old and the women are young, and the songs about flying and dying are sung. Where you'd see all the fellows who'd flown west before, and they'd call out your name as you come through the door.

Who would buy you a drink, if your thirst should be bad, and relate to others, "He was quite a good lad." And then through the mist, you'd spot an old guy, you had not seen in years, though he taught you to fly. He'd nod his old head, and grin ear to ear, and say, "Welcome, my son, I'm pleased that you're here."

For this is the place where true pilots come, when their journey is over, and their war has been won. They've come here at last to be safe and alone, from the government clerk, and the management clone. Politicians and lawyers, the Feds and the noise, where all hours are happy, and they're all good ole' boys.

You can relax with a cold one, maybe deal from a deck, this is Heaven son... You've passed your last check."

HARVEY D. SHEREN

Harvey D. Sheren, 79, passed away unexpectedly July 28, 2017, in Vero Beach, FL. He was born February 7, 1938, in Lansing, MI. When he was 17, Harvey obtained his Private Pilot's license at Davis Airport in East Lansing, MI. He graduated from Eastern High School in Lansing, MI. Harvey married Susan R. Hulbert of Birmingham, MI, November 18, 1965, in Chicago, IL.



In 1956, Harvey enlisted in the Michigan Army National Guard. He graduated top in his class for fixed-wing aircraft at Ft. Rucker, AL, February 16, 1962; and he graduated top in his class for rotary-wing aircraft at Ft. Wolters, TX, May 18, 1962. He was honorably discharged as a Captain from the Illinois Army National Guard.

In September 1963, Harvey was hired by United and based in Chicago. He retired in 1998 after a 35-year career as a Capt. on the 747-400. He was a member of the Air Line Pilots Association (ALPA), and then became a member of the Retired United Pilots Association (RUPA). He was also a member of the Aircraft Owners & Pilots Association

(AOPA), and the Experimental Aircraft Association (EAA).

In 1976, Harvey became co-owner of Davis Airport in East Lansing, MI, when he purchased the original owner, Art Davis' remaining interest. In 2000, the airport was closed and sold to a real estate developer.

During his retirement, Harvey enjoyed staying active doing many things including flying his Piper Twin Comanche, boating, golfing, investing in the real estate and financial markets, using new technology, and spending time with family and friends.

Harvey is survived by his loving wife of 51 years, Susan R. Sheren, one son, one daughter, three grandchildren, one brother, and beloved nieces and nephews.

Please make a donation in the memory of Harvey D. Sheren to Young Eagles, <https://www.eaa.org/en/ea/contribute-to-eea>

IRVIN STORY

Irvin Story, 91, died March 3, 2017 following a lingering illness.

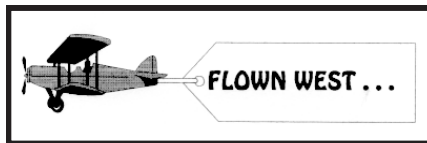
Irvin was born April 1, 1925 in Falibrook, CA. In 1943 he joined the Army Air Corps and was commissioned as a 2nd Lt flying the B-17. After being discharged Irvin started a flight school and instructing student pilots. In 1951 he joined United Airlines and flew DC-3s, DC-6s and DC-8s as a copilot. After becoming a captain, he flew 727s, DC-10s and retired on the 747 in 1985.

Prior to his retirement, Irvin purchased a ranch in Elizabeth, CO and became a cattle rancher, and a few years later he bought his ranch in Hillside, CO.

During his years as a pilot he served on the Volunteer Fire Department in Riverton Heights, WA, and for many years he was a Boy Scout leader. Irvin loved hunting and salmon fishing with his neighbors and friends.

Irvin is survived by a son and a daughter, four grandchildren and six great grandchildren.

For those wishing to make memorial contributions please send them to American Legion Post 170, P.O. Box 424, Westcliffe, CO; to Eagles Summit Ranch, WTB Soldiers, P.O. Box 1002, Westcliffe, CO, or to the Wet Mountain Valley Saddle Club, PO Box 501 in Westcliffe, CO.



Martin C. Berg	Aug. 30, 2017
Richard J. Johnson	Aug. 29, 2017
Russell W. Kuhl	Aug. 01, 2017
Ted H. Larusson, Jr.	Aug. 09, 2017
*Raymond A. Malacarne	Mar. 26, 2016
Barrie A. Nelson	Sep. 11, 2017
Irvin Story	Mar. 03, 2017
Douglas H. Wilsman	Aug. 12, 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 Pilots Retirement Foundation

Send memorial and other donations to: Capt. Thomas Workinger, Treasurer
5614 Prairie Road, Crystal Lake, IL 60014 (Website: uaprf.com)

October, 2017 Edition

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

Oregon

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

Washington

Seattle Gooney Birds (3rd Thursday 11:00AM)—*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