
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Letter	Page 3	Articles	Page 17-48
Vice President's Letter	Page 4	Letters	Page 49-52
About the Cover	Page 7	In Memoriam	Page 52-55
Local Reports	Page 6-17	Calendar	Page 56

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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 hate to sound like a broken record, but as I write this in mid-October, I look back on how lucky we were in my area of South Florida, with Hurricane Irma giving us just a light smack. Our friends in the Keys and on the west coast had it much worse, with wind and flood damage. Just a short time before that, the Texas contingent, hit by Hurricane Harvey, suffered terrible flooding, and now our members in California are seeing awful destruction from wildfires. Please keep all of the people affected by these disasters in your thoughts as they go through a long, difficult recovery.

By the time you read this, Open Enrollment for United's retiree medical coverage, as well as pass travel, will have closed. Retirees only got about twelve days. We sent out eBlasts as reminders. Two notes on that. First, if you haven't signed up for them, go to www.rupa.org and click on the tab on the left for "Eblast Enrollment." We try to quickly get info that is time sensitive to you and this is how we do it. Second, if you have questions about what we send out, most of the answers can be found on Flying Together, or by calling the company or the various entities that are listed, with contact info, by clicking on "Important Contacts" or "Info Links." We're happy to help when we can, but none of us are subject matter experts, and most of the time all we can do is refer you to the same places you can find in the above locations. Also, if you look inside the front cover of your annual RUPA Directory, which we send out every January, you'll find " More Useful Telephone Numbers and Email Addresses."

I just had the pleasure of attending the Ham Wilson SE Florida luncheon, in Pompano Beach, by the airport. We had a nice turnout, and the numbers will increase next month when the snowbirds return from up north. Lots of good conversation with old friends, as always.

It's great to see that we continue to have more new members. Some have sent in their dues but haven't filled out an application. Without it, we have no address to send copies of the News and the annual directory. Some have applied but haven't sent in their dues. This all makes the job of our worthy keeper of the exchequer (Secretary/Treasurer to you Marines), Captain John Rains, much more difficult. There have also been problems for John in receiving some info from our website, as well as some of our eBlasts getting bounced back from AOL addressees. Please bear with us. It's frustrating for all involved while we try to wade through these issues.

NOTICE: The deadline for submitting any changes to your personal data, that will be printed in the new January Directory of active members, is December 10. Send any changes to our Sec/Treasurer, John Rains.

So, welcome to our most recent new members, and please excuse any missing info, which may be due to us not receiving an application, or a partially filled out application:

Captain Don Daniels (DEN) Evergreen, CO / Jack Hassinger, Saint Simons Island, GA

Captain Rick McCullough (SFO) Aurora, CO / Tim O'Neill (SFO) Cambria, CA

Captain John Peterson (LAX) Meredith, NH / Captain Bob Pierce (IAH) College Station, TX

Captain Jay Rickles (IAD) Green Cove Springs, FL / Captain Mark Santford (DEN) Greenwood Village, CO

Captain Ronald Smith (ORD) Marana, AZ / Captain Bob Wein (SFO) Lake Tapps, WA

Kenneth Wilson, Southbury, CT.

And welcome back to:

Captain Del Leavitt (LAX) Walnut Creek, CA / Mario Nizich (ORD) Cary, NC

We're happy to have you back!

I hope you all have a great Thanksgiving!

Until next month, take good care. ~~Bob~~

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

It has been a month since I assumed the Vice Presidency of RUPA. So, I realized that I really have my work cut out for me. I intend to visit as many local RUPA groups as possible in the future. I was able to do just that with my first visit to the San Diego Co. group in September. I was enthusiastically welcomed by Bob Harrell and Mark Mayer during my visit with them. We had a great lunch at the Decoy Restaurant on Lake San Marcos. The local Ruparians were extremely kind and I hope to visit there again.

While I was in San Diego, I was able to attend the Miramar Air Show and watch the fabulous Navy Blue Angels and the Patriots Jet Team. The Patriots are also a jet group that performs flight maneuvers in their MIG-17 jets similar to the Blue Angels. Their pilots are former Blue Angels and Air Force Thunderbird pilots with a sprinkling of civilian pilots. I learned later that the owner and organizer of the Patriots is a former United pilot who flew 747s in SFO. His name is Randy Howell. Needless to say, they have quite a display of acrobatic maneuvers.

The month of September has been quite a month with the devastating hurricanes that the US has sustained and, of course, the needless tragedy in Las Vegas. Some of our RUPA members have been directly impacted by these hurricanes. We have many retirees in the Southeastern Texas area, the Florida area and Puerto Rico which include the Caribbean Islands. Our thoughts go out to those individuals impacted by these disastrous hurricanes and hope they were spared any damage.

I was able to participate in a conference call with Joan Smith who is the manager of United benefits and pilot retirement plans. We all discussed various aspects of United pass travel. I was strictly filling in for Pat Palazzolo who is now our travel guru with RUPA. Pat has been working on making it possible to change enrolled friends twice per year which is now a reality. Also, Joan reported that our imputed income received and imputed tax paid to the company from pass travel will be reported on W-2s versus 1099s. Pat has been trying to improve our retiree badges and quite frankly, see little change with regard the display or quality of the badges. The initial and replacement cost will remain the same. Pat is doing an excellent job with regard to pass travel with the company.

I trust you are all doing well out there in RUPA land and attempting to stay healthy. My best to all.
Still Flying High, *John Gorczyca*

From the Editor's Desk



Again, I guess it's time to send out a couple of reminders. I just celebrated my 85th birthday so, if you would like to make an old man's life a bit easier, do the following things:

Please send your dues checks to our Sec/Treasurer, John Rains.

Send to: RUPA, PO Box 757, Stowe, VT 05672

Or: Go to our website www.rupa.org and pay with you Credit Card.

When you send them to me, I just have to put them in an envelope and send them to John.

The best way to send me a letter, article, etc., is by email (rupaeditor@rupa.org) if you have that capability. If you have to send a hand-written letter, please take care to make it legible. In most cases it's probably better to print or type it. Some of the letters I receive are very hard to decipher.

Remember, the deadline for sending anything you want printed in the magazine is always the 15th of the month except for updating your personal information for our annual Directory. That date is December 10th.

It's very important that we have your correct address, phone number and email address. Every year after the new Directory comes out in January we get notified that someone's information is not correct. It's your responsibility to make sure we have that information. If you're not sure the information we have is correct, send John an email (rupasectr@rupa.org) send a letter or make a phone call. It seems that the one thing that is most likely to be forgotten is to update your email address.

Reminder:

You must have any changes to your personal data for the next Directory sent by December 10, 2017.

RUPA at the UAL Family Day at SFO

United Airlines sponsors an annual Family Day/Open House at the San Francisco Maintenance Base. This event occurs in October and coincides with Fleet Week in the City of San Francisco. The Open House included shop tours, United aircraft tours, private aircraft, vintage and custom cars, children's activities, live entertainment and food concessionaires.

This year's theme was Farewell to the 747 which included two 747's and a 787 that were open for viewing. There was a tremendous crowd to bid a farewell to the queen of the fleet. The lines for boarding the aircraft seemed to never diminish.

RUPA participated as part of the United Airlines Historical Foundation Labor Coalition. The coalition includes RUPA, RUAEA, RAFA, IAM, and Clipped Wings.



L to R: Larry Wright (representing RUPA) Marian Bruns (Local RAFA secretary) Georgia Nielsen, Sharon Ramsey (RAFA members) Cicina Norton (Local RAFA President) Donna Sesock-Miller (Local RAFA Vice-President). Not included: Local IAM retiree volunteers, who attended earlier in the day.



Former RUPA Presidents L to R: Cort DePeyster, Phyllis Cleveland and D. Larry Wright

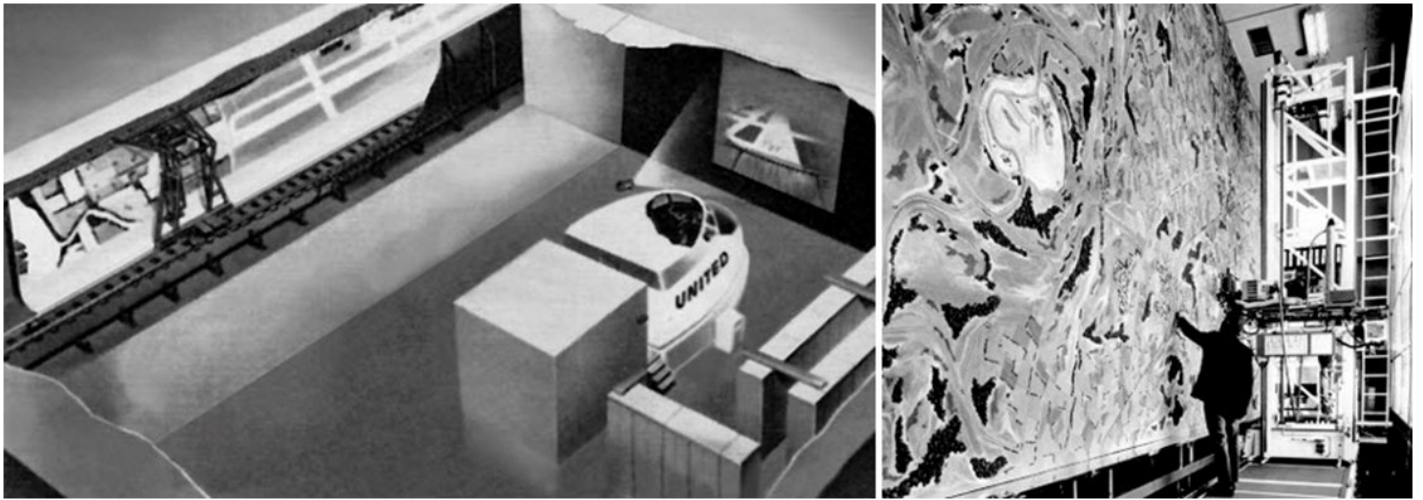


Debi Gould and Larry Wright



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



A closed-circuit TV system was part of the DC-8 Flight Simulator which Link Aviation installed at DENTK. The system included an accurately scaled 3-D model of terrain and an airport. A camera mounted on a track parallel to the model displayed a picture on the DC-8 simulator screen. Movement of the camera was synchronized with the speed, altitude and direction as determined by the pilot's use of controls. Specifications of the training aid were developed by Douglas Aircraft Co. The equipment was known as the Link Visual System, Mark IV.

By Marvin Berryman, DENTK Retired, from the December 1957 United Air Lines News

NOTICE: Due to the renovation of DENTK the Historical Foundation has temporarily vacated 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

Manassas RUPA Breakfast

We discussed and want to send our prayers and best of luck to our friends in the hurricane affected areas. We had a very entertaining breakfast on a nice early fall morning, being so close to DC, very few issues were resolved.



Clockwise: Bob Gilbert, Bob Wilkerson, John Gallager, Hal Cockrill, Gene Couvillion (seated in Bill Davis's seat, he is on the mend), Sim Stidham, Gary Cook, Stokes Tomlin, Jim Turner, Jim Foster and Don Reinhard. Regards, *Gene*

About the Cover

This photo of solar eclipse was reportedly taken by a British Airways pilot when crossing Atlantic ocean.

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As you certainly know by now, we here in SE FL had to miss our normal Luncheon in September due to Hurricane Irma. Once again, we 'lucked out' as Irma continued to the West a while longer than expected and we were fortunate enough to only experience the Eastern edges of what Irma had to offer. SOME of our members incurred MINOR damage, and 'some' loss of electricity and TV/Wi-Fi service. However, when you look at how other areas were affected we'd rather be LUCKY than GOOD anytime. Thank you Jesus!!! 🙏 If we can get thru the end of November-- our Hurricane season will be over for 2017 and we can rest comfortably until June 1st, 2018 when it OFFICIALLY starts again.

Things got back to normal for this month's Luncheon at Shrimper's and everyone was happy and many stories along with much information was exchanged. The food (as always) was delicious and we were SUPER WELL served by Kayla who was EXTREMELY ATTENTIVE and took REAL GOOD Care of all of us. Hopefully she will be our Server once again in the future.



The 8 'Consumers' in attendance were L-R Sitting: Jim Dowd, Ted Osinski, Bill Northup, Jack Boisseau, Andy Lambert and Dick Starita. Standing: Dave Damon, and myself, Bob Langevin.

Some of the subjects discussed were: the 20% discounts on UAL tickets, the Hubble Satellite, Gun Permitting and Registration, the recent video that's been out and around demonstrating the (real EXCITING 🤩) crosswind approach and landing of the Airbus 380. 🤩 The HIGHLIGHT of our many conversations was the announcement by Jack Boisseau (along with pictures) of a beautiful/cherry 1946 Luscombe 8E that he is in the process of doing a pre-purchase inspection on and that he will probably buy. You talk about a 'kid' with a new toy.....that would be Cap't. Jack. Keep one thing in mind Jack - before you sign on the dotted line - "If it F---s, F----s or F---s -- RENT IT!!! 🤩"

Since the FL Tourist Season will be starting shortly...we'd like to invite any of you who happen to be in the Stuart, FL area on Tuesday, Nov. 14th....to come on over to Shrimper's at 11:30 AM - and join us. We'd love to have you.....and we'll guarantee you GR8 scenery, delicious food, good conversation and terrific guys. As they say on TV, "Come on Down"!!!! By the time you get around to reading this, the Thanksgiving Holiday will be rapidly approaching.....so The Treasure Coast Sunbirds would like to wish you and your family a Happy, Healthy and Safe Thanksgiving Holiday.

Cheers, Adult Beverages and Best Regards, *Bob Langevin*

Age is merely the number of years the world has been enjoying you

Los Angeles South Bay RUPA Luncheon

On a sunny Fall day, Thursday, October 12, we met at Sammy's Woodfired Pizza in El Segundo.



Those in attendance were L-R: Gary Forister, Bill Meyer, Loyd Kenworthy, Barbara McKay, Dick McKay Treva Forister. Arvi von Nordenflycht. Not in the picture, Sue von Nordenflycht.

We missed some usual attendees that generally come due to fun trips and other commitments. We'd love to hear about any of your trips.

Because of Sue's & Arvi's vacation in August our bi-monthly get-together wasn't held. We had a wonderful trip to Finland with our kids and grandkids. Then we went on to Svalbard for 4 days. It was an interesting place and we would hope you all could get there one day.

Another comment on airline travel. We used 6 different airlines on 13 legs all on paid tickets. "Maybe August is a difficult time for space available travel."

This year's RUPA, Clipped Wings, RAFA LAX Christmas Luncheon will be December 7, 2017 at:

Tin Roof Bistro
3500 N Sepulveda Blvd
Manhattan Beach, CA 90266
It is in the Manhattan Beach Mall

The price will be as last year - \$40.00 per person, \$45.00 if you would like a glass of wine. Those paying for wine (or beer) will be given a ticket that day. Others who may decide then can purchase at the bar.

Mail checks to:

Arvi von Nordenflycht
28849 Blythewood Dr
Rancho Palos Verdes, CA 90275

You can call me at 310 869-4444 or
e-mail by replying here or arvidvn@gmail.com

Denver Good ol' Pilots' RUPA Luncheon

The September meeting of the Denver Good Ol' Pilots and guests was held at The Tin Cup Bar and Grill in Aurora on the third Tuesday of the month as usual.

Happy/Social hour began at 11:00 followed by a catered lunch at noon. After lunch, Stanley Boehm opened the meeting with some humor. Next members discussed current issues. Three members have had some serious medical incidents lately. Bob Blessin recently suffered a blood clot in his abdomen requiring surgery. John Allen was injured in a fall but is doing better. Finally, Mack Connelley is recovering from a stroke. There was an open house for Mack at his home in Golden on Wednesday September 20 to celebrate his 95th birthday. Many people visited with Mack, sign the guest book and left comments. Mack was his usual friendly self.

Attending were: Jim Adair, Stanley Boehm, Ray Bowman, Jon Carter and wife Kris, Denis Getman, Bill Hanson, Tom Hess, David Horwitz, Don and Chris Johnson, Tom and Sue Johnston, Ron Juhl, Cliff Lawson, Dan Romceovich, Rob Schmidt, Rick Steele and Ted and Rose Wilkinson. Your Co-Scribe, *Tom*

SAC Valley Gold Wingers RUPA Luncheon

I believe this was our best luncheon thus far. I keep saying that. They just keep getting better and better. What can I say, we have a great group. Many guests today and a big thank you to our wonderful waitress, Julie. We are very happy to have her. Our guests included Mr. Leon Scarbrough and Jim Tolley a guest of Leon. Now, how lucky we were to have Leon join us today who came all the way from the Bay Area. As you all know Leon was a steadfast officer of RUPA for many years and has done so much for the organization. So lucky to have him join us at our luncheon. We also had Diane and Bill Hose. Diane is a flight attendant retired from SFO. Another flight attendant who joined us was Judy Zari who recently moved to the Sacramento area.



Front row left to right: Trudy Engeldinger, Judy Zari, Linda Akin, Leon Scarbrough (sitting with the ladies), Sharon Gorczyca, Kathy Lynch, Diane Hose.

Back row L to R: John Gorczyca, Lance Engeldinger, Joanie and Wayne Mooneyham, Jim Tolley, Bill Authier, Ed Akin, Mike Kozumplik, Dave Ulm, Lori Muir, Bob Lynch, Tom Wright, Marv Alexander, Jim Whittington, Andy Fossgreen, Bill Hose, and Dave Leippe.

My tidbits of information included the United pilots that recently passed and flown west. We know they have slipped the surly bonds of earth and will be touching the face of God. I made an announcement about the world's largest inflight WiFi hotspot network that is being developed by US Mobile. Incidentally, this service is available on 19 airlines with more than 3,500 planes worldwide that have this capability and it's expanding. I was very happy to report that United will not be punished by the Feds over the passenger that was forcibly removed from a flight in April. With all the tragedies occurring in the United States to include the 2 major hurricanes, Bob Engelman was spared any major damage to his Southern Florida home. He reported that he did have a major power outage and we are ecstatic that he and his wife survived Hurricane Maria. Another tragedy was the loss of Jeff Carmichael's home due to a fire near San Francisco. He is a SFO based pilot and any donations can be forwarded in the "Go Fund Me" account.

Well, we apparently have aging 777s and United intends to replace them with the A350-900s in 2022. I reported the new service to various destinations throughout the world. All the flights, of course, are subject to government approval. This will be a big plus for us retirees that utilize United's non-rev service. Our final flight of the 747 from SFO to HNL is sold out which is scheduled to occur on Nov 7. If you did not book your flight, sorry folks but you lost out. I reported the pass travel changes, i.e., you may change enrolled friends twice per year and starting in Jan 2018, we will no longer receive 1099s but receive W-2s for travel with United that will show the imputed income received and the imputed tax paid to the company. Next month, we will start taking donations for the Sacramento Children's Fund which Kathy Lynch is heavily involved with.

Well, that is enough for now. This is your Captain, we are sorry, your suitcase was crushed by a 747 on the ramp but no worries, we'll get you to your destination on time. Still Flying High Here, *John Gorczyca*

If you think education is expensive - Try ignorance

Monterey Peninsula RUPA Lunch Bunch

On October 11th our RUPA luncheon was tinged with concern about all the UAL employees and their families who are living in the fire ravaged Sonoma and Napa counties north of SFO. We've already heard of pilots and flight attendants who have lost their homes – others won't know until they can return to their neighborhoods. (Over 3,000 homes have been lost to date with 100s of people missing!) Between hurricanes Harvey, Irma, and Marie, and the Las Vegas shootings, many in the UAL family have been impacted by these disasters.

We had a low turn-out for both the luncheon and golf. Our hosts Pete and Donna were on medical leave as was Jon and Jane with their daughter Emily. Our very best regards for a speedy and full recovery to both families. Several golfers had to cancel so we only had three golfers play on such a perfect weather day! Those who played after lunch were Carlos Quintana, Jack Cowles, and Jim Guinn. Those who enjoyed just the lunch were Milt and Sunee Jines, Nancy and Lee Casey, Ed and Pat Manning, and yours truly. Bob and Cindy Benzies stopped by to chat but had to leave before lunch.

A number of local RUPA members with AOL email addresses have emails bouncing back to me. We've had problems with this in the past, but it has started up again. Contact your local AOL support for a remedy. RUPA AOL people I have emailed for years are being bounced back. So, if you have an AOL account and don't hear from me, it is AOL!

RSVPs for our group are very important! Edgar's, a first-rate restaurant at Quail Lodge, asks for a head count by Tuesday afternoon so they can plan staffing, etc. It is better to RSVP and cancel then to wait until the night before or just show up. This is really important when we have a large turn-out – there is limited seating. We're very lucky to have Pete and Donna host our lunches because we can order off the menu, have individual tickets, and not have to pay a "room fee" or reservation fee – that advantage is hard to find in this area! Consideration for our hosts and Edgar's staff would be greatly appreciated.

On a more positive note I attended the SFO United Family Day on Sunday October 8th. I volunteered to give 747-400 cockpit tours since the fleet is being retired October 29th. I haven't been in the cockpit for over 10 years (age 60 retirement), so many wonderful memories flooded back! The employees' families and friends waited in line for 2 to 3 hours to tour one of two 747s on display at the maintenance facility. What a delight to share the cockpit with so many UAL people who have never been in a 747 let alone the cockpit itself! Kids and adults alike were impressed and in "ah" with the size of the 747 and "all the dials, do-dads, and widgets" in the cockpit! I got to meet with a lot of current and retired pilots, mechanics, and flight attendants that I haven't seen in years! All-in-all – a great day! I highly recommend volunteering next year! Of course, no 747-400s will be around next year to say goodbye to, one last time! 🙏
Wednesday November 8th, early in the month, is our next MRY RUPA luncheon! Always RSVP by noon the Tuesday before!



Happy Thanksgiving! *Phyllis Cleveland*

Dana Point RUPA Luncheon

Another fine day in the Dana Point Harbor for our RUPA Lunch. On Deck today : Bill Lucius, Bill Rollins, Bill Stewart, Bob Brockmeier, Bob Fuhrmann, Bruce Dunkle, Butch Trembly, Denny Giesea, Jim Grosswiler, Joe Udovch, John and Cheryl Arp, Rusty Aimer, Ted Simmons, John Grant and Gary Pachelo.

Gary was a member of the 'Class of 535'. John and Cheryl just got back from a vacation to Kauai. They had a great time. All first class. Cheryl writes "We took 10 days for our trip to Kauai, flew over to the islands First Class, flew around the island in a Blue Hawaiian Helicopter." They saw where the movie shoots of *Pirates of the Caribbean* and *Jurassic Park* took place. John said it was one vacation where he "did not have to fly." Sounds like a non S/A vacation!

Capt. 'Jerry Yellin Story' was talked about. He flew the Last P51 flight over Japan on August 15 1945. He is 96 today. Look him up --- really an interesting story! All for now. Cheers, *Ted*

The Big Island Stargazers RUPA Luncheon

There was a small group of us Stargazers, since so many folks travel this time of year, but it's great to have small intimate conversations. Walt and Linda Wells sent their regrets.

There were the usual war stories and close calls we had in our career. The sanddabs for lunch were as great as always and service at the FishHopper superb. Also mentioned going through SFO and the museum area focused on the history of United Airlines which was very interesting.



Pictured are Gerry and Joan Baldwin on the left side of the table, Roger Pickard, Beth Raphael and Don Diedrick on the right. *Beth Raphael*

San Francisco Bay-Siders RUPA Luncheon

Fall was evident at the Hofbrau in the form of decorations with pumpkins, Halloween ghosts and goblins and an Oktoberfest special.

The twenty attending this month were: Rich & Georgia Bouska, Gerry Delisle, Bill Hartman, and Ruby Moi Moi, Bob Kallestad, Bill Madsen, Ed & Pat Manning, George Mendonca, Bill O-Connell, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube and Larry & Pat Wright.

There were certainly lots of topics to choose from for conversation by Bay-siders this month. The mass shooting in Las Vegas, Hurricanes, Harvey, Irma, Jose, Nate, and of course, the raging fires in Northern and Southern California. Our hearts go out to all the people whose lives have been altered by these catastrophic events.

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

PICKLES | Brian Crane



The Intrepid Aviators of Southern Oregon RUPA Luncheon

The very best of the Fall Season to all in RUPA land from southern Oregon. And good to see the Fall arrive...with it a bit of early rain and clearing sky with all the smoke of the Summer finally passing on. Yea! Lots of wildfire out here this year and good to see the threat finally pass. Hundreds of thousands of acres burned which slowed many of our more normal activities....such as outdoor theater, hiking, hitting the lakes and streams for the ever elusive trout etc..

In our group, Bill Monfort was hit by being threatened with fire on his place here in the valley and then by the hurricane in Florida...a double whammy? But, now we have the start of some change of color in the trees, cooler nights and time to get the sweaters out.



As is our usual custom, we gathered on the third Thursday at the Pony Espresso in Jacksonville and attending:

Seated, Leeann Fusco, Marty Niccolls, Michael Bennett, Harvey Saylor and Banjo Bob Keasbey.
Standing, Steve Fusco, Bob Niccolls and Chris, Banjo Bob's son.

A smaller group, but a good one with the usual suspects of conversation, weather, ailments, famous names and stories from the past and present. One of the group, missing, was Jim Jaeger who had had an appointment with the medics and with a good result. We look forward to seeing Jim and Cheryl next month. Oh, Bill's place on the Applegate was not burned and the boat in Florida survived. Three cheers!!! (to say nothing of our cabin on the Chetco that had the Chetco Bar fire come way too close but survived!!!) Till next time, Cheers, *Bob*

Phoenix Roadrunners RUPA Luncheon

We met at our usual place, the Bobby-Q restaurant on October 10th for our lunch. We only had three of us show up. Don't have any idea where all the other folks were. Present for the lunch were: John Baczynski, Dennis Leahy and myself.

We were such a small group that discussions could be carried out easily. John was telling of his brush with a bad health condition, but he has recovered and is fine now. Also, we learned that John was there for the Reno Races again this year as he is every year. Dennis moved his summer home location from Wyoming to a place just north of Spokane where he purchased a new property.

We are hoping that our next meeting on November 14th will have more people attending. *Ken Killmon*

America is a country which produces citizens who will cross the ocean to fight for democracy, but won't cross the street to vote.

The Annual Guppy Gathering in Sonoma -2017

It was a dark and stormy night. Nah, that's the opening line for another story. Actually, it was a very nice September day, and the turnout was short of what was expected, but things have happened, and many were unable to make it. I had wanted to make a Toast to those who had Flown West, but again, forgot what I was there for.



The attendees were: Bill and Jan Wheadon, George Mendonca, Lee and Shirley Francis, Leon and Vicky Scarbrough, Bob and Barbara Haygooni, Larry and Pat Wright, Jerry and Ann Blalock (and son Sean), Ter and Lynne Garrison, Jim and Bert Irwin, Larry and Dee Whyman, Ed Akin, Gardner and Sheila



Bride, Bill McGuire, Al Milotich, JR Hastings, Bob Lawrence, Phil Barmore and Rick and Aldeana Saber. Not everyone had their picture taken.

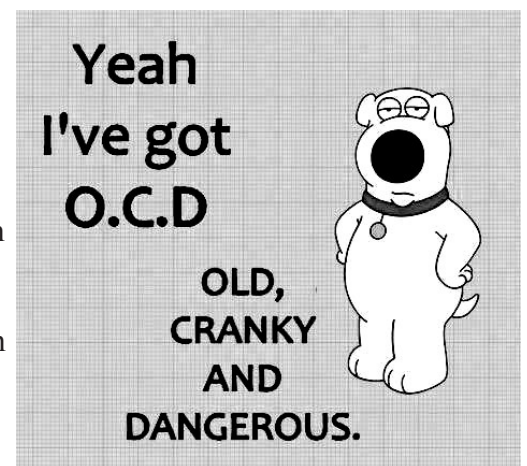
Janice felt I knew more of the group than she, so she had Bill twist my arm, and I became the scribe. Janice and Bill were first ones there, along with Pat and Larry Wright, and Barbara and Bob Haygooni, and the rest trickled in after that.

Some history is in order, in case new and young retirees are reading this. Back in the early '70's, the airline was stagnant. No movement. After checking with Isabel Traube, Dick Hooning, and Gene Walter, good SFO office folks, we came to the conclusion that there were approximately 40 crews in San Francisco to do the 737-200 flying.

After I retired in '98, it was a light bulb idea to have a reunion of the Guppy pilots and Stews, now known as F/A's. But back then... So Bob Chaber, Larry Whyman and yours truly decided to have a Guppy Gathering. It was October 1999, when we held it at Depot Park in Sonoma, and had a great turnout. Not a clue as to how many. But there was competition the next year for the same spot, so after that we held it one time at my house. Bob and Larry had bowed out by then.

Running an event by yourself can be a chore, and I gave it up. One night at the EAA Sonoma Skypark Chapter meeting, Janice Wheadon came up to me and asked when are we going to have another Guppy Gathering. I looked her straight in the eye and said "whenever you want to do it." She did, and for the past number of years, has done an excellent job.

And that's the end of this wonderful gathering report, with hopes we will have it again next year. *Leon*



San Francisco North Bay RUPA Luncheon

Going to call it The Disappearing Lunch Group. After 13 showed up in September, only 11 showed up for the October meeting held on 10/4/2017.



The awesome eleven were L to R: de facto scribe, Leon Scarbrough, Dan Porter, Bill McGuire, Jules Lepkowsky, Larry Whyman, Gardner “Bones” Bride, Bob Grammer, Wayne Heyerley and John Reed. Not in picture, Photographer, Barney Hagen, and Dick Lammerding left early.

Numerous items were discussed, parking at SFO for retirees, the missing Malaysian 777, as the final report has come out, and gee whiz, they don’t have a clue where it might be. Jules led the discussion on his end of the table, and at the other end, Bill, Dan and John and Barney and I took turns.

Our wonderful server, Windy, told us that she would not be our girl Friday in December, as she will be going to the hospital to deliver a baby girl. We congratulated her and wished her all the happiness in the world.

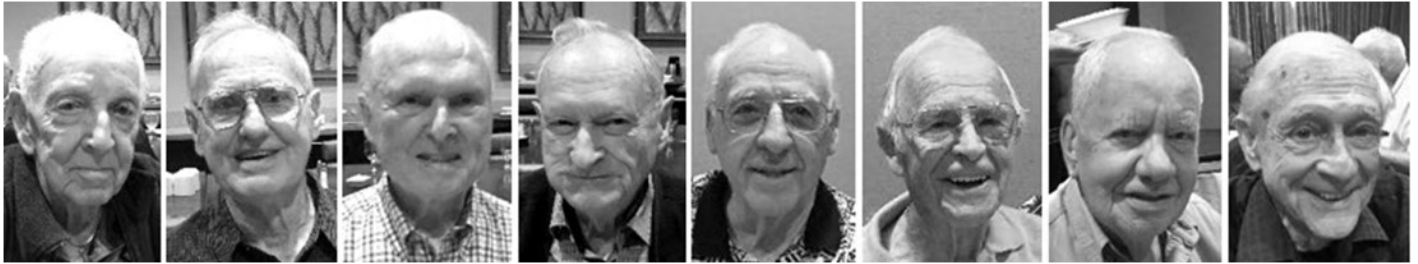
Larry offered his wisdom for the day. Life is like a roll of toilet paper. The older one gets, the shorter the paper roll gets. Sounds reasonable. *Leon*

The following note written yesterday by my daughter Erinn, whose family lost their home to the fires in Santa Rosa, CA. I thought it was so well written, that I decided to pass it along to family and friends. Leon

*Today is a new day. I know this much is true. Dixie wakes us up around 6am every day because someone in the hotel lets their dogs run up and down the hallway. This place sounds more like a kennel than a hotel. But the bed is comfy and warm and the coffee is ready when we go downstairs. Lynne and I take the dogs for a walk and talk about what we will get done today. Our room looks like a hot mess. But we can still find the humor thru the muck. We are able to laugh at some of this because we need to. We went to dinner last night and ran into other friends who have lost their home. The hugs feel different. Stronger. Better. It’s easy to sit and think about what we’ve lost. To feel completely stripped raw and naked. But that feeling also does something wonderful. Just like they say when you can’t see, your hearing is better. This heightens our senses. I can see and feel the compassion and kindness of others. It’s more visible now than ever. The kind words gifted to our family have been invaluable. Words matter. And we are so grateful for all of your prayers, messages, texts, call and emails. That’s really all we need to right now. We’re still the same people we were last week. We’re praying for the countless number of our close friends and neighbors that have also lost everything. Our hearts go out to them. *Erinn**

Seattle Gooney Birds RUPA Luncheon

Our Seattle Gooney Birds met for brunch on the first Thursday of the month at our usual place in the Marriot by SEATAC on Oct 5th. The meetings seem to be starting earlier as most seats are taken by eleven.



Al Haynes, Chuck Westpfahl, Alan Black, Bill Stoneman, Jim Barber, Mark Gilkey, Bob Wulff, Jack Brown.



Bob Reid, Bob Howard, Bud Granley, Herb Marks, Dave Carver, Rob Robison, Carol Granley & Jan Gilkey. Herb Marks regaled us with his story of a B-737 simulator flight at Alaska Airlines training center for his 90th birthday present from a sim instructor there. He said it was like riding a bike, but he prefers round dial steam gages for airspeed etc. Mark Gilkey brought a 90th birthday cake along for his celebration. Bob Howard, our long time Seattle crew man, joined us. Jack Brown talked about his bypass operation, and getting back into the hiking mode. The normal number of guffawing jokes were told before the adjournment. Carol Granley and Jan Gilkey held their own meeting in the main dining room. Our jokes aren't that bad, but they weren't taking any chances. *Bud Granley*

The FAT Flyers RUPA Breakfast

The Fresno gang met for breakfast on Friday the 13th and had a nice turnout. We're enjoying very nice Fall weather except for the smoke blowing down from the devastating fires well north of us in the Napa Valley and Santa Rosa.



L to R: are Paul Nibur, Tom Rayl, Scott Gjerman, Rick Pamplin, Richard Jordan, Pat and Ed Manning, Wayne Thompson, Errol Mullins and Eric Mullins.

It is fun having a group like ours that includes more than just United retirees, from WWII vets to family members still in college and working on building flying time and getting their ratings. It makes for interesting conversation about things other than our medical complaints! *Paul Nibur*

The Columbia River Geezer's RUPA Luncheon

The Columbia River geezers kicked off the Fall/Winter season on a mostly pleasant but showery October 11, at the California Pizza Kitchen in Clackamas, Oregon. Eleven stalwart aviators were in attendance with the usual lively chatter about flying of all sorts, airlines past and present, travel and general catching up.



L to R: Lew Meyer, Doug Howden, Dick Ionata, Phil Swain, Ken Crimm, Rusty Harrison, Yours Truly, Ron Blash, Steve Barry, Mac McCroskey, Mike Thomas.

Speaking of catching up, one of our members, Dick Ionata (see photo) was honored with the very prestigious Paul Tissandier Award, bestowed by the Federation Aeronautique Internationale.

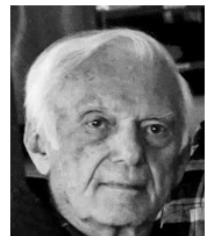
This award is presented by FAI to individuals who have contributed to 'Excellence in Aviation', most particularly Sport Aviation, and Dick was the sole person nominated by the National Aeronautic Association for 2017.

Subsequent to setting his own 3 World Speed Records in 1995 (767-300), Dick has been an NAA Board member for 22 years, certifying 123 World Speed Records in that time, many of which were set by persons whose names we would all recognize, such as Steve Fossett (GlobalFlyer Aircraft).

Columbia River Geezers are so very happy to have Dick as a member and take the liberty of sharing his justifiable pride for having received this Award.

That's it for now, if you're in the area, please join us for lunch at the California Pizza Kitchen, Clackamas Town Center, just west of I-205 (Sunnyside Road exit), at 1100 hours on the second Wednesday of every month.

No reservations required, drop-ins are always most welcome. *Tony Passannante & Ron Blash*



San Diego North County RUPA Luncheon



Right to left from the middle is Mark + Susan Mayer, Rhoda Green, + Samantha. Far back to the right is Christina, Ruth + Bob Bowman, Brad Green, Colin Winfield and to the far right is Bob Harrell.

San Francisco East Bay Ruparian's Luncheon

Our crowd, if you can you call five a crowd, met at the appointed time and place to enjoy each other's company for our regular luncheon. The food was very good as usual but the conversation was a little gloomy around the table because of the fires just north of us. We hope and pray that all our RUPA brothers and sisters are all safe and well. We've all had to endure the uncertainties and anxieties of the disasters in the Huston and Florida areas, and now its fires in Northern California. Our hearts go out to all.



Seated round the table cw: Jerry Udelhoven, Neil Dahlstrom, Georgia and Rich Bouska and BS Smith.

Neil Dahlstrom told us of his harrowing experiences of the past month. He and Tami were rear ended on their way to Utah. The force of the collision drove their car into the one in front of theirs, totaling their car. Neil still wears the evidence of having had his seat belt on. Then the night before our luncheon, while they were away from home, a lady had a seizure, and drove her car into Neil and Tami's bedroom, forcing the bed into the wall across the room. Had they been in bed things would have been ugly. Neil says bad things come in threes so he won't be flying soon. Tami stayed home to supervise the cleanup. Submitted by: *Rich*

SFO Retiree Parking

Effective October 1, 2017, Retiree Parking at the SFO Maintenance Base will no longer be available for SFO Airport Ops Employees and Retirees from other stations.

This is due to SFIA constructing the extension of the AirTrain to the Long-Term Parking Structure and the loss of 700 parking spaces in our West Parking lot.

the AirTrain project may take 1 or 2 years to complete. At that time we MIGHT be able to park there again.

PICKLES | Brian Crane



United & Unions fly over 300 first responders & volunteers to Puerto Rico



On October 4, the AFL-CIO, the Association of Flight Attendants-CWA (AFA-CWA), the Air Line Pilots Association (ALPA), the International Association of Machinists and Aerospace Workers (IAM) and United Airlines teamed up to fly more than 300 first responders and skilled volunteers—including nurses, doctors, electricians, engineers, carpenters and truck drivers—to Puerto Rico to help with relief and rebuilding efforts.

The flight was one way to respond to the urgent need to get highly skilled workers to Puerto Rico to help people seeking medical and humanitarian assistance as well as to help with the rebuilding effort. While in Puerto Rico, workers will coordinate with the Puerto Rico Federation of Labor and the city of San Juan on various efforts, including helping clear road blockages, care for hospital patients, deliver emergency supplies, and restore power and communications.

United Airlines volunteered a 777-300, one of the largest and newest aircraft in its fleet, to airlift this humanitarian relief team to San Juan. In addition to the hundreds of highly skilled workers assembled by the AFL-CIO, the flight was operated by ALPA- and AFA-CWA-represented United Airlines pilots and flight attendants volunteering their time. IAM-represented United ramp employees also will support the flight on the ground in Newark and San Juan.

The flight also transported more than 35,000 pounds of such emergency relief supplies as food, water and essential equipment. The airline has operated more than a dozen flights to and from Puerto Rico, carrying nearly 740,000 pounds of relief-related cargo and more than 1,300 evacuees. These passengers were provided complimentary seats as part of United’s ongoing humanitarian relief efforts in Puerto Rico.

“When our communities call out for help, we can come together and solve the biggest challenges by summoning the best of ourselves. We’ve answered this call many times over the past couple months, and Puerto Rico is no exception,” said Oscar Munoz, CEO of United Airlines. “This flight embodies how working Americans; union leaders and business can unite with a shared sense of purpose to make a life-changing difference at this critical moment. We are deeply grateful to all of the first responders, highly skilled professionals and United employees who are going above and beyond to come to the aid of Puerto Rico.”

Unions throughout America have continued to offer supplies and other volunteer efforts in addition to today’s flight. Members on today’s flight are represented by 20 unions from 17 states.

United Improves aircraft loading process



In response to employee feedback and to further streamline our operation, we’re working to improve the process that our ramp service employees, load planners, dispatchers and pilots use to safely and effectively manage the loading and unloading of checked baggage and cargo onto our aircraft.

We formed a dedicated, cross-functional project team to examine the load planning process from different angles, test solutions and recommend changes that make the most operational sense and help us do things the right way.

We completed multiple rounds of testing in SAN (San Diego), SFO, AUS (Austin, Texas), HNL (Honolulu) and IAH, where we looked at two key process changes: 1. separating transfer bags into groups by connecting flight destination; and 2. allowing ramp service leads to decide where commodities should be loaded based on weight-and-balance guides provided by Central Load Planning.

The results are compelling. In every location, we saw measurable operational improvements without sacrificing safety – especially on flights with faster turn times and higher volumes of checked bags.

Oscar caps off 2017 Flight Standards meetings



In a salute to the hundreds of flight instructors, evaluators and line check airmen (LCAs) who support our front-line pilots, in October Oscar attended this year's final Flight Standards meeting in Denver to thank these leaders for the important role they play at our airline.

Our LCAs and instructors work hard every day to look at various aspects of our pilots' duties – whether training them to operate new equipment or verifying their compliance to policy and procedure on their current equipment – and ensure they have the skills and information they need to perform at the highest levels of safety and

excellence. Each fall, they gather in Denver to learn about important company initiatives, discuss standardization issues and share technical and operational updates.

These team members help set the standard for a new generation of United aviators, especially today as we see many new pilots coming to United due to both retirements and airline growth, and many existing pilots changing seats in the aircraft. "You are all noted and respected leaders and pilots who have risen to a high level of professionalism," Oscar said.

He emphasized the importance of first listening – "seek to first understand and then you'll be better understood" – and then communicating what you know. "When things go right or wrong, communication makes a big difference," Oscar said.

He also touched on the strong results that employees delivered operationally despite significant headwinds, including the recent devastating series of hurricanes, a major earthquake in Mexico and the shootings in Las Vegas.

This meeting concluded our 2017 flight standards meetings, which are held each year typically during September and October. Our instructors and LCAs will now be sharing the information they learned further with our front-line pilots. *Oscar*

United to let passengers on overbooked flights bid on price to give up seats

By Hugo Martin



In response to the notorious dragging of a seated passenger in April, United Airlines is set to launch a program that lets passengers on overbooked flights make a bid on how much compensation they will take to give up their seats. The bidding program would be new to United, but a similar program was pioneered among major carriers by Delta Air Lines several years ago. Delta takes bids from passengers via text and chooses the lowest bid until the carrier has accommodated every passenger.

"As part of our commitment to further improve our customers' travel experience with us, we plan to test an automated system that will offer customers an opportunity to voluntarily bid for a desired compensation amount in exchange for potentially changing travel plans if faced with an overbooked flight," United Airlines said in a statement. Testing for the program will begin in October in select markets, but the airline declined to offer more details.

United said 260 travelers were involuntarily denied seats in May and June, down 85% from 1,700 in the same two months in 2016.

The carrier also increased the maximum incentive payment offered passengers to voluntarily give up a seat on an overbooked flight to \$10,000. And it has assembled a team to find creative ways to get travelers to their destinations when flights are overbooked.

The airline also cut back on the paperwork required to reimburse passengers for lost luggage.

How come so many dumb people have SMARTPHONES?

A message from Scott Kirby: Adjustments to GUM route network



Dear team, you've read before and heard me discussing that on our journey to become the world's best airline, we need to realize the full potential of our unparalleled network. To reach that destination, we must continually evaluate the markets we serve and, in some cases, adjust our flying to ensure we're matching customer demand in those areas.

As those of you who fly out of Guam have probably seen, there has been a sharp decline in demand and as a result, we are scaling back service between Guam and markets in Japan and Asia. While we will reduce capacity on select routes, and exit one market, we are also adding service on the popular "Island Hopper." As Guam's hometown airline for nearly 50 years, we are committed to the market, our employees in the region and to doing our part in supporting the local economy.

We will keep our fleet of Boeing 737s and 777s intact in the region. That way we can respond more quickly if conditions improve and can begin adding service.

These changes will temporarily reduce flying time for some pilots and flight attendants, so we are working closely with the Association of Flight Attendants, the Air Line Pilots Association and the bases to minimize the effects on our employees.

Here's a breakdown of what will change in our GUM network over the next few months:

Beginning Jan. 21, 2018, we will add a fourth weekly "Island Hopper" round-trip between GUM and HNL (Honolulu, Hawaii).

Effective Jan. 15, 2018, we will suspend service between GUM and CTS (Sapporo, Japan). No layoffs will occur because of this closure.

Effective Jan. 7, 2018, we will continue to offer daily evening service from MNL (Manila, the Philippines) to GUM but will cancel the additional, morning departures from MNL that we now offer four times a week. Also on Jan. 7, we will discontinue our service between ROR (Palau) and YAP (Yap, Federated States of Micronesia), but will continue to serve ROR and YAP from GUM.

We will reduce frequency on routes between GUM and FUK (Fukuoka), KIX (Osaka), NGO (Nagoya) and SDJ (Sendai), and we will temporarily down-gauge some GUM-NRT flights from 777s to 737s.

I want to thank in advance all of our employees in the region, particularly our flight attendants and pilots based in GUM and NRT, for their support and patience as we make these schedule adjustments. We are hopeful that many of these current traffic trends can be reversed in the future. Even more so than the great network, it's our people who are making United the world's best airline, and I hope you're as excited as I am about our future, not only in the Western Pacific and Asia but all over the globe. *Scott*

United plans more feeder flights at Los Angeles



United Airlines plans to connect more smaller destinations to Los Angeles International airport in 2018, increasing connecting feed over the hub. Potential new destinations include Medford, Oregon, and similarly sized markets, the Chicago-based carrier's president Scott Kirby says in a video of a LAX employee meeting during the week of 25 September. "The key to making Los Angeles work is really having lots of connectivity and feed here," he says.

United began new nonstop service to Singapore from LAX on 27 October, and will increase capacity on routes to Hawaii from December.

The new destinations planned in 2018 will, in part, feed these new routes and other existing services from LAX, says Kirby. In addition to Medford, which United flies to from its Denver and San Francisco hubs, the carrier serves a plethora of small- to mid-size destinations in the west that it could connect to LAX. Some possible cities include Eugene, Portland (Oregon) and Spokane.

However, United will face competition in most markets from LAX. For example, both Allegiant Air and American Airlines serve Medford from Los Angeles, FlightGlobal schedules show.

Kirby is unconcerned about competition at LAX, claiming United has "double-digit margins" at the airport compared to break-even or single-digit margins at American Airlines and Delta Air Lines. "Of the big carriers, we are the most profitable carrier in Los Angeles," he says.

Kirby has focused on increasing connections over the carrier's hubs since he joined United in August 2016. This includes adding new small cities to its network, including Columbia (Missouri), Pueblo (Colorado) and Sonoma County (California) in 2017.

"What really drives our business is having big connecting complexes and being able to connect our customers," he says in the video.

United continues to face gate constraints that limit its ability to grow at LAX. The airline will have preferential access to 22 gates in terminals 7 and 8 at the airport from early 2018, when a project to reconfigure two gates to accommodate two aircraft each wraps up.

(ED. NOTE: Some of you will recall that about four/five years ago United sold four gates in Terminal 6 to expanding American and withdrew from that terminal, a regrettable decision made by the Smisek administration)

"We're going to wind up getting T9," says Kirby on growth opportunities at LAX. However, he does not provide specifics on the proposed terminal that would be located across Sepulveda Boulevard from the existing terminal complex.

LAX operator Los Angeles World Airports (LAWA) has yet to finalise plans for terminal 9.

United to provide daily service between Houston and Havana



United Airlines completed its application to the U.S. Department of Transportation (DOT) for authority to provide daily service from Houston to Havana's José Martí International Airport. United's proposal, subject to government approval, will expand its service from Saturday-only to daily service.

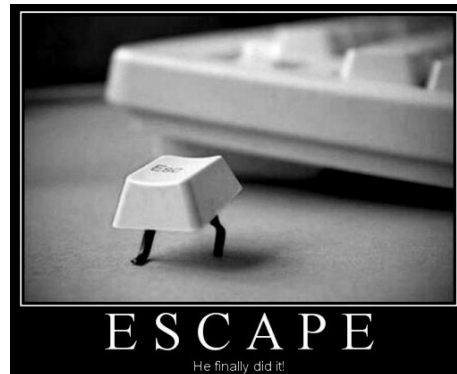
Launched in December 2016, United's successful Saturday-only service between Houston and Havana reflects the airline's optimism about future growth potential and will provide customers with greater choice and convenience when planning travel to Havana.

Houston is the only gateway involved in the DOT proceeding not located on the East Coast and is geographically well situated to connecting flights from the central and western U.S. to Havana. As the U.S. airline with the least amount of service to Havana, an increase in service by United will ensure greater competition in the marketplace and will improve air service opportunities to Havana for customers in Houston and 44 other destinations in the central and western U.S.

Houston is a large exporter of raw materials that are in high demand in Cuba, including building materials, drainage and water supply systems, and parts and services related to the oil and gas industry. The Port of Houston exports grains, soybeans, corn, and chicken to Cuba, and Houston's central U.S. location makes the city a prime location for further trade development.

"There are a number of synergies between Cuba and Houston when it comes to energy, medicine, education, the arts – even in sports," said Houston Mayor Sylvester Turner. "United's daily air service from Houston to Havana will greatly increase opportunities to connect family and friends while significantly increasing potential for trade and investment between Houston and Cuba."

If approved, United will operate service between Houston and Havana with either Boeing 737-800 mainline aircraft or Embraer E175 regional aircraft operated by Mesa Airlines as United Express.



United named Airline of the Year by Intl Flight Services Assn



In September, at the International Flight Services Association (IFSA) Compass Awards, United Airlines was named the 2017 Airline of the Year in recognition of its United Polaris business class experience. The IFSA, a global professional association serving the needs and interests of airline and railway personnel, bestow Compass Awards to celebrate creativity, innovation and excellence within the industry. This award honored United's efforts to provide customers with a dramatically-redesigned, luxurious, sleep-enhancing experience from lounge to landing.

"We spent years gathering feedback from our customers, airport agents and flight attendants, incorporating it into everything from seat design to dining options to amenities, and fine-tuned each element of our business class to make sure that we offer an experience that not only meets our customers' needs, but goes above and beyond," said Mark Krolick, vice president, marketing at United. "This recognition is a testament to all of our employees who work so diligently to ensure that we provide customers with the absolute best in international business travel. Thank you to the International Flight Services Association for this distinction."



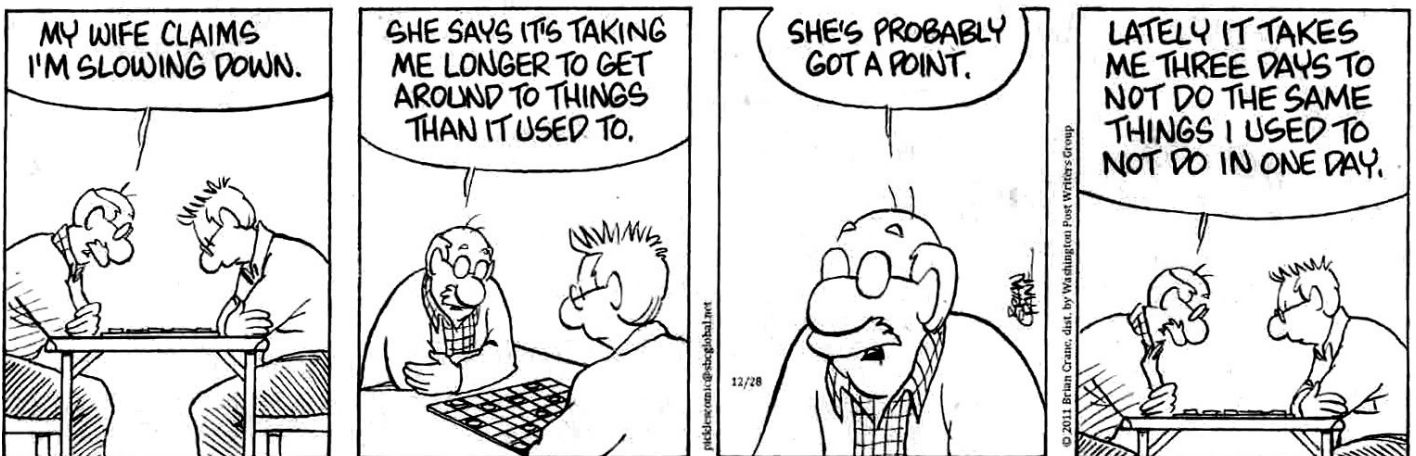
In rethinking its international business class experience, United conducted more than 12,000 hours of research, and sleep emerged as the single most important priority for travelers. United Polaris' path-breaking design and sleep-enhancing focus were inspired and informed by insights from hundreds of customers and employees, inflight product simulations and more than 100 product evaluations.

With a focus on providing a more tranquil journey for customers, United Polaris features include: the roll-out of new United Polaris lounges with rest spaces, spa-like showers and high-end pre-flight dining options; a custom-designed personal onboard suite with added privacy, comfort and convenience; sleep-focused amenities such as custom Saks Fifth Avenue luxury bedding and spa-quality Cowshed products from Soho House & Co; and reimagined dining options created in partnership with chefs from The Trotter Project.

The IFSA credited United with creating a fully integrated experience for customers from on the ground to onboard. The Compass Awards are voted on by IFSA members and a panel of judges.

Earlier this year, the airline took home additional honors for United Polaris including the award for Best Onboard Textiles for its sleep amenities at the Aircraft Interiors Expo. Judges called out the "wonderful and sophisticated collection of items to support rest onboard."

PICKLES | Brian Crane



FAA restricts drones over Statue of Liberty, other landmarks



At the request of U.S. national security and law enforcement agencies, the Federal Aviation Administration (FAA) is using its existing authority under Title 14 of the Code of Federal Regulations (14 CFR) § 99.7 – “Special Security Instructions” – to address concerns about unauthorized drone operations over 10 Department of the Interior (DOI) sites, including the Statue of Liberty and Mount Rushmore.

The FAA and DOI have agreed to restrict drone flights up to 400 feet within the lateral boundaries of these sites:

- Statue of Liberty National Monument, New York, NY
- Boston National Historical Park (U.S.S. Constitution), Boston, MA
- Independence National Historical Park, Philadelphia, PA
- Folsom Dam; Folsom, CA
- Glen Canyon Dam; Lake Powell, AZ
- Grand Coulee Dam; Grand Coulee, WA
- Hoover Dam; Boulder City, NV
- Jefferson National Expansion Memorial; St. Louis, MO
- Mount Rushmore National Memorial; Keystone, SD
- Shasta Dam; Shasta Lake, CA

The restrictions will be effective October 5, 2017. There are only a few exceptions that permit drone flights within these restrictions, and they must be coordinated with the individual facility and/or the FAA.

To ensure the public is aware of these restricted locations, the FAA has created an interactive map online. The link to these restrictions is also included in the FAA’s B4UFLY mobile app. The app will be updated within 60 days to reflect these airspace restrictions. Additional information, including frequently asked questions, is available on the FAA’s UAS website.

Operators who violate the airspace restrictions may be subject to enforcement action, including potential civil penalties and criminal charges.

This is the first time the agency has placed airspace restrictions for unmanned aircraft, or “drones,” over DOI landmarks. The FAA has placed similar airspace restrictions over military bases that currently remain in place.

The FAA is considering additional requests from other federal agencies for restrictions using the FAA’s § 99.7 authority as they are received.

Correction to the article published on Pg 46 of the October *RUPANEWS* “Information about E-Mail Tracker Programs”

The following is Snopes response to the article:

Origins: In September 2006 the missive quoted above began reaching the snopes.com inbox. In its original form, it finished with a link to our “Internet Petitions (and Why They’re a Waste of Your Time)” article, but that link has subsequently been left off many of the forwarding’s.

We don’t know who wrote the e-mail, but it wasn’t anyone at snopes.com, nor does the letter contain advice from us. We’ve never said Congress doesn’t accept e-mail petitions. We’ve also never said anything about such petitions having “tracker programs” attached to them that harvest the e-mail addresses of those who sign them, nor of spammers using these petitions to amass lists of active e-mail accounts. All that came from the mind of whoever it was that penned the missive — none of it was anything snopes.com had said.

I love the sense of camaraderie when an entire line of cars team up to prevent a jerk from cutting in at the front.

FAA: New quieter aircraft in 2018



Beginning in January 1, 2018, the FAA will require newly designed aircraft to be quieter which will help toward lowering noise around airports and surrounding communities. Called “Stage 5 Airplane Noise Standards,” this FAA rule ensures that the latest available noise reduction technology is incorporated into new aircraft designs. As a result, new airplane type designs in the subsonic jet airplanes and subsonic transport category large airplanes will operate at least 7 decibels (dBs) quieter than airplanes in the current fleet.

The FAA is committed to reducing aircraft noise through a “balanced approach” through the reduction of noise at its source (i.e., the aircraft); improved land use planning around airports; and, a wider use of aircraft operating procedures and restrictions that abate noise.

“Reducing aircraft noise is important to the FAA because it’s an important quality of life issue for surrounding airport communities,” said FAA Administrator Michael Huerta. “We will continue to do our best through new technologies, procedures, and community engagement to make aircraft operations quieter.”

In 1975, there were about 200 million people flying in the United States, with about 7 million people exposed to what is considered significant aircraft noise. Since then, an FAA study conducted in 2015 showed that the number of people flying in the United States had almost quadrupled yet the number of people exposed to aircraft noise had dropped to around 340,000, or a 94% reduction in aircraft noise exposure.

The FAA continues to meet its reduction in aircraft noise and other environmental aviation goals through the Continuous Lower Energy, Emissions and Noise (CLEEN) Program. CLEEN is the FAA’s principal Next Generation (NextGen) environmental effort to accelerate the development of new aircraft, engine technologies, and advance sustainable alternative jet fuels.

Boeing and Airbus worried about a Russia and Chinese joint venture

By Juergen T Steinmetz



Comac, a Chinese- Russian joint aviation industry venture will build a passenger aircraft with up to 310 seats, able to fly up to 12,000 kilometers, and is expected to be delivered in 10 years. China will design and make the fuselage of the C929, while Russia will design the wings of the wide-body passenger aircraft, which is currently under development, said Commercial Aircraft Corp of China. Better known as COMAC, the Chinese plane maker, which will build the new aircraft with Russia’s United Aircraft Corp, disclosed several fresh details about the bilateral project at the Aviation Expo China 2017 in Beijing. Although the main

design center is in Russia, Shanghai will also have its own design office.

COMAC said the C929 is being developed by China-Russia Commercial Aircraft International Co Ltd, a joint venture. China and Russia will each take half of the work, and send design staff for exchange visits on a non-scheduled basis, according to COMAC.

Some 51 percent of the aircraft will be made of composite materials, which is expected to make the C929 economical and efficient. The jet could have four possible seating layouts: 280 seats in three classes; 291 seats in two classes; 310 seats in tight three classes; or 416 seats in an all-economy class, said Chen Yingchun, general designer of the C929. The new aircraft will mainly target China, Russia and other Asia-Pacific markets.

Its competing models include the A330 and the A350 of (European aircraft manufacturer) Airbus Group and the B787 of (US manufacturer) Boeing. Currently, we are selecting suppliers worldwide.

Every three years, China and Russia will take turns to name the chairman of the joint venture, which was launched on May 22 in Shanghai. Each country will hold four seats on the eight-member board of the company.

The C929 is a project that aims to break the duopoly of Boeing and Airbus in the wide-body passenger

aircraft market.

Lin Zhijie, an aviation industry analyst, and columnist at Carnoc.com, one of China's largest civil aviation web portals, said China's booming growth in international flights, especially long-haul routes, requires widebody aircraft. "The aviation industry is a sector with marginal profits. China spends a lot of money buying wide-body aircraft from Boeing and Airbus every year," Lin said.

China and Russia purpose for this joint venture, with their own products, it will help significantly reduce the cost of aircraft purchases, and airlines will be able to raise their profitability and offer cheaper tickets to customers. It will also balance the influence Europeans and Americans, naming Airbus and Boeing have in monopolizing the aircraft building industry. At the same time, China is strategically trying to get a hold on the international tourism industry in announcing the World Tourism Alliance at the recently concluded UNWTO General Assembly in Chengdu, China.

Boeing expects to sell 4,210 new aircrafts to South East Asia

By Juergen T Steinmetz



Boeing projects a demand for 4,210 new airplanes, valued at \$650 billion, over the next 20 years in Southeast Asia. The company presented its Southeast Asia Current Market Outlook during a briefing at Boeing's regional headquarters in Singapore. The annual report forecasts the region will continue its strong annual traffic growth at 6.2 percent, outpacing the world's average growth rate by 1.5 percent.

"Southeast Asia continues to be one of fastest growing markets in the world – and a key focus area for Boeing – as the region accounts for more than 10 percent of the total global demand," said Dinesh Keskar, senior vice president of Asia Pacific and India Sales, Boeing Commercial Airplanes.

"Driven by fierce competition and growing passenger demand, airlines in Southeast Asia need the most capable, flexible, economical and passenger preferred airplanes available," added Keskar. "With their new technologies, superior capabilities and advanced efficiencies, the continued orders for the 737 MAX, including the new 737 MAX 10, as well as the 787 Dreamliner, demonstrate the value Boeing's airplanes are providing to airlines in region."

Single-aisle airplanes, such as the 737 MAX family, will account for more than 70 percent of new deliveries. As in previous years, the low-cost business model continues to be a main driver of traffic growth in Southeast Asia, growing to more than 50 percent of the total Southeast Asian market by the end of the forecast period.

Last Flight 666 lands in HEL last time on Friday the 13th



Finnair flight 666 has made its last ever journey to 'HEL' this Friday the 13th after 21 previous daring trips on the superstitious date.

The flight from Copenhagen to Helsinki departed at 1.28pm local time, arriving in the Finnish capital eight minutes ahead of schedule at 3.47pm.

Finland's national airline has flown passengers to HEL on Flight 666 for 11 years, with 21 of these flights on the "unluckiest" day of the year, a spokesman for the airline said.

While the journey may be the worst nightmare of superstitious people, the airline says it has never affected passenger numbers. However, the flight number is now being changed as part of an overall reordering of flight data by the airline. AY666 flight from Copenhagen to Helsinki will change to the less ominous AY954.

The previous fateful flight took place in January and landed without any hitches.

American sends message to United: Wake up! The sleep war has begun

By Lewis Lazare/Reporter, Chicago Business Journal



American Airlines has formally thrown down the gauntlet — informing archrival United Airlines that the airline bedding wars have now formally begun.

During an investor analysts and media day in Dallas, AA said it had inked a deal with upstart New York City-based mattress and bedding company Casper to offer what the world's largest airline maintains is "a best-in-class" sleep experience to passengers in the carrier's premium cabins on international and transcontinental flights. The new Casper bedding will roll out on AA flights starting in December.

Founded three years ago, Casper burst on to the scene selling only a popular mattress online only. Casper co-founder and chief operating officer Neil Parik's father is a sleep doctor, which helped him get interested in launching the company, which has smartly positioned itself not as a mattress-maker, but rather a lifestyle company. Added Casper CEO and co-founder Philip Krim: "Our mission has always been to create products that help people dream their way to a better life."

For American Airlines, Casper is expanding its focus to include a line of related sleep products that will include a mattress pad, duvet, pillow, day blanket, lumbar pillow, pajamas and slippers. The mix of Casper products on board will vary depending on the destination and duration of the flight.

AA's partnership with Casper comes about a year after United made a big deal about announcing a partnership with high-end retailer Saks Fifth Avenue to provide luxury bedding for its new Polaris international business class.

Earlier this week Polaris received the Compass Award from the International Flight Services Association. The Compass Award is bestowed to recognize and celebrate innovation and excellence within the airline industry.

Clearly, the sleep side of the premium cabin experience has become a primary focus for both American and United. United claims to have conducted more than 12,000 hours of research before rolling out Polaris late last year. And the Chicago-based carrier said sleep emerged as the single-most-important priority for travelers in the high-margin international premium cabin.

Now travelers will have to decide for themselves whether United's Saks Fifth Avenue bedding or AA's new Casper offering best equips them to get a good sleep on long-haul flights.

United has the accolades on its side at the moment.

But Kurt Stache, AA senior vice president for marketing, loyalty and sales, said of the airline's new bedding partner: "Casper has set a new standard for premium sleep products, and our new line showcases their attention to detail and design, and their commitment to providing the best rest possible for American Airlines customers."

Global commercial aircraft market projected to rise \$330 billion by 2022



The commercial aircraft market is driven by a number of factors such as skyrocketing passenger traffic, aviation network infrastructural improvements, development of quieter and fuel-efficient aircraft, and government initiatives taken by several national governments encouraging the domestic commercial aircraft market. Some of these include liberalized taxation regions, R&D investments, and measures that aid the indigenous manufacturing of commercial aircraft. The commercial aircraft market is projected to witness a modest CAGR of 4.1% for the period from 2017 to 2022.

Narrow body aircraft are the most popular in the commercial aircraft market and had the largest revenue share in the year 2017. Narrow body aircraft are poised to be the biggest beneficiary in the shift away from wide-body aircraft that carry more passengers at the cost of fuel efficiency. The narrow body aircraft segment is expected to be worth just under \$170 billion in end 2022, making it well-worth the while of all

major stakeholders in the commercial aircraft market.

Wide-body aircrafts have lost a large part of their appeal in the commercial aircraft market and are anticipated to lose further BPS over the course of the forecast period. However, the Asia/Pacific Excluding Japan (APEJ) region could be the bright spot in the wide-body aircraft market as the region is predicted to record Compound Annual Growth Rate (CAGR) of just under 5%. APEJ, riding on the shoulders of exploding air passenger traffic in China and India should require a large number of wide-body aircrafts throughout the duration of the five-year study and companies must be in a position to cater to this demand.

Regional jets occupy the third slot in the commercial aircraft market and have a revenue share of approx. a sixth by product type. Key stakeholders in the commercial aircraft market are recommended to focus their attention on the North America and Europe regional jets market as both are estimated to push past a value of \$14 billion by the end of 2022. A higher CAGR is likely to be in Europe over North America during this time.

The turboprop aircraft segment is a comparative niche in the commercial aircraft market and it accounts for minimal revenue share. Nonetheless, an absolute dollar opportunity of over \$7 billion is waiting to be tapped in the turboprop segment of the commercial aircraft market from 2017 to 2022. North America holds the greatest chunk of the turboprop aircraft segment with a contribution of almost a third of the commercial aircraft market.

It can be safely assumed that the future of the commercial aircraft market lies in the APEJ region as the fundamentals of this region are quite strong. Booming economic growth, a rising middle class in China and India demanding greater air connectivity and travel options for business and leisure, coupled with government initiatives encouraging domestic manufacturing should ensure that this region remains paramount in commercial aircraft market.

Profiled companies in the report are Avions de transport regional, Pilatus Aircraft Ltd., Piaggio Aero Industries SpA, General Dynamics Corporation, Dassault Aviation SA, Textron, Bombardier, Embraer SA, Airbus SE, and The Boeing Co.

Alaska Air Cargo introduces world's first converted 737-700 freighter



Alaska Air Cargo began a new chapter in its business, introducing the first converted Boeing 737-700 cargo aircraft. The aircraft is the first of its kind in the world and was converted from an all-passenger to an all-freight aircraft. It is carrying goods from Seattle to the state of Alaska.

“This one-of-a-kind aircraft marks the beginning of a new era at Alaska Airlines,” said Wayne Newton, Alaska Airlines vice president of airport operations and customer service. “With an all-freight fleet, our cargo business is now a stand-alone operation, allowing us to better focus on the needs of our cargo customers.”

The aircraft was converted over 19 months in Tel Aviv by Israel Aerospace Industries. Alaska pilots flew the converted plane from Tel Aviv to Belfast, Ireland on Sept. 6. From there, the plane touched down on U.S. soil in Bangor, Maine and continued on to Greensboro, North Carolina, for scheduled maintenance. The aircraft was painted in Victorville, California before arriving in Seattle.

Alaska will take delivery of two more converted 737-700 freighters, allowing the new, all-cargo fleet to carry 15 percent more capacity overall. Currently, Alaska operates one 737-400 freighter and four 737-400 combi aircraft, which carry both passengers and cargo. Alaska plans to retire its entire 737-400 combi fleet by Oct. 18.

“The new freighter will transform our cargo business and allow us to provide more efficient and consistent service,” said Jason Berry, Alaska Air Cargo managing director. “Now we can move more freight than ever before, and optimize schedules to meet the needs of our cargo partners.”

Initially, the new fleet of all-freight aircraft will primarily serve the state of Alaska, and provide regular, scheduled service to 17 communities across the state. Independent of Alaska Airlines' passenger operation, Alaska Air Cargo will provide more scheduled freight service than any other carrier in the state, and connect customers to 100 destinations across the airline's route network.

A350-1000 order changes as airlines become more risk-averse



The relaunch of the A350-1000 program is often attributed to Cathay Pacific, which, at the 2012 Farnborough Airshow, converted -900 orders and placed a new order for the A350-1000. Then-CEO John Slosar remarked Airbus' changes to the A350-1000 made it an "irresistible proposition."

Five years later, Cathay and United Airlines are resisting Airbus' new variant, the first of which is due to be delivered this year to Qatar Airways. United is swapping all 35 A350-1000s for 45 A350-900s, while Cathay has converted six of its 26 -1000s to -900s. The A350-1000 accumulated orders at the peak of the

market. Now there is a more conservative outlook, more competition from existing 777s and new 777Xs, and potentially a structural change in airline boardrooms, where they have evolved to becoming risk-averse and opting for smaller aircraft. However, it is still early days for the A350-1000 program. There may be more twists to come.

Program changes at United and Cathay do not invalidate the A350-1000 or condemn it to oblivion before it even commences commercial service. What the changes do indicate is that since A350-1000 commitments were made, there has been change in the lineup of new aircraft, developments with in-service fleet, and evolving global markets where new aircraft are deployed. For major operators, the A350-1000 moves from mainstream to niche, and potentially to be an asset they can minimize or trade away to strengthen other segments in their fleets.

Since the A350-1000 launch, and since Cathay and United's order for the type, Boeing has launched the 777X. The larger (and more popular version) of the 777X is the 777-9, which airlines consider to be a better fit for premium, large markets once thought to be core opportunities for the A350-1000. Compared to the A350-1000, the 777-9 is viewed by airlines to have more range, and to be able to carry more passengers (and cargo) at the right cost. The A350-1000 falls short on payload for trunk routes and/or those that are ultra-long. Airlines foresee a role for the A350-1000 on large volume markets that are not quite as premium as blue-chip ones, and markets that are long haul but do not need the full range of the 777X.

It is not only Boeing's next-generation aircraft – the 777X – impacting the A350-1000, but also the predecessor – the 777-300ER – having a distinct role. United Airlines provides a seemingly clear example: when United committed to the A350-1000, the type was to be United's largest aircraft and replace the airline's 747-400s. Boeing was later able to place 777-300ERs with United, which allows United to replace the 747-400 in 2017, much earlier than planned.

The 747-400, as expected, was viewed unfavorably due to high fuel consumption (although granted some respite when fuel prices plummeted). A larger issue for United was increased maintenance and lower reliability, the last of which cannot be planned for and can disrupt operations. United surely benefitted from favorable pricing of a "777 bridge" order, which gave it improved capex, a key investor metric in the US market. Once the aircraft have all been delivered, United will have 18 777-300ERs.

For airlines without recent additions of 777-300ERs, the aircraft still looms since it appears resale opportunities will be so low that airlines are probably better off retaining the aircraft. Leased aircraft will likely be able to have their leases renewed at very favorable rates, since lessors will have difficulty placing the aircraft with a new operator. Once again, the result is the availability of relatively cheap capacity not expected five years ago. The 777-300ER cannot cover the full range or unit costs of the A350-1000, but its upfront capital costs will be extremely favorable, or even negligible.

British Airways has 18 A350-1000s on order, supplementing a niche fleet of A380s and then a 777-300ER fleet often thought to be too small (IAG chairman Willie Walsh said BA would examine opportunities to buy secondhand 777-300ERs). LATAM, with 14 A350-1000s on order, has 777-300ERs but not 777Xs, and in any event, may not need the 777X's range for its core North American and European long-haul markets. Depending on 777-300ER retirement, the A350-1000 could be LATAM's largest aircraft.

And then there are the Gulf airlines. Launch operator Qatar Airways has 37 A350-1000s on order to supplement its existing 777-300ER fleet (which includes some recent deliveries) and future 777Xs. Qatar is pursuing a network with such breadth and depth that it may internally justify multiple aircraft types.

Etihad Airways has both A350s (40 -900s and 22 -1000s) and 777Xs (8 -8Xs and 17 -9Xs) on order. As Etihad is already expected to reduce – perhaps substantially – its existing fleet and network footprint, it is difficult to see its order book not changing. However, Etihad’s ideal new fleet needs to be matched with the reality of airframer contract renegotiation.

The A350-1000 may still be ahead of its time. It is a competitor to the 777-300ER, which was designed much earlier but only in recent years has been produced en masse: the 777-300ER has been manufactured since 2004, yet half of all 777-300ERs have been built since 2012. Those aircraft are far from having replacements be considered. Even earlier aircraft still have many years ahead in their life.

JAL was an early 777-300ER operator and has one of the older 777-300ER fleets. It entered the replacement cycle earlier and selected the A350-1000. Some existing 777-300ER operators (for example, ANA and Cathay Pacific) have opted for the 777X, but so far do not have as many 777Xs on order as they have 777-300ERs.

The A350-1000 accumulated many orders after its re-launch. It has since had a lull but could see a surge of orders in coming years for new growth and as airlines get closer to replacement of existing aircraft.

Plenty of airlines have gone out of business for flying too much capacity. Few have exited because they did not fly enough.

It was at the peak of the market that Airbus relaunched the A350-1000 and accumulated most orders for it. In the current period there is the inevitable post-peak cycle but also, more significantly, potentially a structural adjustment at airline management and in boardrooms to be more risk averse.

Markets once thought to be ideal for the A350-1000 have become more obviously suited to the 777X, or even the older - and cheaper - 777-300ER. Other markets could sustain an A350-1000, but many airlines are being conservative and downgauging to smaller aircraft, also allowing them to retain wider city pair options.

Dreamliners flying high as Heathrow hits new low noise record

By Juergen T Steinmetz



Heathrow’s new “Fly Quiet and Clean” report shows airlines are increasingly using the quietest, cleanest aircraft in their routes to Britain’s hub airport. The report ranks the 50 busiest airlines operating at Heathrow from April to June this year, based on seven noise and emissions metrics. The latest results come as Heathrow hits a noise milestone – the first month without the oldest generation, and noisiest, “Chapter 3” aircraft operating at the airport.

The League report shows Air India has climbed an astounding 37 places to place 5th this quarter, in part because of their use of Boeing Dreamliners at Heathrow, an aircraft that has 20-25% fewer CO2 emissions and a smaller noise effect than the airplanes it replaces. Israeli airline El Al (48th) has now started operating a Dreamliner on its Heathrow route from September to March 2018, which should lead to an improved rank in the next quarter scores. Dreamliners are now the fastest growing aircraft type at Heathrow, with more than 700 additional flights being made on this aircraft in June 2017 compared to last year.

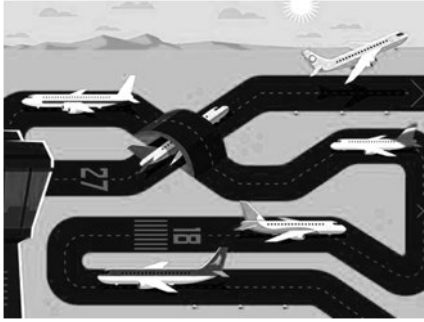
Early phase out of the noisiest planes is a key part of Heathrow’s Noise Blueprint. Becoming the first large European airport to be completely free of “Chapter 3” aircraft, the oldest and noisiest classification of aircraft, by 2020 is a key promise in the blueprint and Heathrow will be working to ensure the trend started in September continues. This year, Heathrow increased the charges airlines pay to land the noisiest aircraft so that, on average, airlines pay ten times more to fly Chapter 3 planes than they pay for the quietest aircraft, like Dreamliners.

Air India has also improved its score because of its exemplary “track keeping” – the ability to adhere to the Government-set noise preferential routes in the skies around Heathrow – this quarter. Track keeping winners this quarter also include Singapore Airlines, jumping up 21 places to rank 12th, and Lufthansa, Austrian Airlines, SN Brussels which are all up by more than 10 places compared to last quarter.

Regional airline FlyBe features in the League Table for the first time, at a good debut position of 29th. Heathrow continues to work with all airlines, particularly those at the bottom of the League Table to improve their scores and is already seeing some success.

Climate change lands at the airport

By Mike Ives/The New York Times



HONG KONG: Airports are a major global business, part of an industry that by one estimate transports the equivalent of nearly half the world's population in a single year. But the world's airports were largely designed for an older era — a cooler one. Many were built near seacoasts or river deltas to minimize disturbances to humans or avoid natural obstacles such as mountains. Others have short runways because of space restrictions, while planners in the past gave little thought to how extreme temperatures could affect airplanes and airports.

Climate change is making airport planners think again. Low-lying airports could become increasingly vulnerable to storm surges. Hotter temperatures could cause the tarmac to melt, restrict take-off weights or require heavier aircraft to take off later in the day.

Now governments, companies and experts around the world are grappling with what could be a very expensive problem. Keeping the industry aloft requires colossal investment — \$1.1 trillion in airport infrastructure projects are planned or underway, the Council of Australian Postgraduate Associations (CAPA), a consulting firm in Australia, said in July. “Airports understand well that climate change could have some far-reaching effects and that they are not immune to them,” said Angela Gittens, director-general at Airports Council International's headquarters in Montreal.

Rising waters: Climate scientists predict that sea levels could rise as much as 6 or 7 feet this century, and aviation experts say that even a much smaller rise could lead to more flooding at runways or terminals. Preliminary studies indicate that dozens of airports are at risk. A 2009 report by Eurocontrol, a Brussels-based agency that coordinates air traffic management across Europe, estimated that more than 30 major European airports sat on coastlines or within river floodplains. Sea level rise and storm surges have a “somewhat-nearer-term flavor” for airports than other climate-related risks, such as rising temperatures, said Terence R. Thompson, a senior fellow at the Logistics Management Institute in Virginia who studies links between aviation and climate change. “You’ve got this complex, multi-segment industrial site, and it’s not just, ‘Does the runway go underwater?’” he said. For example, the flooding of a taxiway could force pilots to take longer taxi routes from terminals to runways, causing delays at one airport that ripple across many others, he said.

Hot runways: Climate scientists predict a global increase this century in the annual number of hot days and heatwaves, and some airport planners worry that climate change could push airport infrastructure to the limits of its operating capacity. Runways in northern Canada have been damaged by thawing permafrost, for example, leading officials to commission permafrost studies before a recent \$240 million renovation of Iqaluit International Airport in the Canadian Arctic. Concrete runway slabs at other airports could buckle from extreme heat, as similar slabs occasionally do on highways, and there is “serious concern” that asphalt on aprons and parking areas could melt, said Herbert Pumpel, a co-chairman of the World Meteorological Organization's Expert Team on Aviation, Science and Climate.

Then there are concerns about aircraft. A plane's maximum operating temperature depends on a variety of factors, including airport elevation. But as temperatures climb far higher than 100 degrees Fahrenheit, airlines can begin suspending operations for certain types of planes, as American Airlines did in June when daytime highs in Phoenix climbed to about 120 degrees.

Longer runways: Hot temperatures cause air density to decrease, reducing lift and forcing airlines to either reduce weight on flights or move departures to cooler hours of the day. Experts say that will most likely pose a long-term economic challenge for airports, especially those in humid climates, at high altitudes or with short runways. The cost of having a short runway in a hot place became clear to planners at Brisbane Airport in Australia, who studied climate models and airlines' financial data in 2009 while designing the airport's second runway, said Karyn Rains, the project's former environment manager. They discovered that because of an expected spike in the number of annual 86-plus-degree days in Brisbane, airlines would be forced to

spend more than \$79 million per year by 2035 if the second runway were 8,202 feet, rather than 10,826 feet. Rains said that was mostly because larger planes would be unable to land at an 8,202-foot runway under certain hot weather conditions, and would need to burn extra fuel while waiting to land at the privately-owned airport's original, 11,811-foot runway. In that sense, Rains said, spending \$53.5 million for an extra 2,624 feet of tarmac, or 7.8 per cent of the second runway's total estimated cost, made good business sense. "You ignore climate change impacts at your peril, really," she said.

Lighter loads: A study this year in the journal 'Climatic Change', based on modelling for 19 major airports, found that 10 to 30 per cent of annual flights departing at the hottest time of the day could require weight restrictions by the middle or end of this century. The reductions would be small, perhaps 4 per cent or less on average, the study said. But a reduction of even 0.5 per cent could mean, for example, that an airline had to trim 327.4kg, or about three passengers, from a 160-passenger flight on a Boeing 737-800, possibly imposing a substantial economic burden over time.

United Updates to Retiree travel

Updated process for reporting pass travel taxes to Retirees and Early Out Participants:



Under United's current tax reporting policy, any taxable imputed income resulting from our former employee's pass travel and/or that of their eligible pass riders is reported to them and the Internal Revenue Service (IRS) on Form 1099. We are making a change to our process in order to more closely follow tax reporting laws and align the way we report taxable pass travel income for both former employee participants and current employees. For pass travel on or after November 1, 2017, any taxable imputed income will be reported to Retirees on Form W-2 and will no longer be reported on Form 1099:

Important note: Although the process for reporting/paying taxes is changing, there is no difference in the amount of taxes being paid.

Enhancement to enrolled friend program for Retirees:

We are excited to announce that beginning in June of 2018, instead of only being able to change their enrolled friend(s) once per year, retirees will have the opportunity to change their enrolled friend(s) twice: mid-year and again during year-end open enrollment. Retirees will continue to have up to two active enrolled friends at one time, but this change will allow retirees to register up to four enrolled friends during different time periods within a calendar year.

During year-end and mid-year enrollment you may choose to:

1. Take no action and current enrolled friends automatically roll over to the next six-month period.
2. Remove current enrolled friends and empty slots will roll over to the next six-month period. You may fill in an empty slot any time after enrollment period.
3. Change or add new enrolled friends and they will be eligible to travel after enrollment period for the next six month period.

We are not changing the rules for enrolled friends.

- A maximum of two enrolled friends may be registered at one time.
- You can only change the name of an enrolled friend during an enrollment period.
- You can add a new enrolled friend to an empty slot at any time.
- An enrolled friend must be someone you know and cannot be sold or bartered.

You can visit the United ServiceAnywhere website (<http://ess-usaw.ual.com>) to find information about pass travel and enrolled friends. Just search for "enrolled friends."

The Employee Travel Center is available by phone from 7:00 a.m. to 7:00 p.m. Central Time, 7 days a week, at 1-877-UAL-ESC9 (from the U.S.) or 1-847-UAL-ESC9 (outside the U.S.).

RUPA Pass Travel Report November 2017

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Hello fellow aviators,

Quite a few of our peers haven't traveled in a while, so the second half of this column is dedicated to them.

But before we get to that, two important little-known tips for all travelers that could earn you a beer:

1) In years past we were not permitted to list for two flights to the same destination on the same day. That's gone. The company now realizes that there are some very legitimate reasons to make multiple listings. One example — two departures to the same city leaving so close together that the agent may not have enough time to roll you over if you don't get on the first flight. So, list for as many flights as you need to but try to cancel those listings when you know you're not going to use them so that stand-bys on those flights get a more realistic view of their chances.

2) Jet Star is a budget airline that flies all over Asia and Australia. JetStar is not shown as one of our eligible airlines on SkyNet. However, it is! There is a note at the bottom of the Qantas page that says their agreement also applies to JetStar.

To purchase a ticket on JetStar go to the MyIDTravel Purchase link on the Travel page. You can get there by finding the link on almost any other airline's agreement. After you open up MyIDTravel purchase, leave the airline name blank and simply put in the city pair and date of travel. If JetStar is on that route, it will offer JetStar as an option available for purchase. JetStar has at least three different names that I know of: JetStar Australia, JetStar Asia and JetStar Japan. And each of them has a separate airline code. Another and quicker way to find out if JetStar is on the route you want to travel is to look up the flights on any route using the *Flight View app* I described in my last column.

A lot has changed in listing for and monitoring your flights since many of you more senior folks have flown last.

A number of our retirees don't have smart phones so if you're one of them, the method of listing is still on the company's web site flyingtogether.ual.com and then clicking on EmployeeRes. EmployeeRes will be changing soon to a more user-friendly format, so I won't spend any more time today talking about what will soon be obsolete.

Instead, let's look at the easiest and most efficient way to check loads, list and manage your listings. **The United App** is available for smartphones and tablets. If you are a retired employee without a smart phone or tablet, I strongly urge you to consider obtaining one, even a used one. It will make your travel experience much more stress-free as you can modify or relist on different flights from anywhere, even while airborne on some aircraft if wi-fi is working correctly.

To take advantage of the great features on the app, all you have to do is link your MileagePlus number to your United u-ID by going to employeeRes > Quick Links > Employee Profile.

If you don't have a MileagePlus account, you can sign up for one for free on united.com. Note: The app can be used by your eligibles to list, but only if they input your mileage plus number and password into their United app.

Once that's done you'll be able to use the app to:



- Book personal/leisure travel
- Book myUADiscount tickets
- Manage, cancel or modify reservations
- Check in
- View
 - Boarding passes and save them to your mobile device
 - Flight status
 - Seat map and assign/change seats for positive-space travel
 - Passenger boarding totals and your position on the standby/upgrade lists
 - When your seat has been assigned
 - Ticket cost; prepay or payroll deduct space-available travel
 - How many vacation passes you have available
 - Destination alerts

There's a great video tutorial on using the app found on Flyingtogether that you may want to check out. From Flyingtogether, follow this path: Home > Travel > United app and MileagePlus.



Pass Travel UPDATE/October 3, 2017

1) Pass Travel Improvements

As promised, United recently contacted the retiree groups via a conference call, responding to the groups' Pass Travel improvement suggestions from the April retiree summit in Chicago. Laura Motelet, Managing Director of the Employee Travel Center & HR Administration, gave us the good news:

“We are excited to announce that beginning in 2018, instead of only being able to change enrolled friend(s) once per year, retirees will have the opportunity to change their enrolled friend(s) twice: midyear and during year-end open enrollment. Retirees will continue to have up to two active enrolled friends at one time, but this change will allow retirees to register up to four enrolled friends during different time periods within a calendar year. This enhanced pass travel privilege applies to retirees only; all other aspects of the Enrolled Friend program remain unchanged.”

Note: Open enrollment in December 2017 (Dec. 1 – Dec. 28 until 7:00 p.m. CT) will remain the same as usual. In June 2018 (Jun. 1 – Jun. 28 until 7:00 p.m. CT) a second open enrollment will take place only for retirees to either change or keep their Enrolled Friends for the remainder of the year (July-December). Full details are coming soon on [Flying Together > Travel > Pass Riders \(left column\) > Retirees](#).

The ETC will announce three improvements to the [myUADiscount](#) program in mid-October: (1) unaccompanied minor fees will be waived, (2) pet in-cabin fees waived and (3) we'll be boarded in Group 3 (even when paying Basic Economy fares)! More information will be posted on:

[Flying Together > Travel > myUADiscount Program](#).

In a previous conference call we learned of three other Pass Travel improvements: (1) better access to the ETC, (2) 24/7 online support via USAW and (3) a new, improved employeeRES coming in 2018.

For the FULL STORY, read the News article on our website:

<http://www.rafa-cwa.org/Retiree-Pass-Travel-Improvements>

2) Changes to Pass Travel Tax Reporting for Retirees

Imputed Taxes on Pass Travel are changing. For pass travel on or after November 1, 2017, any taxable imputed income will be reported to you on Form W-2 and will no longer be reported to you on Form 1099. As a result of this change, starting on November 1, 2017, United will begin to collect any federal and state withholding taxes that apply to your taxable pass travel income via quarterly invoice. The

first invoice will be sent in March 2018 for any travel from November 1, 2017, to January 31, 2018, and invoices will be sent every three months thereafter. The invoices will be mailed via U.S. mail and they are payable by check or money order.

Despite the adjustment in reporting, there is no change to how pass travel is taxed. Pass travel for retirees and their spouses, parents and dependent children under age 26 is still not taxable. Pass travel for a retiree's domestic partner and enrolled friends are taxable.

Note: In January of 2018, you will receive a Form 1099 reporting your taxable pass travel income for travel Nov. 1, 2016 to Oct. 31, 2017, if your taxable pass riders accrued \$600 of imputed taxes (pass tax value) or more in that period. Go to [Flying Together > Travel > Pass Travel Report](#) (blue tile) to check on the total "Pass Tax Values" accumulated. No withholding taxes will be collected for travel prior to Nov. 1, 2017.

Read more important W-2 Pass Travel Tax Reporting information on:
[Flying Together > Travel > W-2 Pass Travel Tax Reporting](#) (in left column).

Note: The online chart shows "Extended Family Buddies" and "Buddies" are subject to tax; this only applies to employees who recently retired in the last 30 days.

3) Update your contact info NOW!

The ETC sent retirees information via email and U.S. mail about, #1 and #2 above, did you receive it? NO? It's important to update your contact information in 2 places:

- 1) The "Saved employeeRES information" box on your "Employee Travel Profile" in the "Quick Links" tab in "employeeRES" ("Book a Flight" on [Flying Together > Travel](#)).
- 2) In "Personal Information" in "Your Profile" (in top menu bar) in "YBR" (Your Benefits Resources) on [Flying Together > Employee Services](#) or go to www.ybr.com/united.

United will be contacting retirees soon about open enrollment for health care Oct. 30 – Nov. 10, 2017. Make sure your phone number, email and postal mailing addresses are all up to date in YBR (and RAFA!). Stay in touch; update employeeRES with your latest email address and phone number.

4) Savvy Traveling: Use the United app! Get a KTN!

Use the United app for easy booking and flying for both space available and [myUADiscount](#) travel. To learn more, go to [Flying Together > Travel > United app & Pass Travel](#) tab (in the left column).

KTN: Join a Trusted Traveler Program to obtain a "Known Traveler Number" to be eligible for TSA PreCheck and expedited customs/immigration entry. Visit [Flying Together > Travel > "Preparing for Travel"](#) (left column) > "[Trusted Traveler Programs](#)". Links on that page will take you directly to sign up on the GOES system. There are various programs with different pricing.

Once signed up online, you will apply for an interview (the first available interview for me was 4 months later!). Revisit the webpage often to try and move up your interview date. Some locations have drop-in wait lists for interviews. Take a good book, you may have to wait awhile!

IMPORTANT! After you pass the in-person interview you MUST input your "KTN" (Known Traveler Number) in two places:

- 1) **For space available travel go to employeeRES > Quick Links > Employee Travel Profile** (click "Add/edit Secure Flight and Travel Contact Information" in the "Saved employeeRES Info" box). If you have more than one Secure Flight Document (i.e. one for passport, one for driver's license) enter your KTN in BOTH documents.

Select row, click little pencil icon, input your KTN in the field that says "Global Entry/Known Traveler", then hit "submit."

- 2) **For revenue travel (including use of myUADiscount) go to your MileagePlus account** (united.com > MileagePlus > My Account > Profile > Edit Traveler Details > Known Traveler Number)

For both space-available and revenue (myUADiscount) travel: use the United app linked with your Mileage Plus number AND join a Trusted Traveler Program; you will fly like the wind!

5) Discounts on cars, cruises, hotels:

The ID90Travel.com website offers discounts for employees and retirees on hotels, cruises, resorts, and rental cars when you travel for leisure. It's easy to book and to save as much as 60 percent off! Simply click on the ID90 Travel banner in employeeRES (you may have already noticed it under 'My ePass Balances') when you make your space available travel plans to see what discounts are available at your destination or search for exclusive rates at more than 380,000 destinations worldwide.

Have you seen our RAFA website? Check out the Travel Benefits tab here: <http://www.rafa-cwa.org>

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

For other Pass Travel Topics: [Previous Travel UPDATES](#)

Compiled by Kirk Moore, RAFA Travel Benefits Committee. October 3, 2017

Passengers can now breeze through LAX customs



A new tool will reduce wait times at Los Angeles International Airport (LAX) for international passengers.

US Customs and Border Protection (CBP) will utilize Mobile Passport Control (MPC) for eligible passengers at Terminals 2, 4, 7, and at the Tom Bradley International Terminal (TBIT).

Passengers just need to download the MPC app, which is free and secure. Both US and Canadian citizen passengers can then submit their passport and customs declaration information via their iPhone or Android instead of the traditional paper forms.

The MPC app is easy to download through the free LAX WIFI, and profile set-up and breezing through security is done in 4 easy steps.

What the State Department Warning on Cuba Means for Travelers

By Victoria Burnett/New York Times



Just when it seemed that Cuba was on track to become something of a routine destination for Americans, tensions and tactics reminiscent of the Cold War have once again complicated travel to the Communist island.

In a strongly worded statement issued on Friday, the State Department warned Americans "not to travel to Cuba" after news of a bizarre series of sonic attacks that have affected American and Canadian diplomats based there in recent months. The attacks caused symptoms that include brain injuries, hearing loss, fatigue and headaches. The Cuban government denies

responsibility and has allowed the Federal Bureau of Investigation to look into it.

But some travel organizers said that the State Department's advisory exaggerated the dangers posed by the sonic attacks, which are not known to have affected any ordinary travelers. Colin Laverty, president of Cuba Educational Travel, which has organized student and tour groups to the island for several years, said the advisory was unwarranted. "The U.S. government has a responsibility to make clear to U.S. travelers that Cuba continues to be safe, that these are isolated incidents and there is no risk to Americans traveling to Cuba," Mr. Laverty said. He fears that between the news of the sonic attacks and the subsequent travel warning "people are going to think twice about coming," he added.

In June the government announced a more restrictive policy to traveling to Cuba. The new rules turned the clock back to the days before the 2014 détente, restricting American travel to Cuba in the "people-to-people" category to organized groups, making visits more costly and choreographed. The restrictions also put hotels and restaurants run by the Cuban military off-limits. Since then, fewer individuals have been visiting the island, travel representatives said, though interest from large groups has remained about the same. Even before the sonic attacks, travel to Cuba could be confusing. Many travelers were "misinterpreting" the State Department warning to mean that Cuba was prohibited or that they would not be able to get a visa.

Here are some answers to common questions about how to travel to Cuba now:

Can Americans still travel to Cuba? Yes. The State Department issues advisories about travel to different countries all the time. While citizens should always take warnings on board and read them in detail, they are not binding. The advisory is likely to be updated once the mystery behind the sonic attacks is solved.

What if I need help when I am in Cuba? The State Department has said that, because of a reduction in personnel in Havana, it will be able to help Americans only in emergencies. The government provides emergency telephone numbers and information here.

Will damage from Hurricane Irma affect my trip?

What about the new restrictions? Under a new policy announced in June, individual travel to Cuba by Americans will become more restricted. People-to-people trips, which are by far the most popular mode of American travel to Cuba, must be undertaken with an organization that puts together full-time programs for travelers, such as Smithsonian Journeys, Cuba Cultural Travel and the Center for Cuban Studies.

The regulations have yet to be published, but a fact sheet published by the Treasury Department in July indicates that individual travel will still be allowed within 12 categories, including humanitarian and religious travel; family visits; journalistic activity; professional research; and participation in public performances, clinics, workshops, athletic and other competitions. Those traveling in these categories will still be able to book a flight and reserve a room online and they will not be required to apply for a specific license.

What if I have already booked my trip?

Where can U.S. citizens stay? The new directive prohibits transactions with companies controlled by the military, which runs large swaths of the hotel and tourism sector. The Treasury Department has yet to publish a list of properties that are off limits, but travel groups will likely be limited to those run by civilian tour organizations, such as Gran Caribe and Cubanacan. Americans traveling independently may still book a room in a private house or through Airbnb.

Could you take a cruise instead? You could. Carnival and Oceania Cruises offer cruises to Cuba departing from Miami. Other cruise companies offering journeys to Cuba from American ports include Pearl Sea Cruises and a French company, Ponant.

How Smartphones Hijack Our Minds

By Nicholas Carr/The Wall Street Journal



Research suggests that as the brain grows dependent on phone technology, the intellect weakens.

So you bought that new iPhone. If you are like the typical owner, you'll be pulling your phone out and using it some 80 times a day, according to data Apple collects. That means you'll be consulting the glossy little rectangle nearly 30,000 times over the coming year. Your new phone, like your old one, will become your constant companion and trusty factotum—your teacher, secretary, confessor, guru. The two of you will be inseparable.

The smartphone is unique in the annals of personal technology. We keep the gadget within reach more or less around the clock, and we use it in countless ways, consulting its apps and checking its messages and heeding its alerts scores of times a day. The smartphone has become a repository of the self, recording and dispensing the words, sounds and images that define what we think, what we experience and who we are. In a 2015 Gallup survey, more than half of iPhone owners said that they couldn't imagine life without the device.

We love our phones for good reasons. It's hard to imagine another product that has provided so many useful functions in such a handy form. But while our phones offer convenience and diversion, they also breed anxiety. Their extraordinary usefulness gives them an unprecedented hold on our attention and vast influence

over our thinking and behavior. So what happens to our minds when we allow a single tool such as a smartphone to have dominion over our perception and cognition?

Scientists have begun exploring that question—and what they’re discovering is both fascinating and troubling. Not only do our phones shape our thoughts in deep and complicated ways, but the effects persist even when we aren’t using the devices. As the brain grows dependent on the technology, the research suggests, the intellect weakens.

Adrian Ward, a cognitive psychologist and marketing professor at the University of Texas at Austin, has been studying the way smartphones and the internet affect our thoughts and judgments for a decade. In his own work, as well as that of others, he has seen mounting evidence that using a smartphone, or even hearing one ring or vibrate, produces a welter of distractions that makes it harder to concentrate on a difficult problem or job. The division of attention impedes reasoning and performance.

A 2015 *Journal of Experimental Psychology* study, involving 166 subjects, found that when people’s phones beep or buzz while they’re in the middle of a challenging task, their focus wavers, and their work gets sloppier—whether they check the phone or not. Another 2015 study, which involved 41 iPhone users and appeared in the *Journal of Computer-Mediated Communication*, showed that when people hear their phone ring but are unable to answer it, their blood pressure spikes, their pulse quickens, and their problem-solving skills decline.

The earlier research didn’t explain whether and how smartphones differ from the many other sources of distraction that crowd our lives. Dr. Ward suspected that our attachment to our phones has grown so intense that their mere presence might diminish our intelligence. Two years ago, he and three colleagues—Kristen Duke and Ayelet Gneezy from the University of California, San Diego, and Disney Research behavioral scientist Maarten Bos—began an ingenious experiment to test his hunch.

The researchers recruited 520 undergraduate students at UCSD and gave them two standard tests of intellectual acuity. One test gauged “available cognitive capacity,” a measure of how fully a person’s mind can focus on a particular task. The second assessed “fluid intelligence,” a person’s ability to interpret and solve an unfamiliar problem. The only variable in the experiment was the location of the subjects’ smartphones. Some of the students were asked to place their phones in front of them on their desks; others were told to stow their phones in their pockets or handbags; still others were required to leave their phones in a different room.

The results were striking. In both tests, the subjects whose phones were in view posted the worst scores, while those who left their phones in a different room did the best. The students who kept their phones in their pockets or bags came out in the middle. As the phone’s proximity increased, brainpower decreased.

In subsequent interviews, nearly all the participants said that their phones hadn’t been a distraction—that they hadn’t even thought about the devices during the experiment. They remained oblivious even as the phones disrupted their focus and thinking.

A second experiment conducted by the researchers produced similar results, while also revealing that the more heavily students relied on their phones in their everyday lives, the greater the cognitive penalty they suffered.

In an April article in the *Journal of the Association for Consumer Research*, Dr. Ward and his colleagues wrote that the “integration of smartphones into daily life” appears to cause a “brain drain” that can diminish such vital mental skills as “learning, logical reasoning, abstract thought, problem solving, and creativity.” Smartphones have become so entangled with our existence that, even when we’re not peering or pawing at them, they tug at our attention, diverting precious cognitive resources. Just suppressing the desire to check our phone, which we do routinely and subconsciously throughout the day, can debilitate our thinking. The fact that most of us now habitually keep our phones “nearby and in sight,” the researchers noted, only magnifies the mental toll.

Dr. Ward’s findings are consistent with other recently published research. In a similar but smaller 2014 study (involving 47 subjects) in the journal *Social Psychology*, psychologists at the University of Southern Maine

found that people who had their phones in view, albeit turned off, during two demanding tests of attention and cognition made significantly more errors than did a control group whose phones remained out of sight. (The two groups performed about the same on a set of easier tests.)

In another study, published in *Applied Cognitive Psychology* in April, researchers examined how smartphones affected learning in a lecture class with 160 students at the University of Arkansas at Monticello. They found that students who didn't bring their phones to the classroom scored a full letter-grade higher on a test of the material presented than those who brought their phones. It didn't matter whether the students who had their phones used them or not: All of them scored equally poorly. A study of 91 secondary schools in the U.K., published last year in the journal *Labour Economics*, found that when schools ban smartphones, students' examination scores go up substantially, with the weakest students benefiting the most.

It isn't just our reasoning that takes a hit when phones are around. Social skills and relationships seem to suffer as well. Because smartphones serve as constant reminders of all the friends we could be chatting with electronically, they pull at our minds when we're talking with people in person, leaving our conversations shallower and less satisfying.

In a study conducted at the University of Essex in the U.K., 142 participants were divided into pairs and asked to converse in private for 10 minutes. Half talked with a phone in the room, while half had no phone present. The subjects were then given tests of affinity, trust and empathy. "The mere presence of mobile phones," the researchers reported in 2013 in the *Journal of Social and Personal Relationships*, "inhibited the development of interpersonal closeness and trust" and diminished "the extent to which individuals felt empathy and understanding from their partners." The downsides were strongest when "a personally meaningful topic" was being discussed. The experiment's results were validated in a subsequent study by Virginia Tech researchers, published in 2016 in the journal *Environment and Behavior*.

The evidence that our phones can get inside our heads so forcefully is unsettling. It suggests that our thoughts and feelings, far from being sequestered in our skulls, can be skewed by external forces we're not even aware of.

Scientists have long known that the brain is a monitoring system as well as a thinking system. Its attention is drawn toward any object that is new, intriguing or otherwise striking—that has, in the psychological jargon, "salience." Media and communications devices, from telephones to TV sets, have always tapped into this instinct. Whether turned on or switched off, they promise an unending supply of information and experiences. By design, they grab and hold our attention in ways natural objects never could.

But even in the history of captivating media, the smartphone stands out. It is an attention magnet unlike any our minds have had to grapple with before. Because the phone is packed with so many forms of information and so many useful and entertaining functions, it acts as what Dr. Ward calls a "supernormal stimulus," one that can "hijack" attention whenever it is part of our surroundings—which it always is. Imagine combining a mailbox, a newspaper, a TV, a radio, a photo album, a public library and a boisterous party attended by everyone you know, and then compressing them all into a single, small, radiant object. That is what a smartphone represents to us. No wonder we can't take our minds off it.

The irony of the smartphone is that the qualities we find most appealing—its constant connection to the net, its multiplicity of apps, its responsiveness, its portability—are the very ones that give it such sway over our minds. Phone makers like Apple and Samsung and app writers like Facebook and Google design their products to consume as much of our attention as possible during every one of our waking hours, and we thank them by buying millions of the gadgets and downloading billions of the apps every year.

A quarter-century ago, when we first started going online, we took it on faith that the web would make us smarter: More information would breed sharper thinking. We now know it isn't that simple. The way a media device is designed and used exerts at least as much influence over our minds as does the information that the device unlocks.

As strange as it might seem, people's knowledge and understanding may actually dwindle as gadgets grant

them easier access to online data stores. In a seminal 2011 study published in *Science*, a team of researchers—led by the Columbia University psychologist Betsy Sparrow and including the late Harvard memory expert Daniel Wegner—had a group of volunteers read 40 brief, factual statements (such as “The space shuttle Columbia disintegrated during re-entry over Texas in Feb. 2003”) and then type the statements into a computer. Half the people were told that the machine would save what they typed; half were told that the statements would be immediately erased.

Afterward, the researchers asked the subjects to write down as many of the statements as they could remember. Those who believed that the facts had been recorded in the computer demonstrated much weaker recall than those who assumed the facts wouldn’t be stored. Anticipating that information would be readily available in digital form seemed to reduce the mental effort that people made to remember it. The researchers dubbed this phenomenon the “Google effect” and noted its broad implications: “Because search engines are continually available to us, we may often be in a state of not feeling we need to encode the information internally. When we need it, we will look it up.”

Now that our phones have made it so easy to gather information online, our brains are likely offloading even more of the work of remembering to technology. If the only thing at stake were memories of trivial facts, that might not matter. But, as the pioneering psychologist and philosopher William James said in an 1892 lecture, “the art of remembering is the art of thinking.” Only by encoding information in our biological memory can we weave the rich intellectual associations that form the essence of personal knowledge and give rise to critical and conceptual thinking. No matter how much information swirls around us, the less well-stocked our memory, the less we have to think with.

This story has a twist. It turns out that we aren’t very good at distinguishing the knowledge we keep in our heads from the information we find on our phones or computers. As Dr. Wegner and Dr. Ward explained in a 2013 *Scientific American* article, when people call up information through their devices, they often end up suffering from delusions of intelligence. They feel as though “their own mental capacities” had generated the information, not their devices. “The advent of the ‘information age’ seems to have created a generation of people who feel they know more than ever before,” the scholars concluded, even though “they may know ever less about the world around them.”

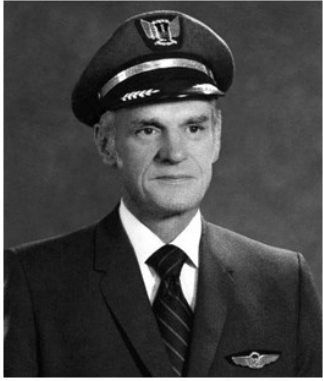
That insight sheds light on our society’s current gullibility crisis, in which people are all too quick to credit lies and half-truths spread through social media by Russian agents and other bad actors. If your phone has sapped your powers of discernment, you’ll believe anything it tells you.

Data, the novelist and critic Cynthia Ozick once wrote, is “memory without history.” Her observation points to the problem with allowing smartphones to commandeer our brains. When we constrict our capacity for reasoning and recall or transfer those skills to a gadget, we sacrifice our ability to turn information into knowledge. We get the data but lose the meaning. Upgrading our gadgets won’t solve the problem. We need to give our minds more room to think. And that means putting some distance between ourselves and our phones.

PICKLES | Brian Crane



SJ (“Scotty”) Devine: A Career in Aeronautics (1939-2007)



SJ (“Scotty”) Devine was born in Scunthorpe, England on July 16, 1918, to Scottish parents. His family immigrated to the US in 1926. Upon enrolling in elementary school in the US, he skipped two grades and graduated from high school at the age of 15.

Scotty graduated from Youngstown College (now Youngstown State University, YSU) in 1941 with a major in chemistry and a double minor in mathematics and physics. He wanted to follow in his father’s footsteps and train as a mechanical engineer, but that course of study was not available at YSU at the time. He paid for his education, however, by working as a mechanical engineering apprentice at the Youngstown Sheet & Tube, where his father was a mechanical engineer, having graduated from the University of Glasgow with a Master’s degree in the discipline.

While at YSU, Scotty trained with the federal Civilian Pilot Training Program at Bernard Airport as a member of the Youngstown College Dawn Patrol (1939-1940). His ground school instructor was his physics professor who was in the US Army Air Force in WW I. After graduating, Scotty passed the Civil Aviation Authority flying exam and obtained his private pilot’s license. In the summer of 1940, he was offered a course in “Aerial Acrobatics” at Akron Airport (CAK), with ground school at Akron University. He fell in love with acrobatic flying. United Air Lines (UAL) stepped in and offered jobs to those graduating, as the war was looming and UAL had won the government contract to fly supplies to troops during WW II. To accepted applicants, UAL offered a 9-month training course at the Boeing School of Aeronautics in Oakland, CA. The last to be interviewed on the day UAL interviewed 20 eager, aspiring, young pilots at Akron University was Scotty Devine; he was one of three chosen.

At the same time, Scotty was offered a federal grant to attend graduate school in Meteorology at the Massachusetts Institute of Technology. Needing to make a career decision, he asked his father for advice. His father advised attending MIT, stating there was no future in flying. His father went on to state that if he was not soon killed in an airplane, he would likely fail the rigorous medical exams within 10-15 years and be forced to retire at age 35 or 40 with no means to support himself. Armed with this advice, Scotty pursued his first love – flying – and never looked back.

At the Boeing School of Aeronautics, he was a member of UAL’s First Tracy Ace class (1940-1941) – an unofficial title given to UAL pilots who trained together in Tracy, CA. These pilots (and their families) remained comrades for life. He trained in a WACO biplane. Scotty joined the line with UAL on October 3, 1940, flying B247D’s and DC-3s. Domiciled in Chicago, he frequently flew to New York (Idlewild), often stopping at the newly opened Youngstown Airport (YNG). On one of those trips, just days before Pearl Harbor, while on a brief layover in Youngstown, he called his college sweetheart and asked my mother to marry him. They were married two weeks after Pearl Harbor. He was promoted to Captain in 1943. While domiciled in Chicago (1940-1960), Scotty flew the DC-3, DC-4, DC-6, and DC-7. As the industry transitioned to jets in 1959, he moved the family to SFO in 1960 and flew the DC-8 for ten years. He qualified to fly the B-747 in 1970, the year the “Queen of the Skies” took her place in commercial aviation. By this time, his usual route was to HNL.

Always a member of the Air Line Pilots Association (ALPA), Scotty served as a member of the ALPA Board of Directors and UAL-Master Executive Council (MEC), a member of the Credit Union Supervisory Board, and Chairman of the ALPA Retirement & Insurance Committee – all before 1945. In 1948, Scotty first reported to UAL-MEC on Pensions. Prior to 1954, ALPA had a policy of not negotiating for pensions. However, in both 1952 (at age 34) and 1954, Scotty presented a report to the ALPA Convention, calling for ALPA to attempt to negotiate pensions. The report was unanimously adopted, and Scotty was named Chairman of the ALPA Home Office Retirement & Insurance Committee, the first pilot to serve in this leadership role. In, 1955, he and Captain George Henderson were appointed by the MEC to a joint ALPA-UAL study committee to modernize the pilot pension plan. This was the first negotiated pension plan that came about as a result of collective bargaining. He was named one of two ALPA appointees to the first

Pension Board (then called Pension Committee). At time of the Capital merger Scotty was Chairman of the UAL-MEC Negotiating Committee. In the early 1960's Scotty was elected treasurer of ALPA and served for 2 and ½ years. In addition to negotiations and pensions, Scotty's other related experiences included pilot scheduling and instrument instruction. Later, he served as the 747 representative on Council 34's (SFO) Safety Committee and as a member of ALPA's Professional Standards Committee. Many of his suggestions for safety and operations were adopted as UAL company policy.

Six weeks prior to his mandatory retirement in 1978 at age 60, commanding what was to be a routine 747 descent into HNL, Scotty decided to use the new optional fuel-saving descent schedule that UAL had recently implemented (slow airspeed 747 descent; 260 knots). Three of his engines failed and he made a successful and safe, one-engine 747 landing with 350 passengers on board. The policy was thereafter rescinded. Captain Bill Samuels recorded the complete technical details of Scotty's incident in his book, titled *Reflections of an Airline Pilot*. Scotty was thereafter dubbed UAL's greatest glider pilot, and gifted with t-shirts so inscribed at his retirement party. At year end, he was awarded the "Flight Crew Member of the Year Award of Merit."

A young 60, Scotty was not ready to retire. Using this incident, and his experience in successfully averting a catastrophe, from 1978 to 1983, Scotty worked tirelessly in a leadership role to overturn the "Age 60" rule ("Quesada" dictum) that had been established in the 1950's, with little medical evidence supporting it. (Rather, the rule was motivated by airline managements' fears of transitioning to the jet age. Although they had ordered jets, the US Air Force informed airline managements that "airline pilots will never be able to fly jets.")

Together with Captains Lee Higman and John Campbell, Scotty instigated the Higman Lawsuit wherein he and his pilot colleagues joined as plaintiffs with the Equal Employment Opportunity Commission and sued UAL, the Federal Aviation Administration (FAA) and ALPA in an age discrimination lawsuit. The effort was coordinated with pilot groups from other major carriers of the time (Northwest, Braniff, TWA, Eastern, Western, American and Continental). The plaintiffs hired the law firm Haley, Bader and Potts of Chicago, IL. US District Judge Milton Shadur recounted it was like David and Goliath, three former employees suing the largest airline in the free world. The first trial was held in Chicago in 1981; the pilots won. Then, the court overturned the rule, returning a decision that pilots could fly only as second officers. Of note, from ALPA's inception in the 1930's, until the mid-1970's, ALPA's position on retirement was "No Mandatory Retirement", however, the Age 60 rule was strengthened both by the "prop to jet" fright, and by a younger pilot contingent leading ALPA in the late 1970s.

In a letter dated June 8, 1983 from then Senior Vice-President of Flight Operations to all UAL flight officers, UAL rescinded the Age 60 rule for second officers and allowed other crew members to fly as second officers beyond age 60. Scotty jumped at the chance and went back to UAL as a second officer from 1983 until his second retirement in 1987. Before UAL became an international carrier, he flew to the Far East (Tokyo, Okinawa, Manila, Saigon) on Military Air Command (MAC) trips, and enjoyed much comradery in the cockpit, despite his demoted position. As this was shortly after the conclusion of the Viet Nam war, the US government assigned all cockpit crew members the rank of Air Force Colonel, in case something went awry.

The same year Scotty returned to the cockpit (1983), he was featured on CBS' 60 Minutes about the controversial Age 60 rule. His incident in HNL and the pilot's lawsuit featured prominently. In 1984, he was featured in a second news cast – an ABC News 20/20 piece on pilot fatigue. Of note, he did walk the picket line in the 1985 strike, but insisted on rejoining ALPA after the strike. When he finally retired, he received a standing ovation at the last Council 34 meeting he attended; he was gratified.

After his second retirement Scotty served as *RUPANEWS* Editor for 10 years. At the time, the *RUPANEWS* was published on paper; a word-processing/cutting/pasting/Xeroxing affair. Monthly "Foldin' and Stuffin'" sessions at SFO provided an opportunity for pilot colleagues and their spouses to gather for comradery and enjoyment. Scotty also served as RUPA vice-president and president, and California Vice-President of the Retired Airline Pilots Association (RAPA; 1992-1994). Also during the 1990's, Scotty was employed at NASA-Ames Research Center (Mountain View, CA) where he assisted in the development and testing of a

suite of software tools - the Center-TRACON Automation System (CTAS) - intended to help the FAA update the US computerized air-traffic control system. As are so many of his colleagues, Scotty is now recognized on the RUPA Wall of Honor at the Udvar-Hazy Smithsonian Museum near Dulles Airport.

A devoted family man for 65 years with one wife (my mom), three daughters, five granddaughters and five (now eight) great-grandchildren, Scotty had many hobbies. He enjoyed traveling globally, reading, astronomy, golf, photography, bicycling, walking in Los Altos Hills, as well as hunting fowl and fishing in his earlier years. He flew his own Piper Archer II and Cessna 182; he also flew the Cessna 150 and 172, and Grumman Tiger. He was a member of the Aircraft Owners and Pilots Association (AOPA). Always with a first class medical, no waivers, what got him in the end (2007) was multiple myeloma. Could the mutation have been caused by 45 years of exposure to ionizing radiation at 35,000 feet? Scotty's advice to all of us was to "Keep 'em flying; keep the blue side up"!

This summary was written by Capt. Devine's daughter Beth Devine, PhD, PharmD, MBA. September 24, 2017.

Oshkosh Air Show 1994

By RUPA Member Captain John H. Davis/

The phone rang: it was my boss. "Hey John, how are you doing?" Now, it is usually not a good sign when your boss asks you "how are you doing?" In this case it was a very good sign. Instead of having to write a letter for his signature or some other mundane task, this was a flying assignment.

I was to command a B747-400 in Oshkosh Air Show in a couple of weeks. The boss signed off the phone call with a few words of advice like "be safe," and the typical, "let me know if you need anything." After taking a deep breath, I knew my first step would be to assemble a team to put this project together. I enlisted Captain Bill Dias and Captain John Voshian to be part of the inflight team.

My next step was to contact Dave Mills United's Principle Inspector for the B747 to seek his advice and



determine what permits would be required. Dave's comment that the project sounded like fun and he would like to come along and observe the operation. Now there are sometimes having the FAA ride along on a flight is a good thing and then there are those other times. Of course, I said, "That would be great Dave and I will let you know when we have the maneuver package ready for your review."

Over the next couple of days, Captain Dias and I worked out what maneuvers would best show off the

attributes of the B-747-400 at Oshkosh. We wanted to make the most of our 15 minutes of fame keeping the audience in view while we worked in a five-mile semi-circle of protected airspace. The flight profile that we put together started with a pass across the field at 150ft with 10 flaps. (see attached picture) We would then execute a 90/270 to line up for a high-speed pass again at 150 feet. During the next 90/270 we would dissipate all the energy of the high-speed pass to cross the field in landing configuration. We felt there is nothing so dramatic as watching such a large aircraft at low speed close to the ground. Toward the end of this final pass in front of the crowd we would execute a go around. We knew that at our low weight the thrust to weight ratio would give the 400 spectacular performance.

We then moved into a simulator to test our flight program. Our first try at flying the program was not quite a disaster. We quickly learned that a 400 was not designed to be flown at air shows. It was a great machine to carry 400 people long distance, but air shows are not its forte. The slow flap retraction speeds would have to be considered as we set-up for the high-speed pass. We had to work out how to dissipate the energy from the high-speed pass to quickly configure for landing configuration pass. (What a strange maneuver for the airplane to be rapidly climbing with the throttles at idle and the speed brakes extended.) There was also the issue of how to configure the flight management system and navigation displays to best support the mission.

We also determined the crew duties that Bill and I would use. One of us would monitor the operation from the aircraft from inside the cockpit, while the other one would monitor the outside environment ready to assume active control of the aircraft when the show line became visible. At the end of the pass, the pilot flying visually would transition to the cockpit navigational displays while the other would take responsibility to monitor the outside world. One last addition to the team was a college intern whose responsibility was to monitor the radio altimeter to make certain we maintained our minimum altitude. After another practice period in the simulator we were ready. Mr. Mills approved our program.

We were almost set. Now we had to get approval from the Principle FAA Inspector at Oshkosh. His first words over the phone were not encouraging. They went something like, "Yeah, I heard you were coming." And "you know flying up here is not like what you airline types are used to doing."

I then said in my best Captain voice, "Well, we have been practicing in a simulator." All I could hear on the phone was laughter as he shouted my response to others in the room. When the laughter seemed to settle down, I asked him he would like to see what we had planned to fly. "I don't know much about those big airplanes, but if your POI approves your program, it is okay by me." He continued by saying, "Just fax it up here and you know the rules." "If you go outside the protected airspace, I will violate you." "Are there any questions?" I responded with just one; "When you say we must stay East of the runway centerline, are you taking about the fuselage or the wing tip of the airplane." "It makes a difference for us." More laughter followed the question as he again delighted the folks in the room. "Captain", he said, "you keep the nose in the protected airspace and I will buy the wingtip." And that is what we did.

All done except the actually flying. We did take a few folks with us for the rollercoaster ride at Oshkosh. (During the pullout from the high-speed pass, they reported that the wing tips went clean out of sight) We learned to listen to the pitch of the voice of the intern watching the radio altimeter. The higher the voice went the closer we were to the ground. He had checked with the engineering department to make sure that the radio altimeter was accurate in our flight condition.

Dave Mills from the FAA decided that it might be more "productive" for us to fly the show without him on board. Thank-you Dave, as it did reduce the pressure on us flight crew types.

Captain Voshian provided a great commentary to the crowd via an air to ground radio link. Besides describing what we were doing and a few amazing facts concerning the aircraft, John pointed out that even though for safety reasons we would fly no lower than 150 above the runway, we would be well within one wingspan of the ground. I can tell you that flying a B-747-400 less than one wing-tip from the ground on the "barber pole" is a true pilot high.

Do not regret growing older. It is a privilege denied to many.

Safer Cars Help Keep Older Drivers on the Road

By Jane E. Brody/The New York Times



More than three decades ago, I fell in love with the first minivan I spotted parked in my Brooklyn neighborhood. Though I was never a “soccer mom,” I travel as if there were no stores at my destination, and here was a car that could carry half a household. And I loved sitting up high, able to see beyond the car in front of me. Now four minivans later, I’ve downsized. At the urgings of a son and daughter-in-law concerned about keeping me alive on the road, I got a car with a long list of safety features – in my case, a Subaru Outback – that would have all the bells and whistles to compensate for any driving-related losses I may have suffered since getting a license 56 years ago.

Yes, after 10 years in a Toyota Sienna that I adored, there will be a steep learning curve. But driving home from the Subaru dealer with the lane departure feature activated, I immediately saw one benefit: The car beeped me and displayed a visual image every time I got too close to either side of my lane when I wasn’t signaling a turn. Backing out of a parking lot, the dashboard backup camera assured me that I wasn’t about to hit another car or pedestrian, though I also used my eyes and mirrors as added insurance.

Given the tsunami of baby boomers and their predecessors still driving, the auto industry anticipated a need for vehicles with features that can enable people like me to remain independent and easily connected to distant friends, family and favored places.

When a crash occurs involving an older driver, it tends to garner media attention, whereas the same accident with a younger driver would not. “That’s unfair to the general population of older adults, who are among the safest drivers on the road,” said Jacob Nelson, the director of traffic safety advocacy and research at AAA. After years of advising others on how to get older drivers to relinquish the car keys, which often resulted in lost independence, isolation and depression (as well as family disputes), driving experts like Mr. Nelson now focus on helping the elderly select vehicles that can accommodate their physical disabilities and certain sensory or cognitive losses.

As Elin Schold Davis, coordinator of the Older Driver Initiative of the American Occupational Therapy Association, put it, “It’s not about taking away the keys based on age, it’s about function.” The current approach is “to support people to enable them to drive as long as possible” without unduly endangering themselves or anyone else. Ms. Schold Davis highly recommended a \$400 consultation with an occupational therapy driving rehabilitation specialist “as perhaps the best investment to make before selecting features in a car to best fit your health and physical issues.” “There’s no such thing as the best car for an older person,” Mr. Nelson said. “What matters are the features, and the features appropriate for one older driver are not necessarily appropriate for another.”

For example, as someone with arthritic hands (among other body parts), I’m aided by power seats that can be preset two ways: one for my best driving position and the other to ease entry and exit from the car. Other useful features include power windows and mirrors, a thicker steering wheel that is easier to grip, keyless entry, an automatic tailgate closer and a push-button to start (and stop) the engine.

However, Mr. Nelson warned drivers of all ages about one feature now in most new cars: the backup camera. While great for older adults with flexibility issues and short people like me who can’t see objects directly behind the car, it won’t detect anything in the blind spot. That is, it cannot see people, vehicles or bicycles approaching the car from the side. The camera is meant to supplement, not replace, a driver’s visual checks. You must still check your mirrors, turn your head if possible and proceed with caution.

The AAA has created a very useful computerized site to help older drivers identify the makes and models of vehicles within various price ranges that may best suit their particular issues. At SeniorDriving.AAA.com/SmartFeatures, drivers can use drop-down menus to choose among categories like diminished vision, limited upper body range of motion, short stature or overweight, and decreased leg strength. For those with various vision problems common among the elderly, for example, features like a high-contrast instrument panel with

large number and letter displays, an auto-dimming rearview mirror and glare-reducing side mirrors can enhance driver safety. Sometimes features that auto engineers consider helpful are annoying or distracting for some drivers. Several of the visual or audible warnings in my new car can be turned on or off by the driver.

Ms. Schold Davis urged people to “plan to spend time choosing a car and select the latest built-in safety features you can afford.” Noting that “not all safety features are alike car-to-car,” she said choosing the right car should be individualized according to each driver’s needs. The ultimate goal: “Decrease the likelihood of a crash and cushion against serious injury should a crash occur,” she said.

With the exception of dementia or certain conditions like serious visual impairment, “the diagnosis of a medical condition should not determine whether it’s safe for someone to drive,” Mr. Nelson said. “What does matter is how you manage your condition — whether, for example, you have diabetes and keep your blood sugar under control to prevent a blackout.” Manage your health issue properly, and chances are there is a car available that is safe for you to drive.

The University of Florida’s Institute for Mobility, Activity and Participation has created a free fitness-to-drive screening tool to help families and caregivers assess an older adult’s fitness to get behind the wheel. It is available at <http://fitnesstodrive.pphp.ufl.edu>. The online tool can rate a driver’s difficulty with 54 driving skills and classify the driver as at-risk, routine or accomplished.

Thinking ahead, I chose not to buy my new car. I leased it. In three years, there are likely to be still more safety features to help protect me and others on the road, and I can replace the 2017 Outback with a new updated version or another make or model entirely. Also, a new car is more reliable, unlikely to break down or require major repairs within three years.

As Ms. Schold Davis said, “both active and passive safety features are changing hand over fist.” If in three years I have more physical and sensory issues than I do now, I will invest in the occupational therapy consultation she recommended before choosing a new car. Or my circumstances may change and I’ll need no car at all.

Study links workers’ prolonged sitting time to early death

By Laura Kelly/The Washington Times



If you’re sitting down, you might want to stand up while reading this. Building on a growing body of evidence about the dangers of the modern sedentary workplace and lifestyle, a team of researchers has found that long periods of uninterrupted sitting can lead to earlier death — regardless of how much a person exercises and even when accounting for age, gender and other factors. The survey, considered one of the largest of its kind, was published Monday in a scholarly medical journal.

Dr. Keith Diaz, the lead author of the study and the director of the Exercise Testing Laboratory at Columbia University, said the most surprising findings were that it wasn’t just the total number of hours of sitting accumulated over the day, but that uninterrupted sitting over long periods such as 60 to 90 minutes, increased the risk for early death.

“This finding I think will help shift our understanding about the risks of sitting by showing that to reduce the harmful consequences of sitting one needs to both decrease the overall time they spend sitting and take frequent movement breaks when they do sit,” Dr. Diaz told The Washington Times in an email.

The study was published in the *Annals of Internal Medicine* and followed a national representative population of 8,000 individuals older than 45 for an average of four years.

The researchers employed the use of hip-mounted accelerometers to monitor how long people sat and their movement. Previous studies evaluating sedentary time and health had participants self-report their sitting and movement periods.

The researchers recorded 340 deaths over the course of the four-year follow-up. When adjusting for multiple variables — such as age, race and sex — the researchers found that total number of sitting hours over the day and the accumulation of most of one’s sitting time in long, uninterrupted periods were associated with early death. Even when participants incorporated exercise into their routine, “all-cause mortality” was higher if participants frequently sat for more than 60 to 90 consecutive minutes at a time.

“We think this gives a clear message that besides exercising, you also should be mindful of moving (and not being sedentary) throughout the day,” Dr. Diaz said.

The participants recorded an average 12.3 hours of sedentary time in a 16-hour waking day. To combat adverse effects, the researchers recommend taking movement breaks every 30 minutes throughout the day and said interventions should target this goal.

“Both the total volume of sedentary time and its accrual in prolonged, uninterrupted bouts are associated with all-cause mortality, suggestive that physical activity guidelines should target reducing and interrupting sedentary time to reduce risk for death,” the authors wrote in their conclusion.

The science is mixed on intervention techniques. Dr. Diaz pointed out that a study led by Johns Hopkins researchers that was published in August found that occupational standing — jobs such as retail sales, restaurant cooks, restaurant servers and factory machine operators — was associated with higher risks of heart disease and overall lower cardiovascular health. Conversely, while jobs that involved combinations of sitting, standing and walking resulted in lower cardiovascular risk for men, there were elevated risks among women, the Johns Hopkins researchers concluded.

Dr. Diaz suggests that employers encourage breaks every 30 or 60 minutes to stand up or walk around, but he acknowledges that it could be a difficult sell. “Naturally, employers probably would be apprehensive to do so over concerns of work productivity. So in the end, it may come down to employee wellness versus work productivity for employers — although there certainly could be some middle ground,” he said.

Uses of treadmill desks, cycling desks, and exercise balls instead of chairs are intervention techniques that haven’t been thoroughly evaluated for effectiveness. A 2014 study published in the journal *Sports Medicine* concluded that active workstations could contribute to overall health, but the effects on work productivity were unknown.

The prices of treadmill desks range from a few hundred dollars to almost \$1,500. Stability balls, which range in price from \$7 to \$20, are believed to engage different muscles so the worker is active even while sitting at a desk. Other stand-up desks can have pedals or position a high chair to allow the user to perch, taking some pressure off legs.

Dr. Diaz said the study didn’t evaluate the optimal length of a break but added that it had to be longer than one minute. The best results were also associated with longer or more vigorous breaks.

“In our study, we found that the longer the movement break, the better. ... We also found that the more intense your movement break, the better,” Dr. Diaz said. “In our study, breaks had to be at least one minute in length. Although this could suggest a one-minute break is enough, we need intervention studies to really determine this.”

Looking ahead to preserve vision

By Victoria Colliver/The San Francisco Chronicle



Marianne Austin watched her mother go blind from age-related macular degeneration, an eye disease that affects about 10 million older Americans. Now that Austin has been diagnosed with the same condition, she wants to avoid her mother's experience. "I've seen what can happen and the devastation it can cause," said Austin, 67, who found out she had the disease last year. "I call it having seen the movie. I don't like that ending, I want to change the movie, and I don't want to wait 10 years until something

is proven in research."

About 10 percent of patients diagnosed with age-related macular degeneration will develop the form of the disease that causes permanent blindness. It's unclear just how much genetics plays a role, so there's no definitive way to predict who will progress to that stage or when that would happen.

But a team of Stanford doctors think they may have found a way. In a study, published in the medical journal *Investigative Ophthalmology and Visual Science*, researchers analyzed data from 2,146 retinal scans from 244 macular degeneration patients at Stanford from 2008 to 2013. They then created an algorithm that predicted whether a particular patient would be likely to develop the form of the disease that causes blindness within less than a year, three years or up to five years. For those with macular degeneration to go blind, the disease has to advance from what is known as the "dry" form to the "wet" form. The sooner a doctor can notice changes, the better chance there is to save a patient's vision. "If I can pick it up faster, the patient will start (treatment) sooner and have better vision in the end," said Dr. Ted Leng, assistant professor of ophthalmology at Stanford and co-author of the study. "When patients do get a diagnosis of macular degeneration, we'll be able to give them more information with some degree of certainty, and that will be comforting."

Age-related macular degeneration is the leading cause of blindness in people over 65. The disease, which is expected to become more common as the Baby Boomers age, involves the deterioration of the macula, a small spot near the center of the retina and the part of the eye responsible for the sharp, central vision necessary to drive or read.

In the dry form of the disease, yellowish bumps known as drusen begin to form around the retina, which can cause some distortion or vision loss. In wet macular degeneration, the drusen increase in size and number, but the main problem is that blood vessels grow under the macula and leak blood and fluid. This leakage causes permanent damage to light-sensitive retinal cells and leads to blindness if left untreated.

But the fight against macular degeneration has had a few good breaks in recent years. New drugs have come on the market that block the development of the abnormal blood vessels and stop them from leaking. The drugs, which have to be injected into the eye every one to three months, don't cure the disease but can prevent vision loss.

Improvements in imaging techniques have also helped diagnose the disease and detect progression earlier. Most retinal specialists now use what's called spectral domain optical coherence tomography, an advanced scanning device with high resolution that allows doctors to distinguish individual cells. While the imaging devices can capture a vast amount of data, doctors haven't always known what to do with it. "There's a lot of information in our medical data," said Dr. Daniel Rubin, assistant professor of radiology and bioinformatics at Stanford and senior author of the study. "And we're only tapping into a fraction of the information that's there."

To make better use of the optical scan information, Rubin worked with Leng and other researchers to ascribe numerical values to the changes in the images, and that became the predictive model. Instead of viewing the patients' scans for changes, doctors could run the scans through software that produces individualized risk information for each patient.

Data mining in medicine and in medical imaging in particular is growing. Rubin said he's working on another predictive modeling tool in scans of women with dense breast tissue, which increases breast cancer risk and makes tumors more difficult to detect.

The results for the optical scan, while promising, are still preliminary. The researchers need to test the model on more patients at centers that use different brands of these spectral domain optical coherence tomography machines. Then they'll eventually seek federal approval for the new software.

The doctors' model accurately predicted every conversion to wet disease in the study, but in about 40 percent of the cases predictions for progression within a year weren't borne out. Still, the researchers said they would rather have false positives and see those patients more often than miss someone's advanced disease. "We're very excited by our initial results," Leng said. "Hopefully (additional testing at other centers) will prove that our math works and that our algorithm is sound."

Meanwhile, patients like Austin hope to stave off progression of the disease by maintaining vigilance and overall good health. "You want to know, what are the chances I could wake up tomorrow and see some vision loss?" she said. "What if you're going on, say, an African safari for a month? I'm not sure you'd want to do that if there was a significant risk of needing to see a specialist." For Austin, who works as an investment consultant, having information about her health is powerful. "Even if it's bad information," she said, "you have more opportunity to control your life."

Sleep can help cut risk of dementia

By Dr. Catherine A. Madison



"Now why did I walk into this room? Oh, yes, looking for my..." This scenario, familiar to many, is most often a sign of normal aging - or of having too much on our minds. But when these events seem to be happening frequently, is it a more serious problem, such as Alzheimer's disease or another dementia? Even more importantly, are there good health habits that can help lower the risk of these neurodegenerative conditions?

Research continues to demonstrate that healthy lifestyles lower one's risk of developing cognitive decline later in life. Wise food choices and lots of exercise are a good base, along with learning new material and keeping socially connected. But another key element to brain health is good sleep. We may take sleep for granted, but research suggests this is not a passive process. There is a growing consensus that sleep is linked to learning, memory, nerve cell remodeling and repair. Evidence also suggests lack of sleep can contribute to mood and immune disorders, as well as to a decline in overall health.

Most of us have read the do's and don'ts of good sleep hygiene: avoid napping, don't drink alcohol or caffeine close to bedtime, avoid late-evening exercise and sleep in a room that is quiet, dark and cool. We've also been told about sleep cycles, in which we typically progress from light sleep early in the night to slow wave sleep with rapid eye movement, or REM, later on. We need a balance of sleep cycles for optimal health.

Some studies suggest that memories are consolidated in slow and REM sleep, based on changes at the molecular and cellular level within our brains as nerve extensions are branched, modified and reinforced. These delicate processes can be disturbed by chemical changes in the body related to stress, pain, hormones, medications and aging, to name a few.

With aging, there is evidence that many people develop sleep disorders and experience sleep fragmentation, with slow wave and REM sleep broken up by shallower cycles. The most common undiagnosed sleep disorder is obstructive sleep apnea, or OSA, in which the upper airway at the back of the throat is blocked by muscle and soft tissue, which are most relaxed in REM sleep. Obstructive sleep apnea is more common in people with small airways or those who are overweight or have small chins or thick necks. Fatty tissue around the airways is not always obvious, but increasing waistlines can be a clue. More than 18 million Americans have OSA. But with so many other things to explain interrupted sleep at night, the problem continues to be underdiagnosed and undertreated. One marker for obstructive sleep disorder is snoring. What's the big deal about that? Aside from the disruption in consolidating memories, untreated sleep apnea is associated with decreased oxygen levels, depression, worsening diabetes, weight gain and cardiovascular disease. All of these conditions increase risk for brain injury and dementia down the road.

When evaluating for memory loss, I always include questions about sleep. Most recognize that we do not think as clearly with a foggy head after a restless night. Harder to see is a sleep disorder lurking in the background of someone who seems to fall asleep all the time. But excessive daytime sleepiness and napping are hallmarks of OSA.

So keep an eye on your energy level and make sure it is not going down while your waistline measurement is going up. And be sure to discuss concerns about sleepiness with your doctor, as the chance of developing a sleep disorder generally increases with age.

Dr. Catherine A. Madison is a board-certified neurologist who practices at Sutter Pacific Medical Foundation. She is director of the Brain Health Center at California Pacific Medical Center, San Francisco. She can be reached at (415) 600-5555.

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

Medicare: Policy, Advocacy and Education Website

This is a very valuable website that's chock full of information, but sometimes help is needed to go through the information.

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

LETTERS

LAURENT CANNON—Englewood, CO

Welcome to RUPA, John. We do appreciate your taking on the Sec/Treasurer job.

Another year of retirement. All is well in Englewood, CO. Living a half mile from our daughter, husband and two grandchildren is a real treat. It is nice to be on call as we see a lot of them. Our daughter sells real estate in a hot Denver market. Our son, wife and one grandchild live in MN, so phone and video are the next best thing to seeing them. He is a complete graphic novel writer, writing, drawing, inking, coloring and getting ready for publishing. His new and acclaimed book is *Kaijumax*. A graphic novel is not a comic book for kids anymore.

In January, we went to Denmark to see our exchange student from the '90s and see her daughter who is now an exchange student with our daughter. A short trip to Midland, TX to see Betsy's 97-year-old Mother. Stby works fine lo Midland.

Off to MN to be with our grandson for his spring break. Seeing and talking with him is a lot better in



person.

A week in PHX at the Rockies spring training camp was very interesting and enlightening. With the LA series behind us the fall looks better.

Three trips to our family gathering place in NH brought 90 relatives and lots of fun for all.

Back to Denver then off to WY to see the total eclipse. The eclipse was spectacular but short and the getting there and back took a great deal of patience since the population of WY doubled for that day and we all had to get Home. Hiking, biking and ping pong keep us going strong.

We will keep our fingers crossed for all our United family during the Hurricanes.

Laurie, 2001 retired

DOLORES "Frankie" FRANK—San Mateo, CA
My "thanks" to all who help publish this "great Journal," lots of work and I appreciate it – read cover to cover!! I enjoy the news of the four bases I worked; ORD, SEA, CLE and retired SFOMD ten years ago. Great company and I enjoyed my 45 years of service.

Thank you again, *Frankie*

JUDGE FRAZIER—Lamoille, NV

Twenty-one years of retirement and where did it go. I haven't felt like I was this old until a few months ago when I had to recognize I wasn't as young as I thought. Wrestling with a heavy piece of equipment on the tractor shoved reality in my face, but I don't remember getting old – it just happened. I was looking at the pictures of all those old people attending RUPA lunches when I had to admit I was one of "those old people." Feeling somewhat dejected, my wife Barb (who just turned sixty-eight) cheerfully pointed out that the alternative wasn't so good either.

So, with a better frame of mind, we're both active and enjoying what we can do. We're down to only two dogs – a Pit Bull mix with an attitude and an All American. Somehow, we picked up two cats. The cats just moved in on their own, uninvited, and took up residence in the garage. One has since been moved in the house in a secured area – the dogs don't care much for cats. Barb does 99% of caring for the critters, but I get tons of loving from all of them and love them back.

I've reduced my traveling on Masonic work but still

manage a couple one day trips a month. The biggest thing I miss is what used to be my competitive position as a trap shooter. After a shoulder injury a few years ago, I have trouble with some shots but still enjoy the sport and my guns.

I'm going for a record – twenty-one years of retirement and I've never used a trip pass. When I have to fly somewhere I must always get to SLC first. Flying out of Elko is expensive and inconvenient. It's cheaper and takes less time to drive to SLC and spend the night. Not wanting to put up with the hassle of oversold flights and getting bumped, I buy a ticket and go on my merry way.

One of these days I'm going to make a trip to RNO – about 280 miles away - just to have lunch with “those old people” there. Until then, I wish all of you good health and happiness. *Judge*

MRS. PATRICIA GARTNER—Franklin, TN
My husband is Delmar E. Gartner retired Capital/United his birthdate is 9/18/28. Del is now in Memory Care but he enjoys the *RUPANEWS* and talking flying with my son Michael Forte an American 787 Captain.

Thank you for keeping everyone updated.
Patricia

HERB GIEFER—Golden, CO
14 years since I last set the parking brake on the 777, after a wonderful retirement flight with my entire family on board. Guess that makes me an old fart.

About a month ago I was diagnosed with a brain tumor. . . .no pain and I feel normal physically and mentally. It's lymphoma which is more treatable than some other types of cancer. The biggest problem is they won't let me drive, but that should change as the tumor shrinks. We are treating it, I'm optimistic, and there is light at the end of the tunnel
Cheers to all RUPA members. especially those who work to get this great magazine out every month.

Herb; 1969-2003
EWR, DEN, ORD. JFK, IAD, DEN, SFO

HOWARD HOLDER—Tacoma, WA
Ron Denk asked if anyone ever flew around the earth on UAL. I did, in 1996, in 8 1/2 days as a passenger. My route was: SEA SFO HKG DEL LHR

ORD SEA. I spent 2 days in Hong Kong, 3 days in New Delhi (with a trip to the Taj Mahal), and 2 days in London. Would have stayed longer, but too cold. Fantastic scenery from Delhi to London, CAVU except Europe. I got First Class or Business on most legs, all for less than \$100 in service fees.

In the Navy, I flew as far west (east) as Bangkok, and as far east as Austria on airline ski trips. Also, flew on a great circle route from SFO to Nome to Beijing, airways to HK.

The sun no longer never sets on the British Empire, but the BBC is everywhere: HK, ND, LON, and US. I listen when I can't sleep for jet lag.

Sadly, I lost Sandra in 2013, after 57 wonderful years. Physically, I take a lot of pills, have 2 stents, 4 tooth implants, cataract and carpal tunnel surgeries, hearing aids, and need 2 knees. Otherwise, fine. All my kayaking buddies have died.

Thanks to Ron for a subject, and for what RUPA does for us all. *Howard*

RON & BARBARA HUFFMAN—Enumclaw, WA
This is just an update on Ron Huffman from wife Barbara:
Ron is 79 this year and it has been almost 33 years since his stroke and retirement from United.

This summer he was hospitalized for a painful pancreatitis episode, then a fall had him in a rehab for 3 weeks. He is much improved now and has returned to his daily Starbuck's visits.

In December, we flew our kids, their spouses and most (8) of the grandkids to Honolulu. We did some sightseeing there. Also climbed Diamond Head.

Barbara's brother-in-law is a docent at the Pacific Aviation Museum on Ford Island and we had a personalized tour there after viewing Pearl Harbor.

Then on to a Norwegian cruise around the beautiful islands. Great, but we returned to a house that was 45 degrees inside. We replaced that unreliable heat pump this summer.

Other travels were to Ohio for family and school reunions, to Kona for sunshine and to visit university grandkids in Eastern Washington.

It is always good to read news of other retirees.
Thanks for this publication. *Ron and Barbara*

DAVE KENT—Bethel, VT

Greetings to all my friends at UAL. Flying there was a special time in my life, especially while as an instructor and Check Airman on the DC-10 and 747-400. Sorry to see the 400 and so many friends have flown west. Thanks to “Father” Bob Obrien with whom I got to fly the 400 as a Stds Capt. I retired as a 757/767 JFK Capt. in 2005.

Despite some 'treatments' and body part “replacements” at 72 I'm still kicking and Flying A Citation 500 Single Pilot for an egg processing company. Organic, Cage Free, etc. I fly people not eggs, they process 3 million eggs a day! Also, I am teaching flying, primarily Instruments, at the Upper Valley Flying Club Lebanon NH KLEB.

When not flying, Joanne and I are enjoying our retirement home in Vermont just a mile from my parent's place. I'm active as a Director of the Blue Angel Alumni Association, turn wooden bowls, and mow 6 acres which keeps me out of the bars. My lungs are full of that great VT air, and living here I never run out of Maple Syrup! Happy as I am, I miss flying at UAL. Best Regards to all, *Dave*

KEN LUND—Port Charlotte, FL

A long overdue update. The highlight of my first 17 retirement years has been a very active involvement in Rotary (following Jim Boyer's lead). Since closing that chapter, we have increased our cruising fre-



quency - mostly with Regent Seven Seas. They include real airline tickets - frequently business class. So, combined with tickets from credit card miles, have yet to deal with the joys of SA travel since retiring.

Brit and I are grateful that our only health issues are new hips which went smoothly.

Other than my idyllic final three years as a HNL B-747 Capt., I spent my career ORD based.

Many fond memories especially Family Awareness involvement. Miss many Chi area friends and looking forward to a Crystal Lake RUPA luncheon one of these years.

Many thanks to the RUPA officers/directors for all your many efforts.

Fraternally, *Ken & Brit*

ORD '68 - '97, HNL '98 - '00

CLYDE LUTHER—Springfield, VA

Well how time flies. Turned the big 88 on Sept. 11 Hard to believe I walked off my last flight 28 years ago.

I have kept mighty busy over the years as a golf Rules Official at the highest level. Have worked over 150 national championships since 1981. It includes 21 US Opens, Senior Opens, US Amateurs, Women's Opens, Junior Amateurs, The Masters, the PGA Championship, and 3 Presidents Cup Championships. It's been a great retirement. To top it off! have been inducted into two great Hall of Fame groups. The Golf Coaches of America inducted me a few years ago and there are only 4 of us that are not Golf Coaches, Arnold Palmer, Jack Nicklaus, and me and another I don't remember. Also, I was inducted into the Virginia State Golf Association Hall of Fame this past year along with Sam Snead, Curtis Strange, Lanny Watkins, and Vinny Giles. It has been a great retirement.

My family is all doing well with my oldest daughter married to retiree David Leighty living in Orlando, another daughter living in Arkansas, and two sons in Northern Virginia, Mark a High School Baseball coach and Virginia coach of the year a few years ago and Mike whom some of you might know is right now as I write this letter in 787 school.

My Wife Claudette joins me in wishing all of our retirees another great year. *Clyde*

PAUL T. WEISS—Boynton Beach, FL

It has been 15 years since the fire department sprayed the aircraft as we approached the gate. It has been 6 years since I was diagnosed with a non-curable big C. So far with the help of an oncologist who believed the disease could be controlled, I am still here

I play golf four times a week and we travel every time I get a good report of the scan I have taken. I won the club championship seven years ago from the back tees, this year from the member's tees and hopefully in another seven years from the senior tees.

This year we will have taken 3 cruises by year end, hopefully our last cruise of the year will be to islands that still exist after the terrible hurricanes they have experienced.

I read the *RUPANEWS* every month and thanks to all of those who work so hard to keep it going.

Paul, ORD DC 6s Thru 747-400s

CHRIS WITTENFELD—Bonney Lake, WA

Hello RUPArians, The years must be getting shorter, amazing how fast time flies by, not sure if that is relative to the speed-of-light, time or me slowing down.

Changes are taking place all around us; a 4-lane road with 2 stop lights now adjacent to property, a Costco and 2 medical facilities all within 1.5 miles.

Despite the growing traffic jams, Nancy and I have decided to remain in our 40-year-old house, so more home projects were in order, a remodeled master bath, general home repairs, new well motor and yard improvements.

Nancy's rheumatoid arteritis is for now being controlled at an acceptable level using Enbrel, much to her relief. She is enjoying baby-sitting grandchildren, reading and bible study classes. We had a good time in Boise visiting her brother this summer.

I am still doing alpine cross-country hiking and fishing, but at a bit slower pace. I caught a 5-pound rainbow at a lake with no name or trail. I lost 3 big



fish before I realized I was out gunned, my skill level and 3-pound line kept snapping, as did my ego. I am looking forward to another good ski season at Crystal; missed a month last season because of a minor shoulder injury, but still got lots of good snow.

A fire has spawned a Silver Forest, now visible on the Norse Peak side of the Crystal Mt. Boulevard, but no damage to the ski area itself.

Do what you can, when you can; be flexible, creative, time is short, good health, happiness and financial peace to all, *Crazy Crystal Chris*

IN MEMORIAM

WILLIAM P. ENGEL

William P. Engel, 97, of Easton, August 15, 2017 in Moravian Hall Square, Nazareth surrounded by his family. Born July 8, 1920 in Cedar Rapids, Iowa.



Bill earned a Bachelor of Science Degree in Aeronautical Engineering from the University of Minnesota. He also received a degree in Religious Studies from Lancaster Bible College later in his life. After serving in the US Navy during WWII as a Naval Aviator from 1941-1948, joined United Airlines in 1951 and retired as a captain in 1980 after a 29-year career.

Bill was fascinated by airplane flight from a young age. He also enjoyed a lifelong appreciation for golf after lettering in the sport in high school. Bill became a member of the Zeta Psi fraternity at the University of Minnesota, and, later in life, of the College Hill Presbyterian Church, Easton, where he served as a Deacon. Most notably, however, Bill was a loving and devoted husband, father, and great-grandfather, as well as a philanthropist who contributed generously to Christian mission work and numerous local, national and international non-profit causes throughout his life.

Surviving are his daughter, Pamela Engel Brewer, two grandchildren and three great-grandchildren.

Memorial contributions may be made to College Hill Presbyterian Church, 501 Brodhead St., Easton, PA 18042 or Third Street Alliance, Sharing the Caring, 41 N. Third St., Easton, PA 18042.

RICHARD J JOHNSON

Richard J. “Dick” Johnson was born 3/21/29 and passed away on 8/27/17. Dick was raised in Detroit MI, and graduated from Michigan State University in 1954 with a BA Degree in business. While attending Michigan State, Dick was enrolled in Air Force ROTC. Upon graduating, he enlisted in the Air Force with rank of Captain and learned his love of flying. Dick stayed in the Air Force until retirement as Lt. Colonel.



His love of flying became his profession, a commercial airline pilot first with Capitol Airlines then with United Airlines. From the DC 3 to Captain on the DC 10 plus all the military aircraft, he flew more airplanes than even he could recall.

If Dick was not flying, he enjoyed traveling and skiing. Squaw Valley was his favorite, but he skied all over the west and beyond including two trips to New Zealand for helicopter skiing!

Dick is survived by his wife of 55 years, Jeri, two sons and three granddaughters.

BARRIE A. NELSON

Barrie Nelson passed away on September 11, 2017 after a battle with cancer. His wife Sharon and daughter Nicola were with him at his home in Scotts Valley, CA.



Barrie served in the Royal Canadian Air Force in the early 60's and flew the CF-100 All Weather Fighter. He especially enjoyed talking about his time stationed in Germany which allowed him to snow ski all over Europe. Barrie was hired by United in 1965 and retired off the 747-400 in 1997. Sharon has fond memories of flying with Barrie on his 747 trips prior to retirement as part of the crew. He was one of the early Captains trained on the new 767 and really enjoyed transitioning to the “glass cockpit.” Barrie volunteered on the SFO System Schedules Committee and took pride reviewing the schedules each month. Barrie and Sharon skied right through last winter at Northstar –at-Tahoe with friends and family and he always had a story to tell about the wonderful ski tours he and Sharon went on led by Burt Jenson. Barrie is survived by his wife, Sharon(SFOSW) and two daughters.

Memories about Barrie from his friend,

Mike Donnelly, RUPA Member

Barrie and I moved to Scotts Valley at the same time in 1978 and have been neighbors for all that time. On occasion we would car pool to work or to ALPA meetings but that was about it. For as close as we lived we didn't do too much socializing—four people with different jobs and sometimes different domiciles. But Barrie loved his fellow United employees. They were family to him and he was always eager to attend any airline social function. He so much looked forward to ALPA retirement parties, annual SFOFO picnic lunches, RUPA luncheons, and of course, the annual December RUPA luncheon at the Beach House.

Here are a few things that stand out about Barrie. He was a superb carpenter and a master of all the building trades. He bought a piece of property in Felton in the early 70s and built an “A frame” there with himself as the general contractor and on site supervisor. In short he did the entire job himself with very little outside help, all this on days off. Very impressive! Any time I needed help around my house with any building related issue, Barrie was the “go to” guy—and he always had the right answer.

Barrie was an educated man. He had a degree in mechanical engineering, he loved math and physics, and as you know he was a lover of aviation too. He completed pilot training in the Canadian Air Force and flew everything from the CF-100 (Canadian Air Force bomber built by AVRO) to general aviation Beech Bonanza, to gliders, to the Boeing 747. He subscribed to Aviation Week, Scientific American, and Astronomy just to name a few.

He loved the outdoors, particularly the northern latitudes—mountains, trees, and snow. Barrie knew the value physical fitness. He made visits to the gym on a regular basis. He did resistance and cardio training and swam laps. By far his favorite physical activity was skiing. He and Sharon very much enjoyed their frequent trips to Northstar. Winter was a wonderful time for him. Several years ago the Nelsons and the Donnellys went on a skiing vacation to Utah and skied Alta for a week. This may have been an airline employee package deal, but we had a wonderful time. Sadly we only did this once.

JOHN C. ORGANTINI

John C. Organtini, 93, flew west on September 6, 2017. John was born on May 24, 1924 in Birdsboro, PA. During his formative years and after graduating from high school, John was active in various sports, where he excelled. He had records in track and field, played football briefly. He was being trained as a professional baseball player when Hitler decided to invade the world.



John was drafted and trained by the Army Air Corp as a pilot. Just as he was preparing to enter the battlefield arena, the war finally ended. John always quipped, "They heard I was coming over, got scared and surrendered!"

John continued with the Air Guard for a brief time afterwards. He was honorably discharged from his military career as a Major. John attended Bradley University in Peoria, Illinois. He met and married a young lady, Joyce, in 1949 and they moved to Chicago. John joined United in 1956 and retired in 1995.

John was also a commander for one year of an American Legion post. He was asked to join the Legion by some friends from church. He was a man of quick wit, performed magic tricks to amaze family and friends. He helped coach girls track in the late 60's and early 70's.

John is survived by his only daughter, Holly (Rick) Lynch, four grandsons, 5 great granddaughters and one great grandson.

WAYNE D RODGERS

Wayne D Rodgers Jan., 1941 to Aug. 23, 2017: ORD, DEN, LAX, SFO.

Wayne was born and raised in the Chicago area, the oldest of 4 brothers. He was hired by United in 1961 in a ground specialty position, building United Company seniority, prior to his selection as a United Line Pilot in 1963.



Wayne started on the DC6/7 and retired flying the B-747-400. A career that spanned the Age from: "Round Gauges to Glass," "Round Recips to Fan Jets." He was an LCA, DC-10/B-747-400, greatly respected by the pilots whom he trained, and as a Captain who was very well liked by his crews. Wayne was very intelligent, a very good pilot, and

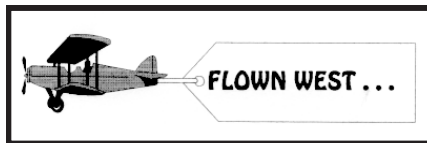
great to fly with. What a combination!

I first flew with Wayne when I was a fairly senior First Officer on the DC-8; we were domiciled in Denver and flew together often. I am one year older than Wayne, but considered him as the "Old Man" that knew everything. I am thinking about one of our trips when we went through Reno. I was the First Officer, Wayne, the Captain. We were flying an updated DC-8, with new, much larger jet engines. The engines required a very specific "Start Cart." They asked Wayne if we could try the small engine start cart for the large engines, as the Reno station did not have the required cart. He said yes but, if it was not good for the engines, we would need a compatible start cart for next week when we were again scheduled through. The next week they did not have a large start cart, and he told them we would not attempt a start. After much arguing and grumbling, they spent some time locating a compatible cart, which we used with success. The week United had their very own large engine start cart.

Wayne met and married a very beautiful, young United Stewardess, (now of course a Flight Attendant), and if I remember correctly (which of course I do), her name was Liz. They went on to raise a wonderful family and wonderful grandchildren.

Wayne was a line-holder to Sydney, which he often flew. He did "fall in Love" with the People, the Country, and the Australian cattle ranches.....Liz and Wayne purchased a small (yea right) 6,000 acre cattle ranch in NSW that was their dream spot. They raised Waygu and Angus Beef that was prized in Japan. Wayne, Liz and family spent a great amount of time in Australia, which was treasured by the Rodgers "Clan". Hard work, wonderful friends and their special connection to the beautiful country was treasured.

Wayne was a wonderful Husband, a wonderful Father, a wonderful Captain, and a wonderful friend. He was a man of Integrity, a very intelligent person who lived a full life. Sadly, Liz was a Care Giver during a time that was a "Long Goodby." GOD SPEED CAPTAIN WAYNE, GO WITH GOD... You will be in our hearts always. <https://www.tributeslides.com/tributes/show/LCSFC6N6GTXLFP58> --- Tribute for Captain Wayne Rodgers. Liz Rodgers with Captain Garrett Paull.



*Lance T. Aikins	Sep. 29, 2017
Walter S. Bohl, Sr.	Sep. 22, 2017
William P. Engel	Aug. 15, 2017
Charles H. George	Oct. 12, 2017
Richard J. "Dick" Johnson	Aug. 27, 2017
George T. Krosse	Sep. 08, 2017
*Russell W. Kuhl	Aug. 18, 2017
James D. Mansfield	Oct. 14, 2017
*Norman P. Marchment	Sep. 24, 2017
Barrie A. Nelson	Sep. 11, 2017
John C. Organtini	Sep. 06, 2017
Wayne D. Rodgers	Aug. 23, 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)

November, 2017 Edition

From:

RUPA
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RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

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

Colorado

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

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

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

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)
The Joe Carnes RUPA Group (2nd Tuesday, January, May and September)
(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, IL*)

Nevada

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

New York

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

Ohio

Cleveland Crazyes (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