
rupanews



Journal of the Retired United Pilots Association



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President's Letter

I hope you all had a great Thanksgiving to start the holiday season, and wishing you all a Merry Christmas, or whatever holiday your family celebrates, and a Happy New Year. My kids, both out of college now, will be home together for the first time in a couple of years, so we're really looking forward to some family time. If you haven't yet read the November issue, look at page 14. There you'll see the note written by the daughter of our Secretary/Treasurer Emeritus, Leon Scarbrough. She lost her home in the Santa Rosa, CA, fires, but her positive attitude is amazing, and I can't help but imagine what that's like and wonder if I could come anywhere near feeling as hopeful as she did in writing her letter, with a little humor on the side.

Make sure to also read through the terrific report from our pass travel guru, Pat Palazzolo. He explains about some of the changes that make some of it easier, especially the United App for smartphones and tablets. I'm keeping that on file at my home. That's how useful it is. If you lost the November issue, remember that past issues can be read on our website, www.rupa.org, by clicking on RUPANEWS ARCHIVE. There you can see issues that are at least three months old and older.

I made a mistake last month in writing that changes to your pass travel profile, such as for enrolled friends, closed when Open Enrollment for healthcare coverage closed. Pass travel open enrollment is actually open until December 30th. Not the 31st. The 30th.

As always, it was nice to read letters sent in by our members and see what they're up to. Please be sure and do that at least annually. We all like seeing how you're doing.

Now to something I especially enjoy doing, and that's welcoming our newest members, so here goes.

Captain Noel Proctor (LAX) Tucson, AZ / Leslie Ford (ORD) Bartlett, TN

Captain Roger Keith (ORD) Minnetonka, MN/ Captain Debbie Donald (SFO) Kailua-Kona, HI

Jake Carter (ORD) Oak Ridge, TN / Captain Jim Hogue (ORD) Spring Valley, OH

Captain Urb Dishart (EWR) Sumter, SC / Captain Juan Lanfranco (EWR) Palmetto Bay, FL

Welcome to all, and apologies if I made any mistakes. BTW, there are a few people who have sent in applications but no dues. Then there are still a couple who have paid their dues but haven't sent in applications, so we know where to send your monthly *RUPANEWS* and annual directory (in January). That's all from sunny South Florida. Until 2018! **Bob**

How to pay your Dues

Make your check out to RUPA and send it to:

RUPA, PO Box 757, Stowe, VT 05672

Or

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

Address changes, etc. should be sent to the same address above

Or

Email to (rupasectr@rupa.org)

How to send a letter or article

The best way to send a letter, article, etc., is by email (rupaeditor@rupa.org)

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.

**Remember, the deadline for anything you want printed in the magazine
is always the 15th of the month.**

About the Cover

The cover is from a painting by the Canadian artist Ross Buckland. It reminds me so much of landing at small Idaho airports in the Winter in the 1950s. *Ed*

Vice President's Letter

Humble. Yes, I feel very humbled by the pilots I have met both active and retired at United Airlines. I am always so impressed with their accomplishments that it bears a short discussion of the tributes that I should pay to them.

As I write this, we are finishing the Veterans Day activities from this past weekend. I do not mean to diminish the absolute sacrifices that our men and women have endured while they wore the uniform. Many of our current and retired pilots have served this country. I, of course, salute those who have served in the military and defended our great nation in one way or another. I, personally, have also served in the military and feel very proud that I have done so. But, my point is, we have many pilots who have made sacrifices not only with the military but with flying our great airline. These men and women have done so much to keep United, in my opinion, the desired airline of choice to fly. It has always been in the name of safety. Our current and former pilots spent countless hours studying the intricacies of the airplanes they flew. It was a battle to stay knowledgeable of the airplane and the regulations we dealt with. And the countless check rides, physicals, line checks by the FAA or the company administered to us. We all have endured many days of separation from our loved ones and families and something that was the most difficult for me. It really destroyed my golf game with being gone so much. I can go on about the sacrifices these fine aviators have made and so I think you may understand my point. It is these fine airmen who have made me feel so humble when I hear these stories from our RUPA luncheons and others I have attended as well as the individual people I have spoken to. I have never flown over the "Hump" retracing the Flying Tigers flights, never worked with NASA after retirement, flown Part 135 operations, been a member of a sailing club in Hawaii, or even flown with the Civil Air Patrol after retirement. I am humbled by what our current editor of the RUPA News magazine, Cleve Spring, has done with the monthly product he produces. The list does go on and I can cite enumerable examples of United pilots I so admire. As I walked through the San Diego Air and Space Museum this past weekend, there was a display of a United pilot who was, as I understand, the youngest pilot to ever pilot the 747 for United Airlines. His name is Ramin Pourteymour. What an accomplishment and I am so impressed with his aviation abilities, and he is a RUPA member. You may add admiration to the word humble. I hold you all in high esteem.

Still Flying High, *John Gorczyca*

San Francisco North Bay RUPA Luncheon

Those in attendance were: Gardner "Bones" Bride, Bob and Doris Donegan, Robert Grammer, Barney Hagen, Richard Hanna, Dick Lammerding, Jules Lepkowsky, Don Madson, Bill McGuire, Bruce Milan, Rick Saber, Leon Scarborough, Michael and Natalie Tar, Galen Wagner.

Rick told of his guests losing their home in the fire, and the problems if you don't review and keep insurance up to date. Many fire tales.

Don Madson spoke about the loss of long-time lunch member, Jim Mansfield, and passed a card around to take to his wife. A moment of silence was held for Jim.

Barney suggested we continue our tradition of donating toys at our December lunch to the USMC reserves Toys For Tots program. It shall be so.

I'm always slightly terrified when I exit out of MS Word and it asks me if I want to save any changes to my ten page technical report that I swear I did not make any changes to.

Ohio Cleveland Crazies (October) RUPA Luncheon

We had a beautiful October day for our meeting at TJ's in Wooster. With eighteen attending the talk was lively, the stories fun, and jokes from John Pinter, Dick Sanders, and Ken Wheeler kept us all laughing. Dick Sanders shared pictures from our visit to The Liberty Aviation Museum in September. We passed the hat to replenish our treasury. And we discussed some business issues for our coming meetings.



Standing Left to Right: Phil Jach, Pat Morris, Harvey Morris, John Cusick, John Hochmann, Rich McMakin, Joann Pinter, George Bleyle, Monica Burrill, John Pinter, Jim Burrill, Shirley Curtiss, Rip Curtiss, and Ken's son Bill Wheeler.

Seated Left to Right are: Ken Wheeler, Dick Sanders, Bob Olsen and Joe Getz.

Bev Karaikos was also with us but she is not in the picture.

John Pinter has compiled all of the monthly pictures from the Cleveland Crazies meetings. If you would like to see these pictures please go to this website: foldedwings.org. Cheers, *Phil Jach*

Ohio Cleveland Crazies (November) RUPA Luncheon

On a cold and wet Thursday afternoon we had fifteen members and wives meet at TJ's Restaurant in Wooster, Ohio for our November meeting. Dawn Lang and Pat Morris supplied us all with wonderful chocolates and candies for our after meal dessert.



From left to right standing are: Phil Jach, Bob Olsen, Dick Sanders, John Hochmann, Jo Anne Orr, George Bleyle, Jim Burrill, Harvey Morris, Carol Cusick, Pat Morris, John Cusick, our server Shayle Salmons, and Rich McMakin. Seated in front are Bob and Dawn Lang.

We were introduced to a recent retiree who will be a potential member of our crazies meetings. Phil Jach read a letter from Ken Wheeler explaining that his healthcare aide was not able to bring him to the meeting today. Dick Sanders shared a story from his early flying days at United. He also read a letter from Don Johnson thanking us for our letter to him. Dick also kept us laughing with several jokes. As usual, our lunch was excellent as well as the service from our server Shayla. Cheers, *Phil*

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

They're back -- well, at least 'some' of THEM are already back. Yup, the Snowbirds are returning.....the streets are getting busier, the traffic is getting worse and the Restaurant lines and 'waits' are getting longer. Whoa is me.....can't wait for April when 'they' go back up North and WE get our 'normal' lives back once again here in South Florida. Damn SNOWBIRDS!!! :-/ :-{ :-((HOWEVER, we thank 'them' for bringing their \$\$\$, spending it here, leaving it here -- so that WE can have LOW TAX RATES and NO State Income Tax), OTHER THAN THAT, November is a terrific month here in So. FL - on the POSITIVE Side --- our Hurricane Season will be over in about 2 weeks, Thanksgiving will be here in about 9 days, football season is in mid-season form.....and then there is CHRISTmas and New Years to look forward to as well.....so, for the most part, LIFE IS GOOD! ;-)



Seated from L to R: Jack Boisseau, Bob Langevin, Dick Starita, Jim Dowd and Ted Osinski.
Standing from L to R: Dick Baese, Dave Duncan, Jim Dowd and John Pinter.

Once again, our Luncheon at Shrimper's was terrific in every way - the WX, service by Kayla, the many different conversations and food were all AWESOME. The subjects discussed were (but not limited to): various Pass Travel alternatives, our December RUPA Luncheon which will include our wives or lady friends (but NOT BOTH at the same time :-/), moving problems and experiences, Medical issues experienced by some of our attendees, the use of Google Flights for air travel, and last but not least - our very own Cap't. Jack Boisseau taking delivery of his new toy - an American Yankee A1AA - tomorrow. Best wishes and good luck Jack and be sure to keep the Blue Side UP!!! Obviously, Jack did not take the 'advice' that I gave him in last month's RUPA Treasure Coast News Article..... :-(!!!



RUPA Members that attended were: Andy Lambert, Jim Dowd, Ted Osinski, John Pinter (a CLE Crazy back from Ohio), Jack Boisseau, Dick Baese (back from his Summer in MI), Dick Starita, Dave Damon and Bob Langevin.

In the Spirit of the Holidays, our December Luncheon (on Tues., Dec. 12th) will be Co-Ed (wives or lady friends are invited but SOLO is fine too) and will probably be held at Sailor's Return on the shores of the St. Lucie River here in Stuart. Our starting time will be 11:30 as usual. So, if you happen to be traveling and are in the Stuart area on the day(s) of our Luncheons, please join us, we'd love to have you. If you need any info or have any questions, my Email address is: BobL34997@aol.com.

That's all for now, but I do want to wish everyone a Happy and SAFE Thanksgiving Holiday along with a Merry, Joyous and Blessed CHRISTmas. Cheers, Blessings, Adult Beverages and LOL, *Bob Langevin*

The Washington Area Eddie O'Donnell RUPA luncheon

Our October 18, 2017 luncheon was held at the JR's Stockyard Inn in McLean Virginia. Before the start of the "official" luncheon, we had a nice stand-around get together. Both members and guests were invited.

Lunch consisted of a mixed green salad followed by a very generous Sautéed Chicken breast with slices of cucumbers, asparagus and tomatoes accompanied by boiled rice. Dessert was a scoop of ice cream on a large chocolate chip cookie.

After lunch, we were pleased to have E.K. inform us about the taxation of United buddy passes. We also learned about some of the flights to Porto Rico since the terrible storms that the island has experienced.



Our 37 attendees were: Jon Beckett, Ray Best, Hal Cockerill, Gary Cook, Linda Cook, Amy Couvillion, Gene Couvillion, Mike Frank, Paul Gilson, Jerry Goebel, Betty Goodman, Bob Goodman, Ellen Grube, Larry Grube, Fred Keister, Clyde Luther, Claudette Luther, Dolores Miller, Ed Miller, Camille Moore, Bill Nolan,

Herb Pettit, Laura Pettit, Catherine Reinhard, Don Reinhard, Kate Rooney, Bernie Schwartzman, Linda Schwartzman, Billy Sherrod, Ann Streb, Fred Streb, Anne Strider, Dave Strider, Frank Tetreault, Stokes Tomlin, Betty Williams, E.K. Williams.

Thanks to Gary Cook and Hal Cockerill for handling the check-in.

Our next scheduled luncheon will be January 19, 2017 and it will be members only. *Jon Beckett*

Denver Good ol' Pilots' RUPA Luncheon

We met on the third Tuesday of the month as usual at The Tin Cup Bar and Grill at 50 S Peoria St. in Aurora. Happy/Social Hour lasted from 11:00 until noon when we were served a catered lunch. Thirty-two were present. Some we hadn't seen for a while.

After lunch Stanley Boehm served up humor. It was reported Bob Blessin is in rehab at The Center at Lincoln in Parker. Bob had part of his small intestine removed in September due to a blood clot. It required 4 weeks of ICU and now extensive rehab. He is progressing and may be home soon. He says he has received many cards and several visits from Good OL' Pilots which he appreciates.

Don and Chris Johnson brought a guest with an interesting background. She was Millie Fitzpatrick, a former United Stewardess hired in July 1947. She worked until 28 April 1951 when she got married. After a little persuading, Millie agreed to talk to us for a few minutes about those days. Born Millie Sturdevant and reared in Burlington, CO, she came from an aviation family. Her oldest brother, Foster, was a United Captain when she was hired in 1947. Millie said, "He was a Tracey Ace." He retired at age 60 in 1977. The

Continued next page

next brother was a Naval Aviator Ace in the Pacific in WWII; the youngest brother was a Naval Aviator who flew in the Korean War and finally Millie's youngest son attended The United States Naval Academy and he too was a Naval Aviator. She graduated from The University of Colorado in February 1945. When she was hired at United in 1947, these were the requirements to be hired as a Stewardess: between 20 and 30 years of age, height five two inches to five feet seven inches, maximum weight 130 pounds, no glasses and single. Millie was five feet seven just under the wire. She flew on the DC-3, DC-4, DC-6 and Boeing Stratocruiser to Hawaii which, according to Millie, only held 32 passengers. She referred to them as "the 3, the 4, and the 6." She flew out of Denver until, after some time, she was approached about being a manager in the Stewardess Office in LAX. She said no, she wanted to fly. After being assured she would get plenty of time in the air as a supervisor she agreed. Her title was Assistant Chief Stewardess LAX. She commented about contact with movie and show business individuals. For example, Jimmie Stewart often flew to Denver to date a lady from Colorado Springs whom he married. According to Millie the Stewardesses would save him a seat in the first row because he needed leg room and when time permitted play gin rummy with him. She was even given a guest pass to play golf at The Beverly Hills Country Club. She talked about how United provided bathing suits and MUMUs for the Stewardesses in their layover rooms in Hawaii. After marriage, Millie worked in the Cleveland downtown ticket office for 4 years during which time she learned the international tariff which she said was 2 feet long and many pages thick. Then she quit to rear 4 children. In 1974 she returned to the travel industry she loved at Greenwood Travel which hired her because of her extensive knowledge of international ticketing. After two and one-half years of night school, she became a Certified International Travel Consultant, the first for that company. Ultimately, she visited every continent and countries too numerous to list. At age 95 Millie recently had some surgery. The last thing she said was she can't wait for it to heal so she can get back on the golf course.

Attending were: Rick Bebee, Stanley Boehm, Mack Connelley, Bob Crowell, Al Dorsey, Phil Ecklund, Millie Fitzpatrick and daughter Kathleen, Denis Getman, Marilyn Gifford, Dick Grant, Bill Hanson, Tom Hess, David Horwitz, Steve Jacques, Don and Chris Johnson, Tom and Sue Johnston, Cliff Lawson, George Maize, Frank McCurdy, Dan Romceovich, Joe Rozic, Rob Schmidt, Rick Steele, Casey Walker, Gail Walker, Ross Wilhite, Ted and Rose Wilkinson and active United pilot R.J. Wolf. Your CO-Scribe, *Tom*

Hawaii Ono Nene RUPA Lunch

The Hawaiian Ono Nene RUPA lunch group gathered on Wednesday, November 15, 2017 at Mid Pacific Country Club in Lanikai, on the island of Oahu. It was a beautiful day and the colors of Kailua Bay were spectacular as always.



Left to Right: Carol Schmus (F/A Ret.), Leon Scarbrough, Larry Becker, Alan Anderson, Yasuko Morita, Yuz Morita, Yukio Ishikawa, Pat Collins, Diane Becker, Mary Ann, Anderson, Janet Ishikawa, John Baczynski.

It had been a while since our last gathering so there was much to catch about. The food was good and conversational topics were varied and informative. Your scribe, *Larry Becker*

The Big Island Stargazers RUPA Luncheon

We had another great lunch at the Fishhopper, sanddabs, spinach salads, fish tacos, all yummy. Loved talking about UAL, non-member stories and “there I was.” Walt and Linda again sent regrets while they were out gallivanting around the world.



Pictured left to right: Dave Carlson, Gerry Baldwin, Joan Baldwin, Beth Raphael, and Don Diedrick

Big Island Stargazers Annual Christmas Party

In lieu of our regularly scheduled meeting, we will
gather at the home of Walt Wells and Linda Morley-Wells
for our

Christmas Party on December 14th.

If you plan to be in Kailua-Kona and would like to attend, contact Linda at
lmwj@earthlink.net or 808-315-7912.

San Francisco Bay-Siders RUPA Luncheon

Having November start on a Wednesday, and dealing with the end of daylight savings time, boggled the minds of some of us Bay-Siders. Finally getting the right day, we welcomed fifteen of our regulars, one new member, Keltie Morris from San Francisco, and guests from Akin, South Carolina, Bob and Barb O’Neil who were visiting in the area. Bob was quick to point out there is no RUPA Group in their area. Are there more of you in that area of the country?



Regulars attending were: Rich & Georgia Bouska, Dennis & Cindy Dillon, Rich & Cyndi Erhardt, Bill Hartman/Ruby MoiMoi, Jeri Johnson, George Mendonca, Bill O’Connell, Cleve & Rose Spring, Larry & Pat Wright.

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

Leesburg, VA RUPA Breakfast



Attending were 14 of the finest? Clockwise from the left are: Dave Strider, Charlie Schwab, Sim Stidham, Roy Liggett, Gary Cook, Bugs Forsythe, Billy Davis, Gene Couvillion, Fred Streb, Gil Coshland, E.K. Williams, Stokes Tomlin, and not pictured were Bob Gilbert and Fred Keister. Apologies to Bob and Fred. Nothing earth shattering occurred. There was discussion of new electronics, new automobiles and travel plans. Fred was heading out over the Atlantic. Guess we will hear of Anne and Fred Streb's adventures next month.

Come on down to Bob Evans in Leesburg on the 1st Friday of the month at 0900. We will be there in the back room. Where else would we belong? *E.K.*

Manassas RUPA Breakfast Friday October 13th

Yes, it was Friday the 13th, and I heard no mention of it and we all survived. Normal discussion and those not in attendance were fair game.

Plans were made to resume Boys Night Out in Hagerstown on November 8th. If you are interested contact Don Reinhard or Stokes Tomlin. They are in the directory.



Clockwise from the left: Bob Gilbert, E.K. Williams, Gary Cook, Bill Kellenberger, Jim Turner, Billy Davis, Gene Couvillion, John Gallagher, Stokes Tomlin, Don Reinhard and Sim Stidham behind the camera. *E.K.*

Would you like to receive the RUPANEWS by E-Mail?

If so—Please send an email to our Secretary/Treasurer

rupasectr@rupa.org

SAC Valley Gold Wingers RUPA Luncheon

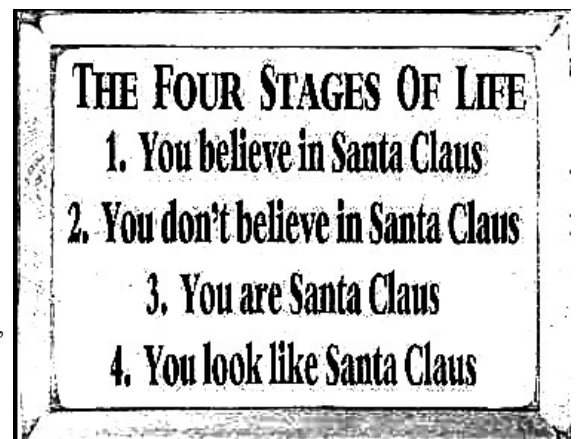
The Fall Season is here in Northern California has just been wonderful lately and brightens our spirits for some camaraderie at our monthly luncheon. We, again, had such wonderful assistance from our waitress, Julie, and managerial support from Cheryl. Our guests seem to just keep coming. This luncheon we had Larry Darnell, a United pilot who retired 24 years ago, Bill Carrington, a recently retired United pilot, Lynn Kent, a friend of Karl Winkelbrandt and lastly Larry and Nina Jobe.



My tidbits of information included our request for donations to the Sacramento Children's home for the Holiday season and the upgrade for the United retiree badges which is being spearheaded by Pat Palazzolo. We discussed the myUADiscount program and its enhancements, the Christmas party being held at the beginning of December for any and all individuals interested in attending, the annual enrollment for retirees and the major destruction of the fires in the Napa region. Quite frankly, we had many United pilots and relatives who were directly impacted by the fires in California. One of which was Leon Scarbrough and his daughter who lost her entire home. How tragic! My heart goes out to her. We discussed a few medical problems that can be curtailed or avoided by some very simple techniques or methods of improving your lifestyle.

Lastly, we had two great speakers who spoke about some things they did in the very recent past. Ann Blalock, wife to Jerry Blalock, spoke about the last international 747 flight she flew as a crew member from Incheon, South Korea to SFO. What a wonderful presentation she gave us. She also shared the plaque United presented to her for the historic last 747 international flight. Well done Ann. Our last speaker was Larry Jobe who is a retired United pilot and friend of Jerry Blalock. Larry was able to charter a United 747, prior to retirement, and fly his friends around the Sacramento Valley and the Yosemite Valley. How cool is that! I wish I had the bucks to do that for my friends but my PBGC retirement just does not make that affordable. Besides that, my wife told me I was done with flying so there you go. More importantly, Larry spoke about his lengthy crusade to recreate the flying over the "Hump" in a C-47 to retrace the Flying Tigers missions out of Burma to supply the Chinese prior to and during world War II. His wife, Nina, filled in some important details during this hair raising flight that had many obstacles. This was a very fascinating presentation and very much enjoyed by all.

My thanks to all who attended our fun luncheon. And remember, both optimist and pessimists contribute to society. The optimist invents the airplane and the pessimist invents the parachute. Still Flying High Here, *John Gorczyca*



The Greater Chicago Area RUPA Group Luncheon

Seasonal travelers to warmer climates in southern states, plus the ever-present fall/winter “bug” of not-feel-good- cut our lunch crowd down a little bit as expected this time of year, but we still garnered an enthusiastic and hungry bunch of RUPArians and guests at Nick’s Pizza & Pub in Crystal Lake for a great afternoon.

In respect for last week’s Veterans Day, our invitation encouraged those of us who’re vets to wear hats, jackets, or whatever ex-service items we might have on hand---and which might still fit. We got a good costume representation from the Army, Navy, Air Force, and Marines, plus several vets who were with us in spirit but declined to struggle into strangling clothes which obviously have shrunk in the wash over the years. That’s one explanation. Personally, I think they just get smaller with age.

The recent Ken Burns documentary presentation on Vietnam was discussed with some give-and-take from the pro and con sides. RUAEA spokesperson, Jan Gawenda, presented a cautionary blip about the coming change in Social Security cards which will be issued to SS recipients beginning next year. Scam artists are already phoning people, falsely telling them that in order to get their new card, they need to give them their old SSN. Not true! Be aware of the scam.



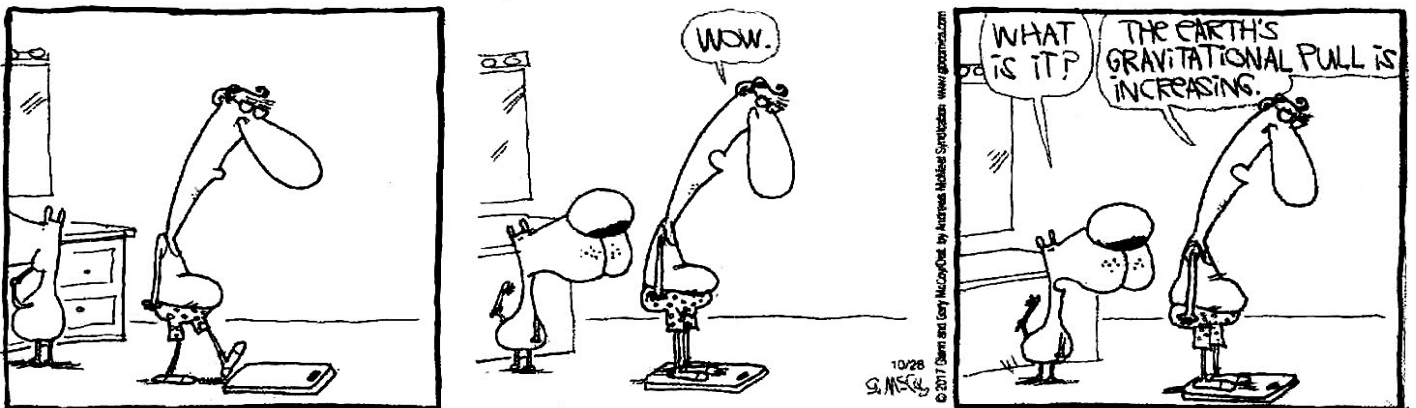
Our lunch crowd of 38 included LeRoy & Eva Bair, Jim Bertelson, Jim & Corrinne Boyer, Bruce Carey, Bill Cherwin, Tom & Barb Conley, Jim Downing, Walt & Jan Fink, Jan Gawenda, Bob Helfferich, Mike Hepperlen, Jim Higbea, Denny Holman, Scott Joseph, Dick Kane, Bob & Carolyn Kelly, Chip Little, Jim McCusker, Steen Munter, Dick Murdock, Lou Parker, Glen Peterson, Dave Runyan, Dave Schultz, Dick Schultz, Ole Sindberg, Gene Stepanovic, Bill Thompson, Jim & Mary Jeanne Trosky, Gus Tuit, Ken Voelker and Tom Worker. Funny how we all attended in alphabetical order.

Many thanks to Nick’s Pizza & Pub in Crystal Lake for their hospitality, to our server Tammie for her patience and efficiency, and to Nick’s manager Monica G., for a terrific job all around.

Our next scheduled Greater Chicago Group luncheon will be held at Nick’s on Tuesday, March 13th, 2018. We encourage all RUPA members, active employees, spouses, significant others, and guests to attend. Da’ Scribe, *Walt*



THE DUPLEX | Glenn McCoy



Ham Wilson S.E. Florida Gold Coast (October) RUPA Luncheon



Left, clockwise around the table: Dave Friend, Art Jackson, Bob Engleman, Bill Garrett Jerry Bradley, Bert Olson, Les Eaton, Mike Warde, Gene Anderson, Don Messenheimer, Ed Wheeler, Jim Morehead and Joe Jenkins.

Ham Wilson S.E. Florida Gold Coast (November) RUPA Luncheon



We had a good attendance today. Around the table from the left: Stan Baumwald (NWA), Jim Morehead, Bob Beavis, Les Eaton, Ham Oldham, Jim Good, Dan Kurt, Gene Anderson, Dave Dryer, Ed Wheeler, Ralph Rodriguez, Dave Friend, Jerry Bradley, Bob Engleman, Bill Garrett, Ned Rankin. Lyn Wordell (not pictured).

The next luncheon is scheduled for the second Thursday of the month December 14. *Jim Morehead*

PICKLES | Brian Crane



The Columbia River Geezer's RUPA Luncheon

On November 8, 2017 The Columbia River Geezers had an excellent turnout for their monthly Luncheon at the California Pizza Kitchen. 13 Retired United Pilots and one retired US Air Pilot John Cooper hung out "Talking Story" as they say in Hawaii. Four first timers attended our luncheon that afternoon. Jon Rowbottom, former SFOFO 400 Captain and former President of RUPA, was in Tualatin Oregon with his wife Jane. Jon and Jane, who reside in Salinas CA, were in the Pacific North West visiting their daughter Emily. Jon gave me a call and we car pooled together to the luncheon. First timer Jake Nelson lives in Spokane WA and was enroute to the Oregon coast to visit with his brother and he deviated to our RUPA luncheon. I did not have an opportunity to converse with Jake as he was sitting at the other end of the table. I hope Jake makes it back again in the near future, Jake's last bid was as a DC-10 Captain and was based in Anchorage...back in the day. Denis Coates SFOFO is a 787 Captain and is currently still flying with 5 more years until retirement. Denis resides with his wife Sue in Battle Ground WA. It was nice visiting with Denis as he brought us up to date with regard to Flying The Line at UAL. The last first timer showed up with Walt Ramseur was retired Captain Jim Huff. It was nice meeting Jim and he seemed to have a good time. Jim started his career with United at Midway then bounced around from Midway to DEN then SFO, EWR, SFO, LAX, SEA. All I can say is I hope all your moves were paid for by United.... seven different Domiciles.



Seated L to R are: Sam Gordy Richardson, Walt Ramseur, Jon Rowbottom, Ron Blash, Bill Englund, Jim Huff, Lew Meyer, Jake Nelson, Doug Howden, Bill Park, Denis Coates Steve Barry, John Cooper and Mike Thomas.

By the way Tony Passannante was out flying the Embraer 145 and was unable to attend. Hope to see Tony at our next Geezer Lunch Wednesday the 13th of December 2017. Come one come all. *Ron Blash*

The Monterey Peninsula RUPA Lunch Bunch

Our November 8th meeting was well attended and lively! Those attending were Bob and Cindy Benzies, Rex and Mardell Lawson, Mike and Mary Lynne Donnelly, Sharon Nelson, Phil and Pat McClain, Diane Ellis, Brett Morris, Carlos and Judy Quintana, Lee and Nancy Casey, our wonderful hosts Pete and Donna Walmsley, and your scribe. We had a full house for RUPA and the restaurant – a very busy and noisy luncheon!

We had several regulars who are on sick leave, with a lot of concern about Milt Jines being in the hospital. We send our positive thoughts and prayers to all our United family for a very speedy recovery to all concerned.

Lots of conversation about the retirement of United's 747-400s. A real icon, the 747 passenger era is coming to an end after 50 plus years – what a history making airplane! It was a magnificent airplane that never disappointed! We were lucky at United to have the 747-100s, SPs, -200s, and the -400s – I was lucky to fly all four models! So long . . .

We had discussions about the open enrollment season and trying to understand the benefits and costs. The

recent fires north of SFO are still revealing the losses experienced by so many. The mindless shooting in Texas, Puerto Rico's slow recovery, and the subject of dealing with a spouse or relative with dementia and finding quality care, were parts of many conversations heard around the table.

Hard to believe 2018 is just around the corner – how does the time fly by so quickly! Be sure to update your contact information with RUPA ASAP, (Deadline, Dec. 10th). The new Directory will be sent in January!

Happy Holidays
Phyllis Cleveland 

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Once again, greetings from Southern Oregon. After a very hot and smoky Summer we've had an absolutely gorgeous Fall. An early storm cleared the sky and suppressed most of the smoke from the fires leaving us with a delightful season. Now, as I sit at the computer the rain falls, leaves have mostly fallen from the trees the forecast is for snow in the high country in a few days. Winter? Most likely upon us and a whole new set of options for fun things to do here in the valley and in the surrounding mountains.

We met, as per usual, at the Pony Espresso in Jacksonville and a great time....again, as per usual. Missing, among others, was Steve Fusco who was keeping the medics busy but who we look forward to seeing again in a few days at our next lunch.



Seated left to right: Harvey Saylor, Marty Niccolls, Jim Jaeger, Dan Kurtz and Harlowe Kittle.

Standing, left to right: Michael Bennett, Bob Niccolls, Scot Lee and Chuck Kittle.

We've bid adieu to Michael for the season as he's headed for the warmth of his Winter digs in Florida.

Word has it that Oak Porter has moved to the valley and will be joining us in November, so we look forward to seeing him. Cheers to all!! **Bob**

PICKLES | Brian Crane



San Francisco East Bay Ruperian's Luncheon



We had one of the best turnouts we have had in quite some time. Around the table clockwise: Lee and Shirley Francis, Georgia Bouska, Jon Shaffer, B.S. Smith, Steve Kesinger, Jerry Udelhoven, Steve Filson, Rich Bouska, and Neil Dahlstrom.

The conversation was quite lively, loud, and animated as aviators are prone to do. There were three or four conversations going on at the same time, which is not unusual for such a long table, but eventually all of us got around to covering the same subject matter. Topics ranged from traffic congestion here in the bay area to the last 747 flight to Hawaii, and our recollections of the inaugural 747 flight so many years ago. Several of us flew to Vietnam and discussed the experience of that time. Neil brought us up to date on the progress of/lack of progress in the repair of his house, which came about by a lady having a medical issue and driving into his bedroom.

One of the benefits of having our meeting after the peak luncheon crowd at the restaurant is after the crowd leaves; we have the room to ourselves. We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. You are welcome to attend if you are in the area. *Rich*

DCA RUPA Boy's Night Out



GREAT TIME was had by all at the Washington (DCA) RUPA chapter meeting, Wednesday night, Nov 8, 2017. As usual, the meeting was held at the Schmankerl Stube Bavarian tavern in Hagerstown, MD. Standing left-to-right: Dave Crane (guest of Don Reinhard), Bernie Schwartzman, Pierre Nye, Dave Strider, Billy Sherrod, Gil Coshland and Stokes Tomlin.

Seated... Gary Cook, Charlie Schwab (PAA), Don Reinhard, EK Williams and John King.

The next meeting is planned for Feb. 7th, 2018...same location, same time (1800 hrs). The food is outstanding and the company superb!

Dana Point RUPA Luncheon

Great day for our lunch at the Wind and Sea Restaurant in the Dana Point Harbor. --seems like we always have good weather in sunny southern California! The talk around the table came fast and furious from the junk in behind hangers at small airports to the New 'B-21' which may be the new cash cow for Northrop. This will be assembled in Palmdale Air Force Plant 42. We shall see?

Present today were: Bill Rollins Bill Stewart, Bob Fuhrmann, Bruce Dunkle, Butch Trembly, Jack Frisch, Joe Udovch, John/Cheryl Arp and Ted Simmons.

My wife and I took a driving trip to Denver ...she writes: "We took a fall trip to Denver to see little grandsons for Halloween! Beautiful drive along the divided, elevated highway thru canyons and rock formations of White River, Utah. Colors of the autumn trees were spectacular! Stopped in Las Vegas at the Bellagio to see their 55 foot high conservatory filled with a fall flowers display. Huge peacocks, (reminiscent of the Rose Parade floats), were adorned with 14,000 roses. Some of the pumpkins, among the hundreds of mums, weighed 300 plus pounds! This extravaganza changes seasonally, 4 times a year. We always enjoy the pianist playing classical and easy-listening music and of course, the fabulous Chihuly glass ceiling in the lobby! After flying this route so often, it really is nice to stop and smell the roses"

Our next meeting the ---December the 12--- bring your wife or friend for our - CHRISTMAS LUNCH 11:30 Cheers, *Ted*

San Diego North County RUPA Luncheon



Not a big group but everyone had a good time. The group is from left to right: Bob and Ruth Bowman, Colin Winfield, Mark Mayer and Coco, Bobs helper.

Bob Bowman was hired after The Big War in 1945 and his stories about the process of being hired by United AirLines back before I was born are interesting. I need to get the info details correct and I'll relay them in a future *RUPANEWS*.

Colin and I flew the 747-400 together and told stories of flying into the old Kai Tak airport in Hong Kong and the mostly fun but exciting approach. Of course, we tried to figure out how much flight (?) time each of us had in the "bunk" in the 400 (dozing for dollars).

Coco doesn't have an aviation background so we taught her some things about flying. After hearing our stories about flying that seem commonplace to us I'm not sure she's looking forward to her next flight. All kidding aside, she had a great time after we toned the stories down a bit. I'm sure each of us have stories and have been with an individual that's like Coco who has a limited knowledge of aviation and have had to tone down a story or two. Most non-aviators really don't like to hear: "and there we were."

Colin also told of the flight time record from Melbourne, Australia to Los Angeles. He even has a plaque given to him by the record holder company. Guinness?

Until next time.....you know the sayings. *Mark*

PS, I know our group is called the "North County" group but anybody in the greater San Diego area, from the border to Camp Pendleton is invited. Send me an email and I'll give you the details. mark777mayer@gmail.com

United Airlines flies 747, the “Queen of the Skies”, one last time



On November 8, United Airlines flew – for the final time – a Boeing 747 aircraft, the jumbo jet with the unmistakable silhouette that once represented the state-of-the-art in air travel.

Serving as the ultimate throwback, the airline recreated the first 747 flight operated by United in 1970 for the historic farewell journey. Flight UA747 departed from San Francisco with service to Honolulu with more than 300 customers, employees and distinguished guests onboard.

From a 1970s-inspired menu to retro uniforms for flight attendants to inflight entertainment befitting of that first flight, the “Queen of the Skies” was sent off in style. Seats for this flight sold out in less than 90 minutes when this farewell celebration was announced in September.

“The iconic 747 is a remarkably special aircraft that signaled a new era of air travel and was equally recognizable and beloved by our customers and crew alike,” said Oscar Munoz, CEO of United. “While today is bittersweet, we’ll continue to honor the Queen of the Skies’ game-changing legacy of connecting people and uniting the world with our next-generation of long-haul aircraft.”

The send-off began that morning at SFO with a gate party featuring a 747 gallery, 1970s costumes for use in a retro photo booth, a life-size retirement card for customers and employees to sign and of course, cake. Oscar Munoz addressed the crowd alongside State Senator Jerry Hill and executives from Boeing and Pratt & Whitney.

Upon landing in Honolulu, local employees welcomed the aircraft with final festivities to close out the historic day, including remarks from United leaders and Hawaii State Representative Henry J.C. Aquino.

United Airlines ranks as one of the best places to work for LGBTQ



United in equality: A commitment to authenticity and inclusion is a core value at United Airlines, cultivating a workplace where people of all walks of life can thrive as they help connect customers to world. This commitment has earned the company its seventh consecutive perfect 100 percent score on the Human Rights Campaign’s Corporate Equality Index (CEI) and a spot on the organization’s list of “Best Places to Work for LGBTQ Equality.”

The airline offers several programs that promote LGBTQ inclusion and awareness. For example, United sponsors an LGBTQ-focused business resource group, EQUAL, which provides ongoing networking, advocacy and outreach opportunities for its members, and consults with senior leadership on issues of equality.

Michael Quiello, United’s vice president of corporate safety serves as executive sponsor of EQUAL. “As a global company serving a diverse range of communities, the richness of our own different backgrounds, cultures, experiences and ideas brings enormous value to the organization, and I’m proud to be a part of a team that celebrates this,” said Quiello. “The Human Rights Campaign’s recognition seven years running is a powerful validation that we’re continuing down the right path.”

In 2017, United employees and leaders participated in events and activities in several cities around the U.S., including Chicago, San Francisco, Denver, Houston, and Washington D.C that foster awareness about LGBTQ issues. Additionally, United has taken a proactive stance in advocating on behalf of the LGBTQ community.

United is proud to join the other select companies that have earned the distinction from the Human Rights Campaign Foundation for supporting the LGBTQ community in civil rights policies and practices, and workplace inclusion.

United Reportedly Considers Buying New Boeing 767-300s

By Doug Cameron/WSJ



United Airlines is considering replacing older wide-body planes with new Boeing 767 jets. Boeing stopped making the passenger version of the twin-aisle plane three years ago but recently increased production of models converted for use as military refueling tankers and freighters. Now the aerospace giant is looking at ways to restart production of a passenger 767 to meet emerging demand from airlines seeking to replace aging jets in the next several years, the journal reported citing people familiar with Boeing's plans.

The focus is on reviving the 767-300ER, the most popular version of the jet family which can seat about 200 passengers. This would also help satisfy demand before the company launches a new twin-aisle jet in the middle of the next decade, the report said.

Boeing recently established a program office for its proposed new midsize airplane-dubbed the 797 by some in the industry-but hasn't definitively decided to build the plane.

United Airlines resumes seasonal service to New Zealand



With the resumption of United Airlines' seasonal service between San Francisco (SFO) and Auckland, New Zealand (AKL) on Sunday, Oct. 29, United Airlines and Star Alliance partner Air New Zealand have launched a new microsite, that provides information on both carriers as well as destination inspiration and tips related to travel to New Zealand and the U.S. United will operate its SFO-AKL route six days per week from October 29 through December 17 and then daily through March 22, 2018.

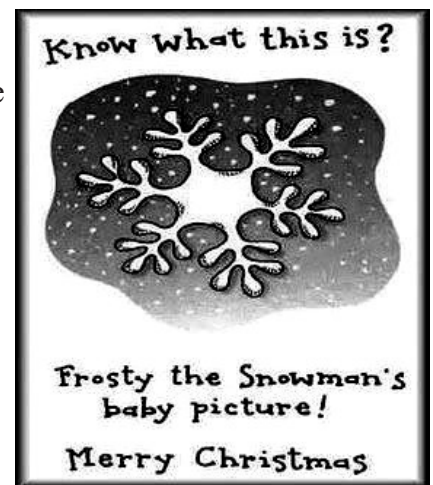
"Together with our Joint Venture Partner Air New Zealand, United is excited to provide customers with convenient travel options between the U.S. and New Zealand," said John Gebo, senior vice president of alliances for United. "New Zealand's summer season is a popular time for travelers to enjoy New Zealand, and we are pleased to offer the larger Boeing 777-300ER aircraft and the all-new United Polaris business class seat for our customers traveling between San Francisco and Auckland."

The United and Air New Zealand partnership makes it easy for customers to travel to Auckland, where Air New Zealand's Auckland hub connects to a network of more than 20 routes across the North and South Islands of the country. For customers traveling from AKL to SFO, United has timed this flight to connect at SFO with an extensive network of service throughout the U.S., Canada and Latin America. United operates more than 280 daily flights from SFO to 65 airports across the U.S. and 22 international destinations.

United's SFO-AKL route is operated by its newest aircraft, the Boeing 777-300ER. With a focus on providing a more tranquil journey for customers, the new cabin design on United's 777-300ER fleet features LED mood-lighting to complement sleep and assist with time-zone changes as well as textured and softer touch materials, which not only provide a more premium feel, but also absorb aircraft noise and other sound within the cabin.

United Polaris business class features a reimagined, sleep-enhancing experience for intercontinental travelers, including a custom-designed, exclusive-to-United seat. Each United Polaris seat offers direct access to the aisle, 180-degree flat-bed recline and up to 6 foot 6 inches of bed space.

Throughout the 777-300ER aircraft, the cabin interior is comprised of bespoke branding elements as well as carpets, fabrics and wall laminates – that, like the United Polaris seat, were specially designed for United, as well as redesigned lavatories which include modern finishings and farmhouse-style sinks.



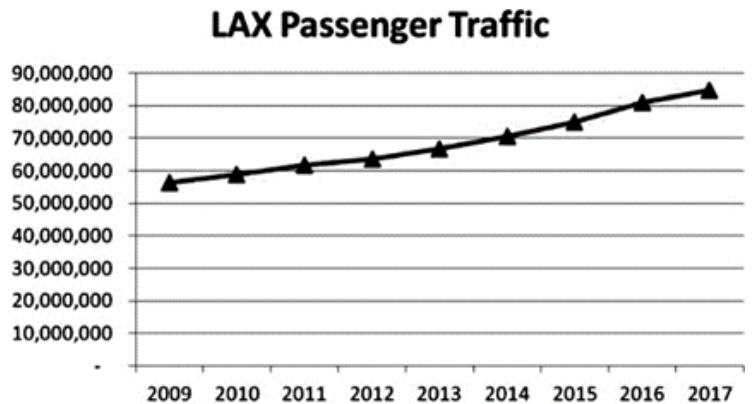
United Wants to Grow at LAX, But There's Not Much Room

By cranklyflier.com

There are two big trends in airlines these days. The first is to start an ill-conceived subsidiary with an annoying single-word name and waste a bunch of time and money on it. The second is to grow in Los Angeles. At an employee meeting in LA, United President Scott Kirby confirmed as hinted previously that United wants to turn up the heat at LAX. The only question is... how?

Less than a decade ago, LAX was serving under 60 million passengers per year. In 2009, it hit a nadir of 56.5 million. Since then, traffic has absolutely exploded. Take a look.

We only have traffic through August of this year, but it looks like LAX is on track to be near 85 million passengers, far above what it was designed to handle. If you've been through, you know that it is bursting at the seams. The roadways are gridlocked, security lines are long, and taxi times are some of the highest you'll see anywhere. Air traffic delays have become much more common. And yet, more and more airlines want to fly there.



We've already spent a couple years watching other airlines posture. American added flights until it could add no more due to physical gate constraints. It even went too far and had to pull back some. Delta is spending billions on its move to Terminals 2 and 3 where it will do major work to create a new home. Southwest has been waiting to grow until its remodel of Terminal 1 is done next year. And Alaska is bullish on LA after buying Virgin America. It seemed like the only sane airline was United, but now that's out the window.

In the townhall, Kirby says he wants to add more flights to smaller destinations like Medford. Both American and Allegiant already serve that small market, but apparently United thinks there's room for one more. He wants more markets like those to help feed big international flights, like the surprise announcement of LA to Singapore. In other words, he wants to re-build what United has spent years dismantling.

I find it funny that in the FlightGlobal article, Kirby is quoted as saying "Of the big carriers, we are the most profitable carrier in Los Angeles." I guess he wants to change that. It's hard to imagine how every one of these airlines can be successful financially in this market. As a consumer who lives in this market, I'm thrilled and expect to see price wars making air travel far cheaper than it should be. But if I'm an airline investor, I'm wondering why everyone wants to play this game. It would be one thing if airlines could throw some airplanes into the market and see if it works, but it's not that simple. The aging airport can't handle much more, so a lot of expensive work is required to even be able to try to grow.

It's clear where the airport is going from a design perspective. It'll be carved up into 5 fiefdoms.

1. Southwest will finish its remodel of Terminal 1 and it hopes to build a Terminal 0 to expand on the site of an existing parking lot. That's an old engine plant and I imagine it will require some long and expensive clean-up work.
2. Delta and SkyTeam will make Terminals 2, 3 and the north side of the Bradley Terminal into its domain. These multi-billion projects are underway but it won't be done for quite some time.
3. American and Oneworld can control the south side of Bradley along with Terminals 4 and parts of 5. But it still has a problem with those remote American Eagle gates and will need to find a way to grow further (the rest of 5?) so it can make for a better passenger experience. It also can't grow without more gates.
4. Alaska will rule at Terminal 6, but it too has no room for growth even though it wants some.
5. United is in the middle of its own massive remodel in Terminals 7 and 8. It wants to build Terminal 9 on the other side of Sepulveda (near where the remote Eagle gates are) so it can house its Star Alliance friends.

That's going to take years and a lot of money if it ever happens.

The unaligned airlines of the world will be relegated to wherever they can fit. We already see that happening today where some airlines have ticket counters in Terminals 2 or 3 but gates in Bradley. The new midfield concourse which is connected to Bradley will help when it's built, but that only helps with having physical gates. There's still the issue of gridlock on the roadways. The airport thinks the landside modernization program which will build a train and a new rental car facility will help, but that won't be done until well into the next decade.

And ultimately, you can add gates and build trains, but without more runways, there will always be a cap on growth. Unlike in Atlanta where a fifth runway was recently opened, there is no prospect for any runway growth at LAX. Heck, the airport couldn't even get the community to agree to move an existing runway a few feet closer to their homes to provide a center taxiway to improve safety.

So what does this mean? Well, there are billions upon billions of dollars of projects underway. Airline operating costs are going to go through the roof with this kind of spending. That means a flight like United's to Medford is going to get awfully expensive to operate, and airlines may need to cut back. But in an arms race like this where every airline wants to "win," it means irrational decisions get made.

Even with this mad spending, LAX will run out of room. And once that happens, then what? Long Beach and Orange County have strict caps. Burbank has a little room to grow but not much, and it has short runways so will never be more than a regional airport. Ontario is just about the only option, unless you want to go even farther away from LA. It's remarkable that a region that thrived and grew with the aerospace industry in its heyday has trouble even finding an airport with room these days.

Future pilots wowed by Tech Ops field trip

Our Tech Ops team in MCO (Orlando, Florida) recently hosted a group of prospective pilots from Embry-Riddle Aeronautical University in Daytona on a tour arranged by EWR 757/767 First Officer Costas Sivylis, who volunteers with the Air Line Pilots Association Aviation Collegiate Education (ALPA ACE) mentoring program.

Costas said the Daytona club held a lottery that quickly filled the 30 available spots for the Oct. 29 tour, which was led by Line Technicians Carlos Capaz and John Hamann and Avionics Technician-Line Chris Maddock. The three spent more than two hours with the students and, with three Boeing 737s at MCO for heavy checks, there was plenty of action in our hangar for them to absorb.



"Words cannot express our appreciation and gratitude for the fantastic tour," Costas told our MCO team. "We have already received feedback from the students that they were overjoyed about the visit and want to arrange another tour in the spring."

The first ALPA ACE club was founded in 2010 at the Daytona campus and now has chapters in aviation schools nationwide. It offers students networking opportunities, presentations, seminars, panel discussions and field trips such as the one we hosted that ALPA hopes will foster a culture of safety and professionalism.

"Being able to bring the students here on a field trip not only reinforces some of the topics we cover, but it motivates the students like nothing else," Costas said. "We have already received feedback from the students that they were overjoyed about the visit. "On a personal note, as a fellow United family member, I was very proud," he added. "The tour was a home run."

United makes enhancements to the United app

On October 24, we announced a new enhancement to the United app that will allow customers to receive boarding passes when connecting to 19 airline partners on their smart phones, a feature which no other U.S. carrier currently offers. This functionality will be available for customers traveling on United who are making an onward connection on another carrier and will improve the functionality of United's award-winning app, which is relied on over 500 million times a year by customers.

"As we continue to make improvements to the United app, we found that simply allowing our customers to access boarding passes for their entire itinerary within the same app made a big difference," said Kate Gebo, chief customer officer at United. "Our partnerships with Star Alliance carriers and other partner airlines can take our customers to over a thousand destinations around the world, and we're excited to be the first U.S. carrier to provide customers with this convenience when connecting to partners."

The following airline partners' boarding passes are now accessible through the United app, with more partners to be added in the near future:

- Adria Airways
- Aegean Airlines
- Air Canada
- Air New Zealand
- ANA
- Asiana Airlines
- Austrian Airlines
- Azul Brazilian Airlines
- Brussels Airlines
- Cape Air
- Croatia Airlines
- EVA Airways
- LOT Polish Airlines
- Lufthansa
- Scandinavian Airlines
- Shenzhen Airlines
- SWISS
- THAI Airways
- Turkish Airlines



Through its partnerships with other airlines, United is able to connect customers to approximately 1,300 destinations around the world. Customers can book flights on United's partners, as well as earn and redeem United MileagePlus miles on its partner airlines through the United app.

Managing Reservations: United continues to add convenience to the app, providing customers with more time saving tools to make changes or cancel flights directly in the app. App users will select the option to either cancel or change flights under reservations details, and follow the steps to confirmation. As this new feature debuts, certain reservations, such as reservations purchased through third parties, will continue to united.com to allow customers to make changes. Support for more reservations to be completed in the app will continue to expand in the coming weeks.

Storing Cards in the Apple Wallet: United will also now allow customers to store their United Club card and MileagePlus card in the Apple Wallet. Adding these cards to the wallet will ensure customers always have their information handy when making reservations and checking into United Clubs. United Club members will still scan their boarding passes to access United Club locations before their flight. Members who do not have their MileagePlus number tied to their boarding pass will be able to show their electronic card, along with a same-day boarding pass for United Club access. To add these cards to the wallet, users must be logged into their MileagePlus account in the app, select United Clubs and/or MileagePlus section and then select the "Add to Apple Wallet" icon located under the digital card.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



A Boeing 747-400 taxiing over Interstate 70. Thom Rowland photo - Marvin Berryman, DENTK Retired
NOTICE: Due to the renovation of the Denver Flight Training Facility (DENTK) the Historical Foundation (UAHF) will temporarily vacate their office area and will NOT be accepting United & Continental Memorabilia donations until further notice.

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

Tokyo train firm apologizes for “Severe inconvenience”



A Tokyo train company issued an official apology after one of its trains departed 20 seconds early. That’s right, 20 seconds. The announcement was met with amusement online.

One of the Metropolitan Intercity Railway Company’s Tsukuba Express line trains left the Minami Nagareyama Station at 9:43:40 instead of 9:44 on Tuesday, sparking apparent panic among employees. Japanese trains are known for their punctuality, and the early departure apparently mortified the Tsukuba Express management. Before the day’s end, it published an official apology on

its website.

“On November 14, at approximately 9:44 a.m., a northbound Metropolitan Intercity Railway Company (main office in Tokyo, Chiyoda Ward, President & CEO Koichi Yugi) train left Minami Nagareyama Station roughly 20 seconds earlier than the time indicated on the timetable,” the statement read. “We deeply apologize for the severe inconvenience imposed upon our customers.” While the apology may appear to be overkill, particularly for those of us who deal with erratic public transport on a daily basis, the early departure may have messed up a few commuters’ journeys.

The northern line connects Akihabara with Tsukuba, and leaves every four minutes, but if a passenger depends on catching that 9:44 train in order to catch another connecting train at a different station, the early departure could have resulted in them being late to work.

Boeing and China Announce Airplane Sales



Boeing and China Aviation Suppliers Holding Company (CASAC) signed an agreement for 300 airplanes during a ceremony in Beijing. It was part of the United Statestrade mission to China. The agreement includes orders and commitments for 300 Boeing single-aisle and twin-aisle airplanes. The airplanes are valued at more than \$37 billion at list prices.

Boeing and China continue to work on mutually beneficial ways to grow and support the aviation market. These efforts include industrial cooperation, the development of technologies to reduce aviation's environmental impact and enhance sustainability, and continued cooperation to support the safety, efficiency and capacity of China's air transport system.

Boeing forecasts \$730 billion market for new airplanes in Middle East



Boeing forecasts that airlines in the Middle East will need 3,350 new airplanes over the next 20 years, valued at an estimated \$730 billion. Boeing presented its 2017 Current Market Outlook (CMO) for the region during the Dubai Airshow.

"Traffic growth in the Middle East is expected to grow at 5.6 percent annually during the next 20 years," said Randy Tinseth, vice president of Marketing, Boeing Commercial Airplanes. "The fact that 85 percent of the world's population lives within an eight-hour flight of the Arabian Gulf, coupled with robust business models and investment in infrastructure, allows carriers in the

Middle East to channel traffic through their hubs and offer one-stop service between many cities."

Twin-aisle airplanes are expected to make up nearly 50 percent of the new airplanes in the Middle East, and more than 70 percent of the value at \$520 billion. Both percentages are significantly higher than the global average. The strong long-term demand for widebody airplanes was reinforced at the show as Emirates Airline announced a commitment to purchase 40 Boeing 787-10 Dreamliners in a deal valued at \$15.1 billion at current list prices.

More than half of the total deliveries in the Middle East will be single-aisle airplanes such as the 737 MAX. Operators in the region will need 1,770 single-aisle airplanes valued at \$190 billion, driven by the growth of low-cost carriers.

Boeing's presence and support for the Middle East also includes Global Services, the company's third and newest business unit that is expanding its service capability offerings to better support the region's airlines and aircraft.

Global Services is focused on bringing innovative solutions to market quickly within four capability focus areas: supply chain, engineering, modifications and maintenance, digital aviation and analytics, and training and professional services. Boeing's services expertise, global reach, and strong customer in-country partnerships, position the company to compete and win.

"From training the next generation of pilots to creating tailored solutions and everything in between, the combined commercial and defense services market is estimated at \$2.6 trillion over the next 10 years and includes strong opportunities in the Middle East," said Tinseth.

Around the world, Boeing has forecasted long-term demand for 41,030 new airplanes, valued at \$6.1 trillion. These new airplanes will replace older, less efficient airplanes, benefiting airlines and passengers and stimulating growth in emerging markets and innovation in airline business models.



Japan's Narita Airport deploys state-of-the-art security technology



Smiths Detection has been chosen to supply innovative solutions for people screening and search functions in Tokyo's Narita International Airport. Following a national directive from the Japan Civil Aviation Bureau (JCAB) to upgrade checkpoint security to comply with the latest international standards, Narita Airport, along with several regional hub airports, held a formal evaluation of potential solutions and chose to install 13 eqo portals from Smiths Detection. The new equipment has been operational since March 2017.

Using unique, flat-panel millimetre-wave technology, eqo offers state-of-the-art people detection capability with a minimal footprint. It is a product that allows checkpoints to evolve from mechanical scanning to electronically steered technology. As a result, it offers better image quality and system reliability. In turn, this reliable and easily serviceable system helps reduce the burden of security screening in airports.

Nathan Manzi, Vice President of Asia Pacific at Smiths Detection, said, "More than 20 million visitors entered Japan last year and this number is expected to increase due to the Tokyo Olympic and Paralympic games in 2020. As such, there is increasing pressure on Japan's international airports to strengthen security while ensuring that passengers move quickly and seamlessly through them. By implementing our solutions, Narita Airport will be able to use more precise scan results, as well as faster operational processes compared to using metal detectors alone."

"Several other Japanese airports have shown interest in deploying eqo," Manzi added. "eqo is EU-ECAC Standard 2 approved and already meets the requirements for aviation installations from 2019 and beyond, so customers can be assured that it is a future-proof investment and delivers significant improvement in security, productivity and the passenger experience."

By implementing eqo, airports have a rapid means of detecting concealed objects using the system's real-time automated detection interface. eqo's multi-material detection abilities help to reveal any concealed objects, such as metals, liquids and narcotics, which can compromise the safety of aircraft. Due to its small footprint dimensions, eqo can be easily integrated into existing checkpoints without requiring major alterations to standard layouts and operations.

European jets will soon run on cooking oil and fat



Jets in Europe will soon run on eco-fuel produced from vegetable oil and animal fat. The new fuel will be mixed with traditional kerosene. According to latest reports, planes running on the mixture of renewable and traditional fuel will start flying next year from Geneva in Switzerland. The airport wants biofuel to have a one percent share of sales at the airport for a start, according to Matti Leivonen, the CEO of Finnish company Neste that produces the fuel.

Lufthansa tested the company's fuel on more than 1,000 flights in 2011 with a 50-50 blend of biofuel to kerosene. "It worked amazingly well," Lievonen said. "Engine performance improved. We have a very good track record in aviation, and it's an exciting growth area for us," he said.

Neste claims its fuel emits up to 40 percent less particulate matter, 10 percent less Nitrous Oxide and up to 90 percent fewer carbon emissions. The company says its fuel also comes in a form suitable for any traditional diesel engine, meaning it can be used in cars.

The main reason why vegetable and other sorts of oil are not widely used in aviation is that they do not have an extremely low freezing point, as it turns solid at about 5°C, while safety standards require it to remain liquid down to -40°C. Some additives improve the cold weather tolerance of such fuels, but only by a few degrees.

While aviation biofuel can be produced, it is still more expensive than oil-based jet fuel.

Here's How Drones Do (and Don't) Threaten Passenger Aircraft



Quadcopter crashes with a helicopter and plane-the first-ever in the U.S. and Canada, respectively-show that such encounters are no longer hypothetical.

One warm evening this fall a pair of U.S. Army UH-60M Blackhawk helicopters cruised low over New York City's Staten Island, providing security for the United Nations General Assembly's annual meeting in nearby Manhattan. Just after sunset a shoe box-size airborne object collided with one of the choppers, damaging its main rotor blade, window frame and transmission system. Inspection

at a nearby airfield revealed evidence of something that had never happened before-a civilian drone had plowed into a crewed craft in U.S. airspace. That sent the Army, the National Transportation Safety Board and other government agencies scrambling to investigate how and why this had happened.

Those questions, although important, are less interesting to aviation researchers than determining just how much damage increasingly common drones-like the 1.4-kilogram quadcopter in the Staten Island incident-can potentially inflict on helicopters and small, low-flying aircraft. Data on the risk that lightweight drones pose to aviation safety is scarce, even as consumer and commercial drone sales take off. The U.S. Federal Aviation Administration (FAA) projects that almost seven million drones could be sold in the U.S. by 2020.

Pilots already take the potential for drone collisions very seriously, sometimes putting potentially lifesaving missions on hold for fear of such a strike. In August firefighters battling a large blaze on Montana's Rice Ridge temporarily shut down helicopter operations when an unauthorized drone was spotted in the sky nearby. The following month government agencies issued terse warnings for civilians to keep their drones far away from low-flying aircraft being used to locate and evacuate Hurricane Harvey victims in Houston. It remains unclear, however, whether the risk of a drone collision is big enough to outweigh the need for those aircraft to carry out their missions.

Low-flying helicopters-such as those conducting search-and-rescue operations-likely face the most serious risk of collision because they often occupy the same airspace as multirotor consumer and commercial drones, says Ian Horsfall, professor of armor systems at Cranfield University and the Defense Academy of the United Kingdom. "Not only is there a threat of poorly controlled drones being in the wrong place, but also the nature of helicopter flight is such that [even] a properly licensed and piloted drone might be hit by a helicopter that strays into its airspace," or vice versa, Horsfall says. The Army Blackhawk over Staten Island had been flying at an altitude of about 150 meters when it was hit. Hobbyist drones are barred from most parts of New York City but are permitted in some locations-including Staten Island's LaTourette Park-as long as they stay below about 120 meters.

Fixed-wing aircraft may not spend as much time in quadcopter-accessible airspace as helicopters, but they could sustain severe damage from a collision. Barely a month after the Staten Island incident, a drone smashed into a twin-engine propeller plane near Quebec City. The Beechcraft King Air A100 aircraft was approaching a runway at Jean Lesage International Airport when its left wing collided with the drone at just above 450 meters. A ground inspection later revealed only minor harm: scratches on the wing's top surface and scrape marks on a de-icing system. But Marc Garneau, Canada's Minister of Transport, said during a press conference following the incident that the collision could have had "catastrophic" results if the drone had crashed through the cockpit window or damaged an engine.

Indeed, some of the most dangerous scenarios for low-flying aircraft involve drones smashing windshields or knocking out main engines. The hazards vary depending on the type of drone and piloted aircraft involved, according to Javid Bayandor, founder and director of the Crashworthiness for Aerospace Structures and Hybrids (CRASH) Lab at the University at Buffalo, The State University of New York. Previously based at Virginia Polytechnic Institute and State University, Bayandor and his colleagues have spent years putting together data on more than 150 drone models, and using computer simulations to study the potential threat to aircraft. "We're not only categorizing the drones and figuring out what their damage footprint would be on different locations on a number of aircraft types and engines," Bayandor says. "We're also looking into

possible damage-mitigation methods."

A 2016 study by the U.K.'s Department for Transport and Military Aviation Authority concluded drone collisions could be far worse than the impact of soft-bodied birds. Tests conducted for the U.K. study involved shooting custom-built drones of different sizes at helicopter and large aircraft windshields, and found that a 1.5-kilogram drone could sometimes break through.

Consumer drones pose far less of a threat to high-flying commercial aircraft; a jet airliner is in drone airspace only during takeoff and landing, and is very fast-moving target for a quadcopter. The greatest risk would probably be a drone getting sucked into one of its turbines. Bayandor's CRASH Lab once created a video showing a simulation of how a drone might get shredded into fragments inside a jet engine. "Those fragments can get shot around the engine, sometimes at very high velocities, and can continue to propagate the damage," he says.

The overall chance of drone collisions with any type of aircraft actually remains relatively low, according to researchers. Without much data available about drone collisions or even near-misses, a March 2016 report by George Mason University's Mercatus Center studied bird strikes as a proxy for quadcopters (pdf). The researchers found that although there are an estimated 10 billion birds in U.S. airspace, there are just hundreds of bird strikes per year. "Compared to the enormous population of birds, damaging bird strikes are rare," according to the report, which concluded the risk to the airspace caused by drones weighing up to two kilograms is minimal.

"There weren't any drone collisions until now, and when you consider how many flights there are, I think it confirms my suspicion that there is not this insane risk of planes going down regularly as sometimes the media had us fear would happen," says Mykel Kochenderfer, an aeronautics engineer and director of the Stanford Intelligent Systems Laboratory at Stanford University. Still, he described the recent U.S. and Canada incidents as "a wake-up call to drone operators" about their potential impact on aviation safety.

Emirates has been working with Seeing Machines

By Juergen T Steinmetz



Emirates has been working with Seeing Machines, an industry leader in computer vision-based technologies, to use advanced gaze tracking technology to better understand how pilots interact and monitor instruments during certain identified real-time procedures that could potentially pose safety risks. The findings will enable Emirates to enhance training for flight deck crew to prepare for a wide range of

scenarios in the air.

Based in Australia, Seeing Machines develops advanced, high precision technology that enables machines to see, understand and assist people. The company's head and eye tracking technology has already been used to improve safety across a number of industries including mining, road and rail transport.

Emirates is cooperating with Seeing Machines to use non-intrusive eye and head-tracking technology to collect gaze data from a sample of Emirates line pilots, whilst flying standard training scenarios in Emirates flight simulators. The decision to use actual training environments and scenarios was made to enhance the quality of the data collected. This factual data could then be analysed and fed back into the process, leading to better training and safer operations.

Emirates has always been at the forefront of innovation and safety in the aviation industry and the partnership with Seeing Machines allows it to participate in the early stages of developing real-world applications that can add value to flight training and lead to safer flight operations not just for Emirates but for the global aviation industry.

For Seeing Machines, working with Emirates has meant access to insights from Emirates' pilots and their extensive knowledge operating a modern 263-strong fleet of Airbus A380 and Boeing 777 aircraft across a global network of over 155 destinations in six continents. The engagement with Emirates also helps Seeing Machines to leverage findings in applications across the other industries where it operates.

Attorneys: Big Changes at FAA to Benefit U.S. Aviation



The far-reaching reorganization proposed for the FAA is a sensible move that should help the agency keep pace with 21st-century aviation, asserted two LeClairRyan attorneys during a 90-minute webinar covering a wide range of issues in the U.S. aviation sector, including the proposed privatization of the air traffic control system.

The planned reorganization of FAA focuses on replacing a 30-year-old organizational structure made up of regional offices and administrators with a streamlined one that better suits today's air carriers, said veteran aviation attorney Mark A. Dombroff, an Alexandria-based shareholder in LeClairRyan and co-leader of the national law firm's Aviation Industry practice. "Throughout my career, I have heard complaints about various regional offices taking different approaches from one another, with inconsistent application of both rules and inspections," he noted during the webinar. "This has caused all sorts of problems in the industry."

A streamlined structure, by contrast, promises to bring a greater level of regulatory consistency and standardization to today's globalized and consolidated air carriers, Dombroff said. "Certainly, in my opinion, this is not a change simply for the sake of change," he told the online audience, which included more than 200 people. "It makes a lot of sense."

Dombroff was joined in the webinar ("FAA Reorganization and Change: Everything Changing or Nothing Changing?") by Mark E. McKinnon, also a veteran aviation attorney and partner in LeClairRyan's Alexandria office.

The presentation included a thorough update on the 21st-Century Aviation Innovation, Reform, and Reauthorization (AIRR) Act. The bipartisan federal legislation, now wending its way through Congress, is geared toward reorganizing FAA as part of a pending, six-year reauthorization. As the attorneys noted during the webinar, the goals of the bill include improving air safety and the flying experience; fostering innovation in unmanned aircraft systems (i.e., drones); funding airport infrastructure, and privatizing the air traffic control system.

The latter issue, McKinnon noted, has created a divide, with corporate and general aviation generally supporting privatization and the airline industry preferring the status quo. Nonetheless, McKinnon said, proponents of the change do make persuasive arguments.

"The way the federal government operates, with temporary appropriations of four years or seven years, isn't necessarily optimal for the air traffic control system," he told the audience. "After all, it faces a lot of technological challenges, such as aging infrastructure and facilities. You cannot really manage upgrading those systems when you have to kick the can down the road and revisit these efforts only every few years. Rather, you need an entity that is able to address the process more logically, with a timeline not disrupted by the politics of the day."

FAA: Collaborating for aviation's future



As his term at the Federal Aviation Administration comes to an end early next year, FAA Administrator Michael Huerta spoke at the Aero Club in Washington, D.C. With a perspective spanning more than seven years at the agency, his remarks focused on the importance of building partnerships with stakeholders to continue advancing America's global leadership on aviation.

"The only way forward was to foster a more constructive relationship with the aviation community," Huerta said. "The result is the safest, largest, most complex, and most efficient air transportation system the world has ever known. And it's something we accomplished together."

Under Huerta's leadership, the FAA worked closely with industry and a variety of advisory committees to prioritize the rollout of airspace modernization technologies like Data Communications and Automatic Dependent Surveillance-Broadcast (ADS-B). The agency also streamlined how it certifies new small general

aviation aircraft, incorporated risk management into its oversight work, and completed its first regulations for the use of small unmanned aircraft.

Huerta recognized that incorporating new stakeholders, like drone users and technology companies, into the FAA's decision-making processes will be essential to continue making progress in the future.

"Our aviation family is only going to keep expanding. Our table has to grow with it," he said. "We need to hear from a broad range of voices if we're going to get things right."

Huerta also encouraged the entire aviation community to engage in transparent and frank discussions about how to best position our nation's aviation system to meet the demands of the future.

"The sky above our heads is one of this nation's most valuable assets. We must protect it, and help it thrive," Huerta said. "We've got some tough questions to answer. But I'm confident we're prepared to face them head on."

The Future of Flying? You Can See It Now

By Christine Negroni/The New York Times

In the not-too-distant future, a traveler's face will replace a boarding pass, and recognition software will replace the gate agent scanning each traveler's ticket. Airline executives separated by distance will be able to use virtual reality eyewear to walk together through an airplane cabin and solve design problems. In this same future, autonomous vehicles could help passengers check in and airplanes push back. The future is now as the aviation industry embraces new technology as enthusiastically as it does jumbo jets packed with well-behaved, premium-fare paying passengers.

According to a 2017 survey by the International Air Transport Association, air travelers are just as excited about this modernization. About three quarters of those interviewed by the association expect to be able to check their bag in three minutes (78 percent), pass through immigration in 10 minutes (74 percent) and browse the internet in flight (73 percent).

Another industry study reports that airlines and airports are consistently spending money to make technological advances happen because it is critical to meet ever-higher demands from passengers. "They've got expectations from shopping on Amazon," said Jim Peters, chief technology officer for the airline-owned technology company SITA. "They get information when they want it. They collaborate with friends and they expect that will be a natural way for them to be interacting as they travel."

Virtual Reality: One of the newest developments in aviation evolved from consumer video games. As the visual product improved, virtual reality products using fine-tuned, realistic 3-D environments were incorporated for design, training and marketing in the air travel industry. In a computer lab in Winston-Salem, N.C., interior systems designers at Rockwell Collins use virtual reality to test the airline cabins they create, inviting customers to sit in seats, open overhead bins and tug rolling suitcases down the aisle. This allows them to discover and fix mistakes before the design is finalized.



It would take "crazy-man money" to actually build a prototype and inspect it this way, said David Balfour, a visualization specialist with the company. Virtual reality allows airlines to "put a virtual-reality headset on and stand up and view an entire cabin." In the virtual-reality environment, to err is actually a good thing, said Glenn Johnson, director of the design studio at Rockwell Collins. Designs "fail quicker and cheaper," he said, which means improvements can come faster.

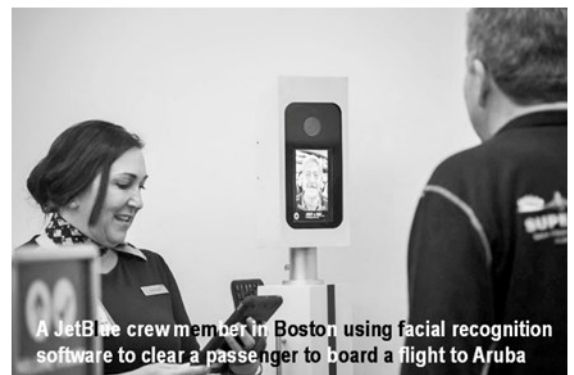
This ability to create large and complex environments also makes virtual reality promising for training airfield staff members who work in hazardous environments, servicing airliners in all kinds of weather and light conditions. With RampVR, a program developed by the I.A.T.A., students wear goggles and identify

Continued on next page

problems as they virtually inspect an airplane and the ramp area around it. Experiential training sticks in the mind, according to Frederic Leger, airport passenger cargo and security product director for the association. “You are living the training because you are active in the training,” Mr. Leger said. “It’s like a game where you have a score at the end, so it goes to the emotional part of your brain.”

Considering that airline pilots do recurrent training in a simulator on a regular basis, bringing a simulated setting to other areas of the industry is not a new concept. It is only recently, however, that the improved quality and lower cost of virtual reality have made its widespread use practical. With all the showy advantages of virtual reality, some airlines are trying to turn the “wow” into revenue. At a pop-up cafe in London Air Canada invited visitors to watch a Boeing 787 Dreamliner flight in virtual reality. The German airline Lufthansa prepared a 360 video of the interior of its long-haul aircraft, and its employees presented viewing goggles to ticketed passengers waiting at boarding gates in Newark and Frankfurt last year. After watching the show, Lufthansa, asked if they wanted to purchase an upgrade to a premium economy seat. “How can you communicate a travel product? This is the problem in the industry,” said Torsten Wingenter, Lufthansa’s senior director of digital innovations. Virtual reality gave the company the “first chance to show the product in an emotional way.” After the test, the emotion at the airline can be described as happy. A number of economy passengers paid \$299 more to fly in premium economy after viewing the cabin in virtual reality. Mr. Wingenter would not say how many, but that it was “a significant number.”

Biometric Boarding: In December, Lufthansa passengers flying out of Los Angeles will be able to use what JetBlue customers in Boston are already using — boarding gates that let passengers onto the airplane with no paper ticket or electronic boarding pass, just a face that matches their passport photo. On two JetBlue routes, from Boston to Aruba and the Dominican Republic, passengers stand in front of a camera that takes their picture and compares it to the traveler’s image in the passport database of Customs and Border Protection. “We’re seeing about three seconds for the photograph to be taken, transmitted and a positive response back,” said Joanna Geraghty, JetBlue’s executive vice president of customer experience. Facial recognition will be expanded. Ms. Geraghty said this was the beginning of a new era for travelers.



“You can go into an airport and you won’t need to show a boarding card, you won’t need to pull out a passport,” she said. “There will be no bag tag, no lines, you almost walk right onto an aircraft. That’s the world I look forward to.”

Intelligent Machines: Ms. Geraghty is like many aviation technology specialists who look at developments in other industries and think about how they could improve air travel.

In a workshop in Geneva, SITA has several robots that travel to industry conferences around the world to start conversations about how autonomous vehicles might be used in aviation. One robot, named Kate, is a self-directed check-in kiosk that moves to areas of congestion as needed. The other robot, Leo, takes bags from passengers and deposits them where they need to be to get routed to the proper destination. Whether Kate or Leo end up at your local airport is not the point, said Mr. Peters, SITA’s technology chief. “The robots are also demonstrators to get people talking about what is the future of autonomous vehicles in the airport,” Mr. Peters said. But for all that technology has to offer, one of the most important tests is how well the next new gadget plays with people.



“Some things can be prototyped and some things can’t,” he said. “Some things you have to have a physical interaction with to figure out what works.”

3 ways travel planning will continue to evolve in 2018



Are you looking to get away in 2018 – perhaps for a short cruise, a lengthy European excursion or a return to a favorite family-vacation destination?

Many Americans are. But more and more, how they plan those trips is evolving, with guidebooks giving way to the internet, which is now beginning to use artificial intelligence to help with discovery, research and planning.

“I think 2018 will usher in an era where customers will move from interacting with a web page to interacting with an intelligent assistant who can actually give advice,” says Terry Jones, Chairman of WayBlazer Inc., which provides machine-learning technologies to travel companies of all types.

“These conversations can start with a bot and be transferred to an agent at any time who will know what the customer searched for so they don’t have to start over.”

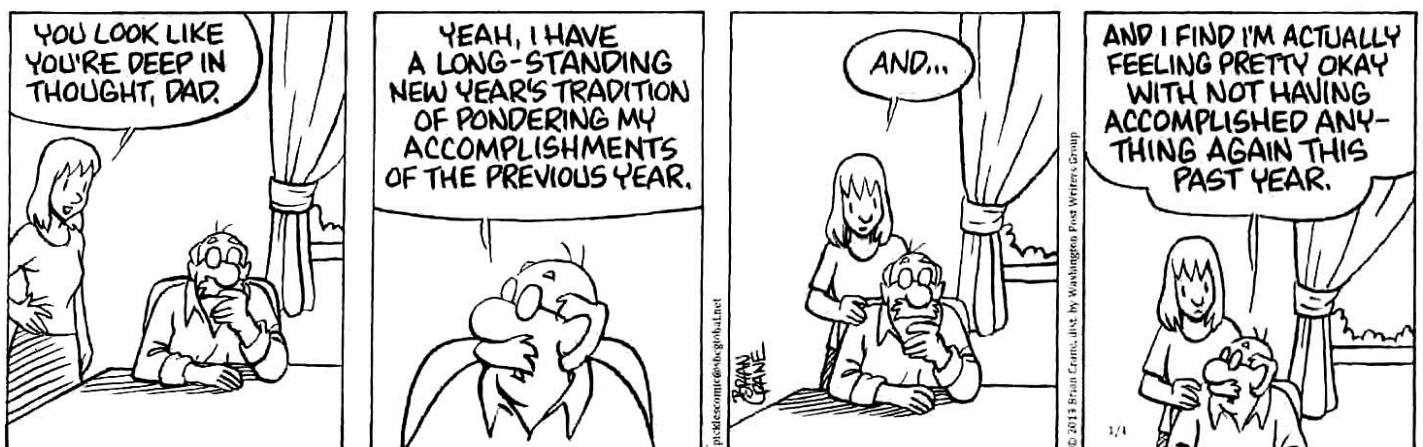
Jones, who also launched Travelocity and was Founding Chairman of Kayak.com, says that could take the online-travel search to a whole new level as more travelers realize they can type in complex questions and expect responses that are more detailed and more specific than ever before.

Here’s just a little bit of what travelers might expect in 2018:

- The rise of A.I. The use of artificial intelligence, which has already begun, will continue to grow, Jones says. Research commissioned by Booking.com found that 29 percent of travelers reported comfort with letting a computer plan an upcoming trip based on data from their previous travel history and 50 percent don’t mind if they deal with a real person or computer, so long as any questions are answered.
- Direct brand-to-consumer communication. Hotel brands and airlines have begun allowing customers to ask pre-travel questions on Facebook Messenger and other messaging channels so that consumers can interact directly with the brand to get their questions answered, Jones says. “And some leading brands are using advanced ‘Conversational Commerce’ products that let the consumer use natural language to discuss their needs with a sophisticated bot who can help them determine the right property with the right amenities,” Jones says. “Look for more of that in 2018.”
- A generation gap may be narrowed. Will baby boomers make even greater use of online travel planning in 2018? AARP research from a year ago looked at 2017 travel trends and showed that boomers are not avid users of online resources for travel research and planning compared to younger travelers. Still, slightly more than one-third of boomers do use online resources for travel planning and Jones says there’s a good chance the percentage will grow in 2018 as A.I. makes the process even easier.

“How travelers plan trips, both for business and pleasure, is changing rapidly,” Jones says. “Hotels, airlines, cruise companies and others will need to stay on top of those changes to make sure they are providing consumers what they expect. If they don’t, you can be sure that their competitors will.”

PICKLES | Brian Crane



RUPA Pass Travel Report December 2017

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Hello fellow aviators,

Probably the most critical item in Pass Riding 101, besides stuffing your backpack with food so you don't starve to death, is determining how many available seats there are on the flight you want to take.

First, let me explain how not to do it. One of the most common errors I hear about is people looking at the seat map on the United app to see how many empty seats there are. This could be a big mistake.

If there is only one thing you take away from this humble article today, it is this: The seat map on employeeRes and in the United app displays the seats that are either unassigned or unsold.

Let me give you an example. A friend texted me from Honolulu and told me her flight was wide open and showed about 50 empty seats on the seat chart. But as the departure time approached the number of open seats dwindled to five or six. She couldn't believe it. She asked me if that many people had bought seats in the last hour and a half.

What most of those "open" seats were, were actually unassigned seats from people who had purchased tickets but not selected seat assignments for whatever reason. When they got to the airport they were given their seat assignment. So unless you're within about 20 minutes of departure, please don't depend on the seat map. It does not reflect the number of unsold seats until you get very close to departure time. With basic economy, this phenomenon may become even more pronounced, as people who purchase basic economy tickets cannot get their seats assigned until they get to the airport.

The correct way to get the number of available seats is to go to either employeeRes or the United app and look at the number of available seats. Remember, to use the United app for listing and checking loads, your United app must be linked with your mileage plus number.

But even though this is the proper place to determine the number of available seats, many, and I would guess maybe even most, pass riders are missing out on one of the best kept secrets for determining an accurate number of seats available.

When you go to either employeeRes or the app, it will clearly show you how many seats are available. And that availability is based on capacity of the airplane minus the number of seats booked with revenue and positive space passengers.

But the number of seats actually available is usually larger than that. Let me explain why.

Let's assume the airplane we're going to fly on has a passenger capacity of 100 seats. And in this hypothetical example it may show that the company has sold 105 seats. So the number of seats showing as available is -5.

Not good you might say! Perhaps. (And this is the point that many pass riders give up and don't fly on that flight.). However, the company will often authorize a larger number of ticket sales than there are seats. Because they expect a number of no-shows from their historical data base.

In this hypothetical example, let's assume that on this 100 seat airplane United expects 15 people to no-show. So even though they have sold 105 seats for this 100 seat plane, they can still sell 115 seats before they have to worry about bumping passengers. But most pass riders don't know this.

This is another important take away for today. This information is provided by the company in both employeeRes and on the United app. It's just that most pass riders aren't aware of where these numbers are or what they mean.

So when checking boarding totals, we see different numbers. The seat capacity, the number of seats sold, and a third number which is very, very important: “Authorized” seats. Authorized seats are the number of total seats the company can sell. And it is quite often in excess of the seating capacity of the airplane.

In the example I just gave you, even though the aircraft is oversold by five, they can still sell 10 more seats (up to 115) because they expect a total of 15 seats to go empty because of no-shows. So in a practical sense now, the aircraft is not oversold by five, it actually still has 10 seats likely that will be open. So your chances are pretty good even though it’s oversold.

Where do we find this authorized number? Look at the two photos below.

In the first photo from EmployeeRes, it shows a capacity of 179 seats, with 167 of those seats booked. That of course leaves an availability of 12 seats.

However, realistically there will be more than 12 seats available for standbys. The reason is that the company has authorized 184 seats to be sold on this flight. That’s five more seats than capacity. So instead of looking at 12 seats potentially open for standbys, we now have 17 seats likely available.

Departs	Arrives	Flight #	Travel Time	Upg	Capacity	F/C/Y	PS F/C/Y	SA F/C/Y	Avail	show all
SFO 10:25a	ATL 6:05p	UA1720	4 hr 40 mn	23	20/0/159	0/0/2	7/0/0	1/0/11	Select	

Boarding Totals Pass Rider List Seat Map Amenities Flight Status

Departs: **11/15/2017** Travel Time: 4 h 40 m Meal: L/F Upgradeable Standby: 0

SFO 10:25a Equipment: 739 Flight No: UA1720

SFO-ATL	Avail.	Capacity	Auth.	Booked	RSB	Held	PS	SA	Group
F/C/Y:	1/0/11	20/0/159	20/0/164	19/0/148	0/0/0	0/0/0	0/0/2	7/0/0	0/0/0
Totals:	12	179	184	167	0	0	2	7	0

NOTE: Available equals Capacity minus Booked, Held and Revenue Standbys (RSB)

[refresh](#)

data updated 11/14/2017 6:39:02 PM Eastern Standard Time

SFO	Arrives	Flight #	Travel Time	Upg	Capacity	F/C/Y	PS F/C/Y	SA F/C/Y	Avail	Select
SFO 10:36p	ATL 6:10a	UA1152	4 hr 34 mn	21	16/0/138	0/0/1	1/0/2	2/0/7	Select	
SFO 12:29a	ORD 6:31a	UA0680	4 hr 2 mn	24	20/0/159	0/0/0	2/0/2	0/0/5	Select	

San Francisco to Atlanta

	First	Bus	Eco
Authorized	20	0	164
Capacity	20	0	159
Booked	19	0	147
- Positive space	0	0	2
- Upgradeable elite	--	--	--
- Held	0	0	0
Available seats and standby			
Available	1	0	12
Rev standby	0	0	0
SA standby	7	0	0

Booked totals include positive space, upgradeable elite and held seats

The difference between authorized and capacity can be dramatic. I recall seeing the difference as high as 40 or 50 seats on some flights to Hong Kong. And likewise, when the company expects no no-shows, you will find that capacity is equal to authorized.

The second photo shows the same data, but it is a screenshot from the United app.

So please keep in mind that nothing is certain, but if you have a big gap between the aircraft seating capacity and the number of seats authorized for sale, you can bet that the company is expecting a large number of no-shows. And that bodes well for us pass travelers.

The Free Meal, Long Gone, Returns on Some Airlines

By Julie Weed/New York Times



It seemed to be extinct. The airlines stopped offering it on domestic flights more than a decade ago, along with other amenities that once made air travel an adventure rather than an endurance test. And yet it has reappeared in recent months: a free meal in coach.

Continuing their emergence from hard economic times, some airlines have begun adding complimentary breakfast, lunch or dinner on some of their flights in the United States. “Customers look at flight price and schedule,” said Dara Khosrowshahi, who until recently was chief executive of the online travel agent

Expedia and is now chief executive of the ride-hailing company Uber. “Airlines want to get beyond that, so they are merchandising and adding things like Wi-Fi, free entertainment and meals.” *Continued on next page*

Delta discontinued complimentary meals in 2001 as a cost-cutting measure, as most of the major airlines did at the time. “We all used to complain about airline food in coach, but once it was gone we missed it,” said Gary Leff, a travel expert who writes the View From the Wing blog. The industry is getting back on its feet financially now, said Mr. Khosrowshahi in an interview at Expedia headquarters in late August, the day his appointment to lead Uber was confirmed.

Last March, Delta began offering complimentary meals in the main cabin of some of its flights in 12 domestic markets. Most are cross-country, but one, between Orlando, Fla., and Raleigh-Durham, N.C., may signal further expansion of free meals to shorter flights. Delta’s snacks have also gotten an overhaul, moving on from “40 years of unbranded peanuts and pretzels,” said Lisa Bauer, Delta’s vice president for onboard service, to a variety that includes sweet, salty, healthy and gluten-free choices that will be rotated every six months.

Adam Lathram, a health technology entrepreneur from New York, said the complimentary turkey waffle sandwich he was served on a Delta flight from New York to Seattle was a nice surprise. “Knowing they offer food on cross-country flights is even more of a reason to fly with Delta,” he said. “Can’t say I’d pay more for it, but I certainly appreciate it.” The company tried to replicate what the customers would naturally choose for themselves “if they weren’t at 35,000 feet,” Ms. Bauer said. And that includes local and seasonal foods.

American Airlines introduced complimentary main cabin meals in May to customers flying between Los Angeles or San Francisco, and Kennedy International Airport in New York. Depending on the time of day, customers will be offered a continental breakfast or a sandwich wrap, chips and dessert. The menu also includes a vegetarian option and a fruit and cheese plate.

United Airlines does not plan to bring back free meals, said Jonathan Guerin, an airline spokesman, but did start offering a free snack last year to travelers in economy class on domestic and Latin American flights.

Airlines pay special attention to the amenities they offer on routes popular with business fliers because they are in fierce competition for those high-paying customers, Mr. Leff said. “The experience on the flight does matter and will influence their decision-making on future flights,” he said.

Expedia, as an airline partner, is researching the best way to spread word about the new free meals to customers.

“Lots of people travel just a few times a year so they don’t even know free meals are coming back on some flights,” said Scott Jones, vice president for design and user experience at Expedia. “And if you are traveling with a family of five, that could make a difference in your decision.” Expedia’s flight search results currently note if flights have food for purchase or if the meals are complimentary. Websites like SeatGuru and Routehappy can also help customers figure out if their flights will include Wi-Fi, meals or other amenities.

Despite some well-publicized debacles, as when a passenger was dragged from an overbooked United flight, satisfaction with airlines has been inching up. That is the finding of the annual study by the American Customer Satisfaction Index, which provides data on consumer satisfaction with the quality of products and services in 43 industries. Low prices have been an important factor, according to the report, but the airlines have been improving in a variety of areas. They are increasing their free in-flight offerings like Wi-Fi, entertainment and power outlets, sending alerts to notify fliers of delays, streamlining the check-in process via phone app or kiosk, and losing fewer bags. Still, “air travel does not generate much passenger satisfaction compared to other consumption activities,” according to the report, which notes seat comfort as the biggest remaining problem.

Not surprisingly, customers have reacted favorably to the food upgrades. Along with the free entertainment options and a focus on cabin service by the flight attendants, said Ms. Bauer of Delta, “we have seen significant improvement across a variety of metrics, most notably our Net Promoter Score,” which is the willingness of customers to recommend a company’s products or services to others.

In an industry that often seems to adopt a “me, too” attitude, free meals seem to be an exception, for now. “We know that for customers booking an economy flight, cost and convenience are the important elements to them, whereas catering is not,” said Caroline Niven, vice president for communications for British Airlines. In an industry that often seems to adopt a “me, too” attitude, free meals seem to be an exception, for now. “We know that for customers booking an economy flight, cost and convenience are the important elements to them, whereas catering is not,” said Caroline Niven, vice president for communications for

British Airlines. The company has moved to a buy-on-board model for short-haul flights from London to the rest of Europe. “This allows us to offer superior-quality products for those who want it,” Ms. Niven said, “rather than basic food for everyone, irrespective of whether they want it or not.”

Alaska Airlines said it was not planning to offer free meals on flights on Alaska Airlines or its newly acquired carrier, Virgin America. According to the company’s research, food and beverage “is not a key factor” for fliers. They are most concerned with on-time ratings, customer service track record and mileage plan offerings. “We have a winning formula that customers like,” said a spokeswoman, Ann Johnson, citing the fact that Alaska Airlines has ranked highest among the large North American carriers in customer satisfaction in the last 10 years of reports by the research firm J. D. Power.

Ms. Bauer of Delta said a free meal alone might not change a customer’s mind. But she said she hoped that given a package of amenities and service, a customer faced with two flights might choose the one run by Delta, even if it costs a little more.

Privatized air traffic control: Wrong for the UK, wrong for the US



In the past year, major airlines have dragged their passengers off of planes, charged customers higher and higher fees, and even attempted to further shrink seats. The airlines have taken these actions to successfully boost profits at the expense of the health, safety, and comfort of passengers. Now, these companies are no longer content to profit just off their customers—they want to privatize the entire air traffic control system.

A corporatized air traffic control system would be a disaster not only for airline passengers, but also for taxpayers and the implementation of NextGen. The FAA’s modernization plan is closer to implementation than any plan a private board of airline executives could create.

Congress should not cater to the whims of an industry that cannot maintain its computer systems without causing mass disruptions. Or an industry that cannot be bothered to offer fair prices or protect passenger safety when it conflicts with the corporate bottom line. Congress should reject the airlines’ transparent attempt to pad their profits by gaining control of the nation’s skies.

Examples of other countries’ failed attempts to privatize air traffic control are good lessons for lawmakers who are still willing to hand over the keys to the skies to the airlines. In the UK, handing over air traffic control to a private corporation, NATS Holdings, has caused constant delays, technical outages, and stranded passengers.

Contrast this with United States air traffic control under the FAA, which operates the safest system in the world despite also being the largest and most complex. Meanwhile, the UK’s privately-owned NATS needed a government bailout due to corporate shortcomings, including short-staffing and unplanned retirements. The UK government responded, bailing out the corporation to the tune of £130 million. Half of this bailout came directly from UK taxpayers; the other half from inflated airline fees for passengers.

The UK experiment has not only been a fiscal failure, but last year, the German government took control of ATC services at the UK’s second largest airport, London Gatwick. Is it responsible to follow this same path and possibly hand over control of America’s air traffic control system to the highest bidder?

The United States should be in no hurry to replicate this failed experiment, especially when it delays the modernization process already well underway. According to the GAO, NextGen is currently on track to succeed, but privatizing air traffic control would impede its implementation. If the airlines’ motivation was modernization, and not power, they would not be pushing this corporatized plan.

Air traffic control is and should be accountable only to the American people. The major airlines say they want to “modernize” air traffic control. However, their version of “modernization” involves handing over operational control and taxing authority to corporations while delaying NextGen modernization

FlyersRights.org is the largest nonprofit airline passenger organization. It operates a hotline for passengers at 877-FLYERS6, publishes a weekly newsletter, serves on the FAA Aviation Rulemaking Advisory Committee and maintains an office in Washington DC for public education and advocacy. See flyersrights.org. Its President, Paul Hudson, has been a national advocate for passenger rights interests for over 25 years.

The world's largest flying restaurant

By Juergen T Steinmetz



Dubai based Emirates Airlines serves more than 100 million meals a year with the same attention to detail in First, Business and Economy Class. Catering for more than 55 million dine-in guests a year travelling to and from 144 cities across 6 continents, no one understands global culinary trends better than Emirates as it serves destination-inspired cuisine onboard the world's largest flying restaurant. With a catering investment of \$1 billion per year, Emirates runs a round-the-clock kitchen with 1,200 chefs based in Dubai whipping up 12,450 recipes. The finely-tuned operation caters 590 flights a day with authentic local cuisines giving customers a taste of the destination they are going to. The airline also works closely with 25 catering partners around the world to provide the same quality of food for its Dubai-bound flights.

Emirates' focus on local flavor means it has food available from every region it flies to. Flights to Japan for example, offer authentic Kaiseki cuisine and Bento boxes served with Japanese crockery, cutlery and tea sets to ensure an unrivalled food experience on board.

The airline recently launched a new menu for its Australian routes inspired by the breadth of the country's multicultural flavors and cuisines, after a 14-month process working in consultation with local chefs. The new menu features a broad range of traditional local favorites such as minted lamb sausages. Reflecting Australia's multiculturalism, the menu also includes Asian flavors, as well as Middle Eastern flavors and ingredients, catering to Emirates' diverse passenger mix and representing its global route network.

To keep up with regional and seasonal food trends, Emirates changes its onboard menus monthly and continually reviews its recipes.

The varied menus on each route are also reflected in the bread baskets served on board. Flavored breads or breads produced with a sourdough base are popular on European routes while parathas, pooris, and naan bread are served on all nine Emirates routes to India. On its Middle Eastern routes, customers get to enjoy Arabic bread – Markook – a very thin unleavened bread common in the region, and Manakesh which is either topped with Zaatar or Cheese.

In premium classes, meals are served on Royal Doulton tableware with Robert Welch cutlery specially designed for Emirates.

Emirates focuses on simple, well cooked dishes that emphasize fresh ingredients of the highest quality. The airline brings the finest products on board through long standing partnerships worldwide, and supporting local suppliers and artisans. This includes sourcing over 15,000 kilograms of Persian feta from the Yarra Valley in Australia each year. The olive oil served on board is exclusively from carbon neutral producer Monte Vibiano in Italy, a partnership that is now more than 15 years old.

Like any star-rated restaurant, Emirates pays special attention to its wine lists, boasting world class champagne and wines. The wines on each route are carefully selected to complement the menu and include exclusives found only on Emirates such as the Dom Pérignon 2005 Rosé champagne and 1963 Graham's Colheita Port. A long term buying strategy also means that the airline has 3.8 million bottles of wines currently stored in its cellar in Burgundy, France to be served in the next seven to 10 years.

Coffee and tea are the two most widely consumed beverages on board. Emirates has been serving Dilmah tea across all its cabins for the last 25 years. Over 9.6 million tea bags are used each year with more than 10 tea varieties on offer, including an exclusive blend created for the airline served in First Class called the Emirates Signature Tea. Illy and Nespresso coffee can be found in premium cabins, where espressos and cappuccinos are the most popular requests.

Emirates also offers child-friendly meals for its youngest customers and dedicated menus for medical or religious meal requirements which are designed with a team of nutritionists and chefs.

The airline also develops seasonal menus where possible, such as a Christmas menu in December and specially created boxes for those fasting during the holy month of Ramadan.

Are you ready for the new TSA rules?



Since this summer, the United States Government Transportation Security Administration (TSA) has begun implementing new rules aimed at tightening security at airports and for airlines and its passengers.

Starting October 26, 2017, some travelers may be interviewed at check-in counters and airport gates. This is going to lengthen the amount of recommended time passengers need to check in before their flights, likely at least an hour and a half and for some airlines, up to 3 hours before take-off.

Some airlines, such as Cathay Pacific Airways, are going to stop allowing passengers to do self-check-ins and self-bag drops for flights headed to America.

Coming soon, is the ban on electronic devices being allowed to travel in checked-in luggage. Going forward, these devices, such as laptops, e-readers, iPads, iPhones – basically any device that uses a lithium battery – will need to be packed into carry-on baggage. There have been instances where the lithium batteries explode and catch fire in the aircraft's cargo hold.

Although security measures appear to be getting more complex, most passengers are willing to comply in the name of safety. The US TSA is allowing some flexibility with airlines to meet conditions of the new rules. Passengers should check with their airline before flying, to assure a smooth check-in when they arrive.

New payment method introduced at London Heathrow Airport



A new payment method is being introduced at London Heathrow Airport which will see a cardless and cashless process for passengers. Plaza Premium Lounges is one of the first outlets at Heathrow to launch the payment method, known as Alipay, across all the terminals it operates in.

Alipay is a popular, eWallet payment system based in China which provides a secure way to shop and store money and all transactions are carried out safely through the Alipay website, either by searching for the outlet name or by scanning a QR code via a mobile phone, tablet or other technical devices. The payment method is already popular within the travel industry with many airlines and airports across the world already accepting the electronic payment process such as Aeroflot, Vanilla Air and Emirates.

“Alipay is a slick, easy and convenient way of paying in an ever-growing technology led age that is becoming ever-less reliant on cash and card payments and means that passengers who use our services won't find the need to ensure that they carry various kinds of currency for the destinations that they will visit.”

Payment methods that work in association with Alipay include Visa, Mastercard and American Express and it was launched in China in 2004 and Zapper is the UK company that facilitates Alipay.

PICKLES | Brian Crane



Just a few things for us all to ponder, especially younger ones



Did you think back in 1998 that three years later you would never take pictures on film again? In 1998 Kodak had 170,000 employees and sold 85% of the photo paper worldwide. Within just a few years their business model disappeared and they went bankrupt. What happened to Kodak will happen in a lot of industries in the next 10 years and, most people won't see it coming.

Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels, but followed Moore's law. So as with all exponential technologies, it was a disappointment for a time, before it became way superior and became mainstream in only a few short years. It will now happen again with Artificial Intelligence, health,

autonomous and electric cars, education, 3D printing, agriculture and jobs. Welcome to the 4th Industrial Revolution. Welcome to the Exponential Age.

Software will disrupt most traditional industries in the next 5-10 years.

Uber is just a software tool, they don't own any cars, and are now the biggest taxi company in the world.

Airbnb is now the biggest hotel company in the world, although they don't own any properties.

Artificial Intelligence: Computers become exponentially better in understanding the world. This year, a computer beat the best Go-player in the world, 10 years earlier than expected.

In the US, young lawyers already don't get jobs. Because of IBM's Watson you can get legal advice (so far for more or less basic stuff) within seconds. With 90% accuracy compared with 70% accuracy when done by humans. So if you study law, stop immediately. There will be 90 % less lawyers in the future. Only specialists will remain.

Watson already helps nurses diagnosing cancer, which is four times more accurate than human nurses.

Facebook now has a pattern recognition software that can recognize faces better than humans. In 2030 computers will become more intelligent than humans. (NEVER says Albert)

Autonomous cars: In 2018 the first self-driving cars will appear for the public. Around 2020 the complete industry will start to be disrupted. You won't want to own a car anymore. You will call a car with your phone, it will show up at your location and drive you to your destination. You will not need to park it, you only pay for the driven distance and can be productive while being driven.

Our kids will never need to get a driver's license and will never own a car.

It will change the cities, because we will need 90-95% less cars for that. We can transform former parking spaces into parks.

1.2 million people die each year in car accidents worldwide. We now have one accident every 60,000 miles, with autonomous driving that will drop to one accident in 6 million miles. That will save a million lives each year.

Most car companies will probably become bankrupt. Traditional car companies try the evolutionary approach and just build a better car, while tech companies like Tesla, Apple, Google will do the revolutionary approach and build a computer on wheels.

Many engineers from Volkswagen and Audi are completely terrified of Tesla.

Insurance companies will have massive trouble because without accidents, the insurance will become 100x cheaper. Their car insurance business model will disappear.

Real Estate will change. Because if you can work while you commute, people will move further away to live in a more beautiful neighborhood.

Electric cars will become mainstream about 2020. Cities will be less noisy because all new cars will run on electricity.

Electricity will become incredibly cheap and clean. Solar production has been on an exponential curve for 30 years, but you can now see the burgeoning impact.

Last year, more solar energy was installed worldwide than fossil. Energy companies are desperately trying to limit access to the grid to prevent competition from home solar installations, but that can't last. Technology will take care of that strategy.

With cheap electricity comes cheap and abundant water. Desalination of salt water now only needs 2k Wh per cubic meter at 0.25 cents. We don't have scarce water in most places, we only have scarce drinking water. Imagine what will be possible if anyone can have as much clean water as he wants, for nearly no cost. Health: The Tricorder X price will be announced this year. There are companies who will build a medical device (called the "Tricorder" from Star Trek) that works with your phone, which takes your retina scan, your blood sample and you simply breath into it.

It then analyses 54 bio-markers that will identify nearly any disease. It will be cheap, so in a few years everyone on this planet will have access to world class medical analysis, nearly for free. Goodbye medical establishments.

3D printing: The price of the cheapest 3D printer came down from \$18,000 to \$400 within 10 years. In the same time, it became 100 times faster. All major shoe companies have already started 3D printing shoes. Some spare airplane parts are already 3D printed in remote airports. The space station now has a printer that eliminates the need for the large amount of spare parts they used to have in the past.

At the end of this year, new smart phones will have 3D scanning possibilities. You can then 3D scan your feet and print your perfect shoe at home.

In China they have already 3D printed and built a complete 6 story office building. By 2027 10% of everything that's being produced will be 3D printed

Business Opportunities: If you think of a niche you want to go in, first ask yourself, "In the future, do I think we will have that?" If the answer is yes, how can you make that happen sooner? If it doesn't work with your phone, forget the idea. And any idea designed for success in the 20th century is doomed to failure in the 21st century.

Work: 70-80 % of jobs will disappear in the next 20 years. There will be a lot of new jobs, but it is not clear if there will be enough new jobs in such a short time. This will require a rethink on wealth distribution.

Agriculture: There will be a \$100 agricultural robot in the future. Farmers in 3rd world countries can then become managers of their fields instead of working all day on their fields.

Aeroponics: Will need much less water. The first Petri dish produced veal, is now available and will be cheaper than cow produced veal in 2018. Right now, 30% of all agricultural surfaces is used for cows.

Imagine if we don't need that space anymore.

The Times They Are A Changing!

"As you walk down the fairway of life you must smell the roses, for you only get to play one round."

Ben Hogan

Wayback Machine

San Francisco Chronicle, November 10, 1967



America's airlines have created a malodorous, bearded monster who haunts their gleaming cabins. His name is hippie. For -three years the airline companies have been pursuing the patronage of today's mobile young with special "youth fare" tickets which offer 50 percent discounts. But along with the well-scrubbed college boys and girls came the hippies, whose sense of freedom about personal hygiene is particularly controversial in the closed quarters of a jet. The problem was particularly acute for airlines with flights to and from San Francisco during the recently concluded Summer of Love in the Haight-Ashbury.

The trade journal, Aviation Daily, addressed itself to the problem and predicted "real trouble." "The hippies, as they travel on discount tickets, are boarded last and often end up in middle seats in coach sections, shocking and offending regular patrons. Airlines should exercise their right to refuse passage to those not meeting cleanliness standards." In head-on opposition is an attorney for the Civil Liberties Union in Washington D.C. who said- "They have no right whatsoever to make judgments of this sort. A survey of local airline offices showed that most companies have left the decision to the boarding agent - the man at the airport who can conduct a sight-and-smell inspection before takeoff. A spokesman for American Airlines said hippies are not turned away willy-nilly. "But hippies, and there are quite a few of them traveling by air now, who are dirty, smelly and offensively dressed are not permitted on board."

My Bad Dream Last Night

In it was the FAA, Crew Schedules, airline management, self-serving union, broken airplanes, changing weather, not enough dispatch fuel, ever-changing procedures, endless flight manual revisions, aircraft cram courses, upgrade class, six-month simulator pro checks, procedural memorization, annual recurrent training days.

Gestapo check airmen, line check, noise violations, deadheading in the middle seat, broken luggage, lost luggage, nasty passenger agents, jump seating, crabby flight attendants, continuous duty overnights, sleep deprivation, mergers, seniority squabbles, company threats, food poisoning, no food, cold acid coffee, bidding, away from home for days at a time, fleabag hotels, late cabs, maniac cab drivers, hotel crew bus, bidding vacation, waiting for gates, turbulent routes, Low Vis approaches, Low Vis T.O., de-icing, below "0" degrees, pre-flights in the snow.

Snow, commuting in sh*tty weather, medicals, parking lot from hell, parking lot buses, inter-terminal buses, spring break, Christmas rush, Thanksgiving loads, Easter rush, drug & alcohol testing, customs lineups, TSA, security passes, rude security personnel, terrorism threats, pay cuts, rush hour traffic, that infernal alarm clock, dry cleaning, crash pads, catching cold away from home, lackadaisical crew members, sexual harassment threats, flight attendants, co-pilots implying god's gift to aviation after 3 years, back biting, gossip, cell phones, beepers, and a message to call the chief pilot.

Then I woke up and joyously found myself still retired!

New High Blood Pressure Norm Will Affect Millions

By Gina Kolata/The New York Times



The nation's leading heart experts on issued new guidelines for high blood pressure that mean tens of millions more Americans will meet the criteria for the condition, and will need to change their lifestyles or take medicines to treat it. Under the guidelines, formulated by the American Heart Association and the American College of Cardiology, the number of men under age 45 with a diagnosis of high blood pressure will triple, and the prevalence among women under age 45 will double.

"Those numbers are scary," said Dr. Robert M. Carey, professor of medicine at the University of Virginia and co-chair of the committee that wrote the new guidelines. The number of adults with high blood pressure, or hypertension, will rise to 103 million from 72 million under the previous standard. But the number of people who are new candidates for drug treatment will rise only by an estimated 4.2 million people, he said. To reach the goals others may have to take more drugs or increase the dosages.

Few risk factors are as important to health. High blood pressure is second only to smoking as a preventable cause of heart attacks and strokes, and heart disease remains the leading killer of Americans. If Americans act on the guidelines and lower their blood pressure by exercising more and eating a healthier diet, or with drug therapy, they could drive an already falling death rate from heart attacks and stroke even lower, experts said.

Now, high blood pressure will be defined as 130/80 millimeters of mercury or greater for anyone with a significant risk of heart attack or stroke. The previous guidelines defined high blood pressure as 140/90. (The first number describes the pressure on blood vessels when the heart contracts, and the second refers to the pressure as the heart relaxes between beats.)

Cardiovascular disease remains the leading cause of death among Americans. The new criteria, the first official diagnostic revision since 2003, result from growing evidence that blood pressure far lower than had been considered normal greatly reduces the chances of heart attack and stroke, as well as the overall risk of death. Recent research indicates this is true even among older people for whom intensive treatment had been thought too risky. That finding, from a large federal study in 2015, caught many experts by surprise and set the stage for the new revision. That calculation must be individualized, and experts are recommending that

patients use a calculator developed by the guidelines committee at cccalculator.cctracker.com.

Nearly half of all American adults, and nearly 80 percent of those aged 65 and older, will find that they qualify and will need to take steps to reduce their blood pressure. Even under the relatively more lenient standard that had prevailed for years, close to half of patients did not manage to get their blood pressure down to normal.

“Is it going to affect a lot of people, and is it going to be hard to meet those blood pressure goals?” asked Dr. Raymond Townsend, director of the hypertension program at Penn Medicine. “The answer is a pretty significant yes.” According to the new guidelines, anyone with at least a 10 percent risk of a heart attack or stroke in the next decade should aim for blood pressure below 130/80.

But simply being age 65 or older brings a 10 percent risk of cardiovascular trouble, and so effectively everyone over that age will have to shoot for the new target. Younger patients with this level of risk include those with conditions like heart disease, kidney disease or diabetes. The new standard will apply to them, as well. People whose risk of heart attack or stroke is less than 10 percent will be told to aim for blood pressure below 140/90, a more lenient standard, and to take medications if necessary to do so.

If there is any good news for patients here, it is that nearly all the drugs used to treat high blood pressure are generic now. Many cost pennies a day, and most people can take them without side effects.

In formulating the guidelines, the expert committee reviewed more than 1,000 research reports. But the change is due largely to convincing data from a federal study published in 2015. That study, called Sprint, explored whether markedly lower blood pressure in older people — lower than researchers had ever tried to establish — might be both achievable and beneficial. The investigators assigned more than 9,300 men and women ages 50 and older who were at high risk of heart disease to one of two targets: a systolic pressure (the higher of the two blood pressure measures) of less than 120, or a systolic pressure of less than 140. In participants who were assigned to get their systolic pressures below 120, the incidence of heart attacks, heart failure and strokes fell by a third, and the risk of death fell by nearly a quarter. Those patients ended up taking three drugs on average, instead of two, yet experienced no more side effects or complications than subjects in the other group.

Some experts in geriatrics had expected many more complications among older patients receiving more intense treatment, especially increased dizziness, falls and dehydration. Instead, intensive treatment reduced the risk of complications related to high blood pressure by more than 30 percent, said Dr. Jeff Williamson, head of the Sticht Center on Aging at Wake Forest Baptist Medical Center and the only geriatrician on the committee drawing up the new guidelines.

With a lower risk of heart attacks and strokes, he noted, the study subjects were more likely to maintain their independence. But more intensive drug treatment in so many more patients may increase rates of kidney disease, some experts fear. In the Sprint trial, the incidence of acute kidney injury was twice as high in the group receiving drugs to reduce their systolic pressure to 120. “Although the lower goal was better for the heart, it wasn’t better for the kidney,” said Dr. Townsend of Penn Medicine, who is a kidney specialist. “So yeah, I’m worried.”

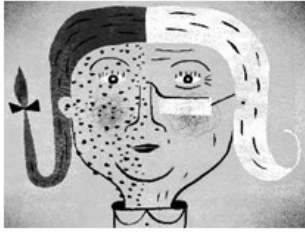
While agreeing that lower blood pressure is better, Dr. J. Michael Gaziano, a preventive cardiologist at Brigham and Women’s Hospital and the VA Boston, worries about having doctors and patients fixating on a particular goal. It’s true, he said, that doctors ought to be more aggressive in treating people at high risk. But, he added, “If a patient comes in with a blood pressure of 180, I will not get him to 130.”

Lifestyle changes like diet and exercise can help many patients lower blood pressure. But many of the newly diagnosed are likely to wind up on drugs, said Dr. Harlan Krumholz, a cardiologist at Yale University. “This is a big change that will end up labeling many more people with hypertension and recommending drug treatment for many more people,” he said.

The current treatment strategy has not been so successful for many patients, he noted. “How they tolerate drugs, whether they want to pursue lower levels, are all choices and should not be dictated to them,” said Dr. Krumholz. “Or we will have the same situation as today — many prescriptions that go unfilled and pills untaken.”

No Excuses, People: Get the New Shingles Vaccine

By Paula Span/The New York Times



Medical researchers and government health policymakers, a cautious lot, normally take pains to keep expectations modest when they're discussing some new finding or treatment. They warn about studies' limitations. They point out what isn't known. They emphasize that correlation doesn't mean causation. So it's startling to hear prominent experts sound positively excited about a new shingles vaccine that an advisory committee to the Centers for Disease Control and Prevention approved last month. "This really is a sea change," said Dr. Rafael Harpaz, a veteran shingles

researcher at the C.D.C.

Dr. William Schaffner, preventive disease specialist at the Vanderbilt University School of Medicine, said, "This vaccine has spectacular initial protection rates in every age group. The immune system of a 70- or 80-year-old responds as if the person were only 25 or 30." "This really looks to be a breakthrough in vaccinating older adults," agreed Dr. Jeffrey Cohen, a physician and researcher at the National Institutes of Health. What's causing the enthusiasm: Shingrix, which the pharmaceutical firm GlaxoSmithKline intends to begin shipping in November. Large international trials have shown that the vaccine prevents more than 90 percent of shingles cases, even at older ages.

The currently available shingles vaccine, called Zostavax, only prevents about half of shingles cases in those over age 60 and has demonstrated far less effectiveness among elderly patients. Yet those are the people most at risk for this blistering disease, with its often intense pain, its threat to vision and the associated nerve pain that sometimes last months, even years, after the initial rash fades. Almost all older Americans harbor the varicella zoster virus that causes shingles; they acquired it with childhood chickenpox, whether they knew they had the disease or not. The virus stays dormant until, for unknown reasons, it erupts decades later. The risk rises sharply after age 50.

Shingles is hardly a minor menace. "A million cases occur in the United States each and every year," Dr. Schaffner said. "If you're fortunate enough to reach your 80th birthday, you stand a one-in-three to one-in-two chance of shingles."

Preventing the great majority of these cases — along with the risk of lingering and debilitating nerve pain, called postherpetic neuralgia — would represent a major advance in public health. So while the old vaccine will remain on the market, the C.D.C. committee voted to make Shingrix the preferred vaccine and recommended it for all adults over age 50 — a group younger by a decade than those earlier encouraged to get Zostavax. The committee also recommended Shingrix for adults who've previously gotten Zostavax, since a smaller study in people over age 65 demonstrated effectiveness and safety in those already vaccinated. The Food and Drug Administration approved Shingrix in October.

Once the C.D.C.'s director endorses the committee's recommendations, and the agency publishes them, insurers — including Medicare and Medicaid — will start covering the vaccine. "By early 2018, it should be broadly available to consumers in the U.S.," said Dr. Thomas Breuer, chief medical officer of GSK Vaccines. (Canada has also approved Shingrix; it awaits approval in Australia, Japan and Europe.)

What makes the new vaccine so promising, especially for older adults? It provides better protection against shingles from the start. Though Zostavax, introduced in 2006, can reduce shingles cases by about half (and postherpetic neuralgia by two-thirds), that overall rate conceals big differences by age. That vaccine's effectiveness drops from 64 percent for people in their 60s to 38 percent among those over age 70, and falls still lower for people in their 80s.

But the new vaccine protects nearly as well in older groups as in the middle-aged. Shingrix racked up a 97 percent effectiveness rate in adults over age 50 and, in a separate study of people over age 70, prevented 90 percent of shingles in those 70 to well past age 80. "In groups such as the elderly, who often don't maintain vigorous responses to vaccines, this represents extremely strong disease protection," said Dr. Kathleen Dooley, an epidemiologist at the C.D.C.

Shingrix's protection appears to last longer. Among seniors, the effectiveness of Zostavax wanes with

disappointing speed. “After 11 years, the protection was close to zero,” Dr. Harpaz said.

Regulators don’t yet have 11 years of data on Shingrix, but in some samples, it remained effective for six years or longer, according to GSK. That should greatly reduce the incidence of postherpetic neuralgia, too, assuming the 42 million people in their 50s start getting vaccinated.

The new vaccine may protect people with compromised immune systems. A substantial number of older Americans have suppressed immunity because they’re undergoing chemotherapy or transplants, have H.I.V. or take steroids. For them, the previous vaccine was off-limits because it was made with a weakened live virus.

Yet immune suppression itself leaves the people vulnerable to shingles. Shingrix, a recombinant vaccine made from a glycoprotein and a combination of immunity boosters called adjuvants, doesn’t pose the same danger.

The C.D.C. committee held off on recommending Shingrix for the immunocompromised, because GSK is still running trials with these patients. But since the F.D.A. did not declare Shingrix contraindicated for them when approving it, they can get the vaccine once it’s available.

Public health advocates do foresee a couple of potential problems. First, Shingrix requires two doses, administered at least two months apart. Prodding the older population to get a single shot has proved tough: barely 31 percent of those over age 60 have been vaccinated against shingles. How much harder will it be to persuade people to get two Shingrix injections?

Further, “it tends to be a bit of an ouch-y vaccine,” Dr. Schaffner cautioned. In studies, most older recipients said they’d experienced pain, redness or swelling in their upper arms for a day or two after the shot, and 8.5 percent of those over age 70 deemed those symptoms uncomfortable enough to interfere with normal activities. About half of those over age 70 reported more systemic side effects like fatigue, fever or aching joints, lasting one to two days. Physicians and pharmacists should prepare people for such reactions, Dr. Schaffner said. “If people anticipate it, they’ll cope with it better. They’ll take a couple of Tylenol” — and not worry that something is seriously wrong.

They may feel pocketbook pain, too. Zostavax is the most expensive adult vaccine, and at \$140 for each dose (plus the cost of administering the injection), Shingrix will be pricier still. The 50- to 65-year-old cohort, many of whom have coverage under employee health plans, may not find that much of a barrier. At older ages, cost matters more.

Medicare will cover Shingrix under Part D (like its predecessor), not under Part B like the flu vaccine. That complicates reimbursement for those seeking vaccination in doctors’ offices, so Medicare patients will probably find it simpler to head for a pharmacy. But not all Medicare recipients have Part D, and those who do could face co-payments.

Still, it’s no contest: The hazards of shingles and its complications dwarf any problems yet reported with Shingrix. “Compared to shingles, a little arm pain for a day or so is a small price to pay,” Dr. Schaffner said. “If you know people who’ve had this illness, you’ll be first in line for this vaccine.”

PICKLES | Brian Crane



The Growing Toll of Our Ever-Expanding Waistlines

By Jane E. Brody/The New York Times



hope you're not chomping on a bagel or, worse, a doughnut while you read about what is probably the most serious public health irony of the last half century in this country: As one major killer — smoking — declined, another rose precipitously to take its place: obesity. Many cancer deaths were averted after millions quit lighting up, but they are now rising because even greater numbers are unable to keep their waistlines in check.

Today, obesity and smoking remain the two leading causes of preventable deaths in this country. Reviewing more than 1,000 studies, the International Agency for Research on Cancer and the Centers for Disease Control and Prevention linked the risk of developing 13 kinds of cancer to overweight and obesity, especially cancers that are now being diagnosed in increasing numbers among younger people. Included are cancers of the esophagus, liver, gallbladder, colon and rectum, upper stomach, pancreas, uterus, ovary, kidney and thyroid; breast cancer in postmenopausal women; meningioma and multiple myeloma. Only for colorectal cancers has the overall incidence declined, primarily the result of increased screening and removal of precancerous polyps.

In most cases, the studies revealed, cancer risk rose in direct proportion to the degree of excess weight. In other words, the heavier you are, the more likely you will be to develop one of these often fatal cancers. From 2005 to 2014, the C.D.C. reported in October, there was a 1.4 percent annual increase in cancers related to overweight and obesity among people aged 20 to 49, and a 0.4 percent rise in these cancers among people 50 to 64. "Nearly half of all cancers in people younger than 65 were associated with overweight and obesity," C.D.C. experts reported in JAMA. And they predicted that given the current "high prevalence of overweight and obesity among adults, children and adolescents," going forward there will be additional increases in weight-related cancers and cancer deaths among Americans.

The experts called upon clinicians who treat children and adults to do their due diligence and spend more time assessing body mass index (B.M.I.) and counseling patients about how to avoid or reduce excess weight. The payoff in terms of health, life and dollar savings would likely far outweigh the costs of society-wide professional and public health measures to curb America's expanding waistlines.

Of course, it is not just cases and deaths from cancer that such an effort could prevent. Overweight, and especially obesity, are major risk factors for Type 2 diabetes, heart disease and stroke, high blood pressure, osteoarthritis, gout, gallbladder disease, and respiratory disorders like sleep apnea and asthma.

However, even when the costs of weight assessments and counseling are fully covered by insurance, it seems they are rarely done. In November 2011, free weight-loss counseling was offered to obese seniors on Medicare, with no co-payment or deductible for those with Medicare Part B insurance. The benefit, which is still available, applied to the approximately 30 percent of Medicare beneficiaries with a B.M.I. of 30 or more. Yet in the first three years, only about 120,000 seniors, representing less than 1 percent of those on Medicare, took advantage of this benefit, a result weight-loss specialists have called "very disappointing" and "a huge lost opportunity." The free coverage includes weekly counseling for the first month, a session every other week for months two through six, then monthly sessions for another six months for those who lose at least 6.6 pounds by the sixth month. Participants who fail to hit the six-month target can get a second chance six months later, with no limit to how many times they can take advantage of this benefit if their B.M.I. is still 30 or higher.

To be sure, many of those with serious weight problems have probably tried and failed to lose weight and keep it off, leading them to think there's little hope that yet another effort will bring success. But it is worth noting that for most people who managed to quit smoking, it typically took anywhere from eight to 30 attempts.

The fault with weight-loss failures may lie almost as much with health care practitioners as with their patients. Many primary care doctors have little to no training in how to counsel patients who need to lose

weight. Some have told me that they are afraid patients won't come back if they focus on a need to lose weight. And patients are often turned off by what they perceive to be their health care providers' negative attitudes toward people with weight problems. An online survey by researchers at Yale University's Rudd Center for Food Policy and Obesity revealed that people considered terms like "obese," "fat" and "morbidly obese" to be stigmatizing and blaming language used by doctors. Nearly one participant in five said they would avoid future medical appointments, and 21 percent said they would seek a new doctor, if they felt stigmatized about their weight.

The Medicare opportunity notwithstanding, there is a growing need to tackle weight issues much earlier in life. Researchers at the Harvard School of Public Health reported in JAMA in July that 23 percent of women and 13 percent of men gained 44 pounds or more between the ages of 18 and 55. And Dr. William H. Dietz of the C.D.C., who noted in an accompanying editorial that "obesity-related cancers in both men and women were associated with moderate weight gain during adulthood," added that "efforts to prevent and control obesity in young adults should be accorded a high priority." Dr. Dietz also pointed to a doubling in the prevalence of obesity between the childhood ages of 6 to 11, now at 17 percent, and young adulthood ages of 20 to 29, now at 34 percent.

Why are so many young Americans seriously overweight? The prevalence of high-calorie snacks and fast foods and cutbacks in physical activity both within and outside of school are not the only reasons. The problem can start as soon as babies are weaned and able to eat solid foods. Too often parents and caretakers, in the interest of keeping youngsters subdued, ply them with snacks all day long, creating in some a lifelong oral drive linking comfort and food. And, for too many, I'm afraid, an increased risk of developing and dying from cancer.

Acid reflux drugs may double risk of cancer, alarming new study shows

By Karen D'Souza/San Jose Mercury



As if people who suffer from the painful pangs of heartburn and acid reflux didn't have enough to contend with, an alarming new study suggests that the most common medications used to treat these conditions can significantly increase the risk of stomach cancer.

The drugs in question are proton pump inhibitors (PPIs), which are used to suppress acid production in the stomach. The new study suggests that taking these, the most widely sold drugs in the world, may double the risk of stomach cancer. As Science Alert reports, it seems that taking these drugs over the long haul can increase that risk by almost 250 percent. It's important to note that this study doesn't apply to occasional or short-term use. With a short view, PPIs have proved safe and effective in suppressing acid production in the stomach. But for people who carry a bacterium called *Helicobacter pylori*, there is a heightened risk when taking the drugs for an extended time frame. Since about half of the world's population has this bacteria naturally occurring inside their bodies, as the New York Daily News noted, it's time to take stock of the risk of what happens when the drug and the bacteria are combined.

"Proton pump inhibitors (PPIs) are an important treatment of *Helicobacter pylori* infection and have good safety records for short-term use," researcher Ian Wong from University College London told the Science Alert. "However, unnecessary long-term use should be avoided."

Here are the details of the study: From an original group of 63,000, 153 people developed stomach cancer. Those on PPIs were 2.44 times more likely to get cancer while those on alternative drugs had no increased risk. People taking PPIs on a daily basis showed an eight-fold greater risk of stomach cancer, according to the study.

"Interestingly, the authors found no such correlation between gastric cancer risk and long-term treatment with other anti-suppressive drugs," gastrointestinal infection researcher Richard Ferrero told Science Alert. "The work has important clinical implications as PPIs, which are among the top 10 selling generic drugs in the US, are commonly prescribed to treat heartburn."

Moving your feet to help your back

By Gretchen Reynolds/The New York Times



People who regularly run or walk briskly appear to have healthier discs in their spines than people who do not exercise, according to one of the first studies to closely examine links between movement and disc health. The findings refute a widely held belief that activities like running might overtax the spine and indicate that, instead, they make it sturdier.

The human spine is a complicated mechanism, composed of vertebral bones cushioned between intervertebral discs. These discs, shaped like tiny whoopee cushions, contain a viscous fluid that compresses and absorbs pressure during movement, keeping the back in good working form. With age, disease or injury, spinal discs can degenerate and bulge, resulting in back pain, which can be debilitating.

Until recently, scientists and clinicians had believed that people could do little to strengthen their spinal discs, although they obviously could injure them. Muscles and bones respond to the physical strains of movement by becoming larger and stronger. But most experts thought that spinal discs remain impervious to this process and might in fact be harmed by the jarring from running.

There were tantalizing hints in animal studies, however, that this idea could be out of date. When scientists in Sweden scanned the spines of mice before and after they ran for several weeks on treadmills, the researchers noticed significant increases in the size of their spinal discs, indicating that those structures had been responding and adapting to the demands of running. But mice, of course, run on four legs and are in all other respects not people, and it remained unclear whether running and similar activities would be good or not for the human spine.

So for the new study, which was published in April in *Scientific Reports*, researchers at Deakin University in Australia and other institutions decided to examine the backs of people who run and others who do not. Eventually they recruited 79 adult men and women, two-thirds of whom said that they were runners. Some of these told the researchers that they covered more than 30 miles (about 50 kilometers) a week in training. The researchers designated these as the “long-distance” group. The others said that they ran between 12 and 25 miles a week. All had been training for at least five years. The final group rarely exercised at all.

To ensure that people’s reported activity levels were accurate, the researchers asked their volunteers to wear accelerometers for a week. Then they scanned everyone’s spines, using a sophisticated type of M.R.I. that precisely measures the size and liquidity of each disc.

They found differences. In general, the runners’ discs were larger and contained more fluid than the discs of the men and women who did not exercise.

Since both greater size and increased levels of internal fluid indicate better disc health, the runners harbored fundamentally healthier spines than the people who were sedentary, says Daniel Belavy, the study leader and a professor of exercise at the Institute for Physical Activity and Nutrition at Deakin University.

Interestingly, mileage barely mattered. The discs of the people who ran less than 30 miles per week were almost identical to those in the long-distance group, suggesting that, compared to moderate mileage, heavy training does not augment disc health but also does not contribute to deterioration.



Medical articles are published for informational purposes only. You are advised to consult your personal physician before following any advice contained in these articles. Ed

LETTERS

MRS. LOIS BENEDICT—Glen Ellyn, IL
Ross's birthday was the end of October, I miss him sooo much.

I'm a little late this year, been recuperating from a stroke. With the love of family and therapy, I'm doing great. Where does the time go?

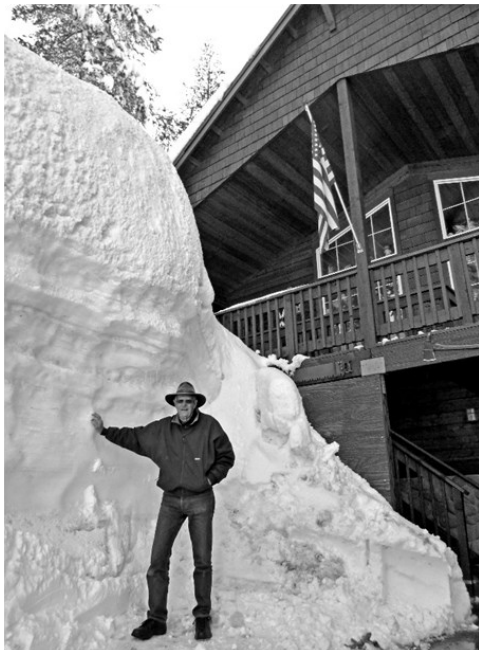
My birthday follows 2 weeks after Ben. Our daughters, sons in law and grandchildren decided to celebrate mine with a costume party. I pulled out my Flapper dress (added accessories thanks to help from a daughter) and we all had fun and many laughs late into the evening.

I enjoy the RUPANEWS. Thank you to all the volunteers.

Merry Christmas and Happy New Year. *Lois*

RICH BOUSKA—Livermore, CA

Hi Cleve, it's time to turn the page on another year. I'm coming up on birthday number 82 if I have it figured out correctly.



Georgia and I had another good year, no major health issues. Last year I only skied about 20 days; it snowed so much I couldn't get out any more than that (see attached picture in front of our cabin).

We had a lot of fun on the 12 day Celtic Adventure on Holland America out of Copenhagen. We met several RUPA members we had not seen for a long

time. The next cruise is a river cruise from Paris to Normandy. Twenty-seven RUPA members are signed up for this one. Because the boat has only a limited number of cabins, we will comprise over 20% of the passengers. Even though the cruise is sold out, cabins open up due to cancellations. If you would like to join us, call Jerry Poulin at 1-800-309-2023 Ext. 33, and have him put you on the Back up list.

We attended our last 310th Bomb Wing reunion in Salina Kansas where it all started. Just like other organizations, we are getting too old to get together any more. Sad to say farewell to old buddies, we will just have to stay in touch via email.

Thanks to all who volunteer to keep this magnificent organization together, you're the best.

Rich, SFO and only SFO.

NEIL BRETTHAUER—Marco Island, FL

Except for being surrounded by piles of debris, we here on Marco Island survived Hurricane Irma with a minimum of destruction. It is going to take a long time to cart out all the foliage that was destroyed, but the infrastructure had minimal damage.

Vicki and I have had another busy year. In January we joined a bunch of friends and neighbors in enjoying a cruise through the eastern Caribbean on NCL's "Getaway."

In March we flew to HNL, spent a few days in Honolulu and then joined my eldest son, Eric, and his family at their timeshare in Ko O'Lina. While in Honolulu we visited (again) the "Arizona" Memorial and had a chance to also tour the battleship "Missouri"; a fine day for this old history nut.

Summer in Illinois was relatively calm. We spent a ton of money on refinishing our deck, painting all the soffits and trim on the house and upgrading landscaping.

We did take one trip in July. We flew to SEA to visit friends there. This gave us a chance to tour the Boeing plant and the Museum of Flight at Boeing Field. We spent some time in the Museum inside United's 727, Nose Number 7301U. You know you're an old geezer when a plane in your logbook is in a museum!

July 31st also saw us celebrating the 50th anniversary of my reporting to new-hire school at TK. Where did all THAT time go?

No health problems reared their ugly heads this year for either of us. We are truly blessed in that regard. My thanks again to all of you volunteers who make RUPA the great organization it is. In a way, it really is all we have left of our once proud airline. Regards, *Neil* DTW, SFO, CLE, ORD 1967-2000

NEIL DAHLSTROM—Danville, CA

Coming up on 81 at Christmas time. Almost didn't make it due to a couple of unfortunate incidents. Sept 21, on our way to Roseville on US 80 at Vacaville, the speed up, slow down rhythm all of a sudden came to a sudden stop. The guy in the pickup behind us used us as a stop and carried us into the car ahead. The top speed before the slow down/stop was about 40 mph, so figure he was doing that speed. I'm sure he was cell phoning as he had it in his hand when he exited his truck. No injuries to us nor the guy nor the lady in front, except my seat belt bruises from my left shoulder to right hip. Despite air bags, banged my face on the steering wheel, slight nose bruise. I'm guessing it was about a 10th of a second for rear impact, front impact plus airbag deploy. WARNING: try not to inhale the chemical from the airbag. The accident totaled our 2015 Acura RDX.

Wait!! There is more: On Nov. 10th, Tammy and I left for church at 7:00 pm, (Thank You, Jesus). At 7:30, a car crashed through the security gate at Crow Canyon Country Club, crossed an intersection, jumped a curb, missed five substantial trees, crossed about 300 feet of the 7th fairway, crashed through our fence and entered our master bedroom. Through 2 large sliding doors, obliterated our night stands, lamps and bed and shoved the debris across the Room. Our home of 40 years is the second townhouse of a single-story quad. We had a big hole in the wall to our neighbor's back patio, cracked their fireplace and surrounding wall, but no other damaged at their residence. We arrived home at 9:00 pm to find 3 hardhats clearing our bedroom. The lady driving the CRV had had a seizure and was taken away by ambulance. (Found out later, no serious injuries and her car had been towed away. Our neighbors took photos of our bedroom with an embedded auto. The debris has been cleared away and the bedroom windows boarded up. Hope to be back in the bedroom by February. Meanwhile we are known as the "House with the Hole." Tammy is having a great time shopping.

By the way, we hate that drive on US 80 to Roseville, (Sacramento), two or three times a month, but 13 of our grandkids live there, so.....

Things happen in threes, so we figured no flying, no long auto trips (Seattle, SLC, PHX) for a while. Then I remembered, Tammy fell on the front step and cracked a couple of ribs in August, so we are good to go. Thanks, Honey!

We were planning on the RUPA River Cruise to Normandy, but a special grandson's high school graduation in Arizona happens at that time.

Thanks to Cleve, Cort and Leon for all the great work you do for RUPA. Have a SAFE 2018!

Neil and Tammy

ORD 64-66, DEN 66-68, and SFO 68-97

BOB DORSEY—Readfield, ME

Looks like my annual letter will be too late for the October edition but I will post it this week along with my annual dues.

We began our annual summer trek from Milton, FL to Maine on June 1 and made our usual stop at daughter Anne's house in Rehoboth, MA. As we were preparing to leave there on June 4th, Carol fell and fractured her femur just below the hip. As a former EMT, I should have called an ambulance. Not knowing that the leg was fractured, I got her into my truck with the aid of my son in law with the thought of continuing on to Maine. However, by the time we got her loaded into the truck she was telling me how much pain she was having so I drove her immediately to the hospital which was only 15 minutes away. They took her in right away and an X-ray revealed the fracture and she was scheduled for surgery the following day. Two metal rods stabilized the fracture and they had her on her feet the following day with no restrictions on weight bearing. After four days in the hospital she was moved to an in-house rehab unit about 30 minutes away.

30 Days later we checked out of rehab and continued on too Maine arriving on July 4, just one month later than usual. Carol was on a walker around the house but had to use a transfer wheel chair if we went out anyplace that required much walking. She continued with in-house therapy from Maine General Health Care and after about a month she was pretty mobile on just the walker.

After watching the hot, wet, and humid weather in

Florida we knew we made the right decision to get north for the summer.

Carol's orthopedic doctor in Maine thought she might need a knee replacement so we decided to come back home for that procedure and we cut our Maine vacation short and left on September 6 to head south. After checking with the orthopedic doctor in Florida he determined that a knee replacement was not required and wrote a prescription for some vigorous therapy and that is where we are now. I am continuing my job as caretaker with the goal of getting her back to full mobility as soon as possible.

Our arrival back home was met with two hurricanes on the horizon but fortunately both of them gave us a pass. We feel fortunate. Hope to have a better summer next year with more fun activities. **Bob**

PETE FRIEDMAN—Edgewater, MD
48+ years of running and jogging around the world has finally caught up, and the "old bod" is not happy. It's been a tough year adjusting to a slower pace life style. Also, I had a weird problem with a new carpet installation in my Utah house. The fumes were terrible. They are called VOCs. Volatile Organic Compounds. I got terrible shortness of breath which lasted to 6 months and haven't totally recovered from that either. So, folks be careful when installing new carpet. Make sure the new carpet is low fumes and low toxic carpet tape.



Other than that, I'm still kicking around the old place in Annapolis, MD. I was flying for fun but the DC area is a pain in the butt with all the restricted areas and procedures. Now, as we slide back into fall and winter, time to think about maybe a few turns on the skis.

I stay in touch with a few guys. Lane Haley (Capital/United) lives around the corner, and he's doing great at 86. Old CC Willis is still down in NC doing his thing. All in all, life is good if you can keep active and healthy.

Best to all, **Peter**

H. DAVID HARRIS—Crystal Lake, IL
Hi Cleve, Never clear to me where to send these yearly updates, can't find the information anywhere in the RUPA magazine.

Most of last year was not very exciting. I am fourteen years into retirement. Amazing how fast time goes by. We only used our motorhome for one trip to the Indy 500 in May. Plan to take it South to Florida or Southwest to Arizona this winter for a farewell tour. Maybe we could sell it there and fly home, if not, I swear we will sell it this summer. Love these things but it is becoming more work than I care to do unless we stay a while in one spot.

My A-Fib started up on Easter for some reason. I had the electro cardioversion soon after and it worked perfectly. Doctor said he would guarantee it to work from the time I reached the parking lot or forever. To be sure I had the Ablation on the right side (the easy one) in July and so far, no recurrence. OK, that problem solved. Next up the sciatic nerve leg monster appeared. Still fighting that. It is a real nasty pain in the ass problem. Trying to avoid surgery but nothing I have tried seems to work except Tylenol. PLEASE send me your ideas on solving this butt/leg ache. I have heard some people have had good luck with acupuncture? Chiropractic made it worse, P.T. has helped a little, MRI shows some stenosis L-4&5 with some arthritis. Too many trips around the sun I guess.

I hated to see the incredible 747 put out to pasture. What a joy it was to fly, safe, comfortable, powerful with no bad manners. Landed that thing in Hong Kong during a Typhoon right after Air China flipped over their DC-10. That big old girl handled the crosswind and rain with ease. I cherished my time test flying and introducing the 777, probably

the highlight of my career but the 747-400 was everything a senior pilot could ask for.

Wife Kathy had her right ankle fused in February and was out of commission for several months. A predictable but long recovery period. At 74, besides the afore mentioned nuisances I am in good health. We have a granddaughter enrolled as a freshman at the University of Iowa and plan to attend the Purdue/Iowa football game later this month. We enjoy all six grandkids as they keep us moving and talking. Still try and meet every Wednesday with United pals at Andy's restaurant here in Crystal Lake for chatter and breakfast. Downsizing our home is the major project for 2018.

Thankful for the work you all do with the RUPA magazine etc. Always enjoy reading the articles and keeping up with old friends.

David, ORD-DTW-ORD

TOM HELMS—Lake Villa, IL

Hi All, In a couple days I will be hitting 80 years of age with no pills, no hospitals and no glasses for an Illinois driver's license. 62 years of being married to the same great, smart woman. 46 years of flying with 40 years with the airlines. How lucky can a man be?

United son, Don, has 38 years in and flying the 787 to SNY with 4+ years to go. American son, Peter, has 30 years in flying the 737 international with 11 to go.

Does any pilot live within 30 minutes from the airport anymore? When I first started with the airlines almost everyone did. If they didn't have the jumpseat option would the airlines grind to a halt? One day in the '70's I was sitting in FMY ready to leave for ORD and there was a United Captain standing below the stairs, (no jetways at the time) in his rust colored uniform on with a furlong, sad look on his face. I asked the agent and he said we were full. I told the agent to have the Captain come up to the cockpit with his things. He came up and I told him to take the jumpseat. He asked if he really could ride up here and I said "if you really want to get to ORD you can." So we took off with 25 flaps and staggered out of the old FMY airport which was a very short runway in downtown. Thankfully, they now they now have a new airport.

This was a start of the jumpseat availability so you can partially blame the Eastern pilots for that one.

I still miss ORD UAL Captain Jimmy Carter bringing up his oranges and grapefruit from Florida. He subsequently married the EAL Chief Pilot's secretary!

Great mag! ALL THE BEST! *Tom*

WILLIAM G. HORN 'BILL'—Rolling Hills, CA
I am the last of the Tracy Aces still alive age 99. I helped to move Tracy Aces from Lacey to Cheyenne after Dec. 7 1941. I was the first of the 6th class to leave Cheyenne with 10 hrs in the 247 and 5 hrs in the DC3, and assigned to Seattle. It was the beginning of a fast moving period.

Flying the 247 in the Pacific Northwest for a short time then SEA to SFO with many stops in between. Moved to SFO to fly the Pacific with C-87's (converted B24's) to Australia, New Zealand and many other islands. First to fly land based aircraft to Hawaii, what a year from small aircraft to monsters with all kinds of ground school, survival instructions, celestial navigation etc. While in the South Pacific shipped to SEA to fly Alaska, the inland and coast and the Aleutian Islands.

I flew for 37 years, 1941 - 1987, 35 as a Captain, SEA, BUR, SFO, ORD, LAX from the Boeing 247 the last 7 years on the 747, and have been retired for 39 years.

Some highlight of my career with UAL; Air Transport Command 1942-1945 to the South Pacific, Alaska and the Aleutian Islands. 1947 Honored to fly the Chicago Cubs out of Midway. Flew Los Angeles Dodgers in 1958-1959. The MAC transport to Vietnam mid-1960 to early 1970's. 1972 to 1978 LAX to HNL on 747.

I have been married to my wonderful wife for 73 years, Florence Binyon, a former UAL stewardess. The first graduating class of non-nurses. We have been fortunate to build and live in our home for 65 yrs. We are blessed to have 2 Children, 4 Grandchildren and 3 Great Grandchildren. Throughout the years, Florence and I were fortunate to travel and play golf around the world. We also loved fishing in Wisconsin spring and fall and Alaska in the summer.

My community involvement included incorporating the city which we live in and serving as a Councilmen and Mayor, served as director of the South Coast Metropolitan Water District, land use committee for Los Angeles Sanitation District and built

and operated a golf driving range.

Enjoyed all the years of the RUPA organization and many thanks to the people who keep it going. *Bill*
The RUPANEWS must apologize to Captain Bill Horn for our reporting that Capt. Charles McKinnon was the last Tracy Ace in the August magazine. Sorry about that, Bill. Ed

HERB HUNTER—Venice, FL

Hello All! This is my first letter to *RUPANEWS*. I retired on Sept 24th, 2014, but actually flew my last trip in Feb 2013, landing FRA-SFO on 28R, on Feb 13th. Eric Popper flew “right seat” for me and it was a wonderful trip, with my wife Faruza and my daughter Jen riding along. I had some physical issues to fix (replace my right knee and repair my right shoulder) and I decided to let UAL pay the tab. ;-) Capt Margie Freeman set up a little “going away” party for me on my arrival back at ORD, and it was SO very nice. My old friend Capt Mark Seal even flew over to say good bye. The whole thing was special to me. ALPA was such a big part of my life for so long. While out, I lost my physical and it just all worked out. It was fine and I was “more than ready” to leave. Since then, a lot has happened in our lives, most very good. Faruza and I have spent the last 12 years living in the Dayton Beach area (winter there and summer in Chicago). But, time for a change. So next month we move into a new condo at Sarasota National, in Venice Florida. A new chapter begins and, I hope this is our last move!! (I should have just moved back to Chicago when Miami closed, but... I hated commuting!!)

Over the last three years, we have done a LOT of traveling. Mostly cruising on Seabourn. Love it. We sailed the Atlantic thru Iceland, Greenland and Nova Scotia first. Then did a cruise from Europe to South Africa, adding on three safaris. We sailed from Manaus, Brazil thru Antarctica to Chile. Then



last year, around the world in 104 days, with 49 days on the Seabourn Sojourn and 6 plus weeks in Australia. It was great to spend last New Years Eve in Sydney! This coming year, we sail out of Miami on Jan 4th, 2018 and head back to Africa. We love it there. Funny how nearly closing the doors to UAL helped us as in, we saved every penny for years. Spending it now!! ;-)

Another milestone happened last month. I announced The Chicago Air & Water Show for the 30 consecutive year. Proud of that and thankful they let me hang around so long. Also, thankful I “lived my dream” at UAL. Through good times and bad, doing what I dreamed of as a child, for money.....was great. So many good people helped out along the way.

So hello to all! Hope to finally get to a RUPA meeting in Chicago this month. Did a few over the years in Daytona. I do NOT miss flying. I will always miss my friends.

Good luck and God Bless to all.

Herb, CLE, ORD, MIA, ORD

MRS. INA JENSEN—Beach Park, IL

Hello all. I guess I am like everyone else, and go to the letters first. I really enjoy reading about everyone’s trips, etc, and especially some who I remember Milt mentioning. He was exCapital, and there doesn't seem to be many of them left.

We lost Milt to esophageal cancer 6 years ago. I thought maybe I could send a note that might be interesting.

On May16 1985 we were at a venue in Chicago for an ALPA rally. At the stroke of midnight, now the 17th (Milt's Birthday) we were on strike. There wasn't a lot of noise until several busloads of new hires pulled up, and they joined us. Needless to say, the place went up for grabs. Mr. Ferris thought they would join him. Too bad Richard. The strike continued until June 18, (My birthday).

Just one other little token of interest, since we are with Aetna our insurance has changed. Someone mentioned a few months ago that hearing aids are covered. I checked this out and they are. Quite a savings.

Hope I haven't bored anyone to death.

Best regards. *Ina*(Mrs, Milt) Jensen.

QRD 1956-1992

GEORGE W JOHNSON—Seattle, WA
Another year makes 16 years since last flight on the 400!

Having fun with our newest granddaughter, will be 4 in December.

Did a short vacation in March to Mexico and then finally got cataract surgery on both eyes, I now have a FAA Medical with no eye glasses required. The first since I was 18 years old.

Contract flying in the Lear and Citation XL has been pretty busy, guess the airlines are depleting the supply of corporate pilots.

I was able to take Veronica on a five-day trip to Napa, CA in September. Sad to see all that pretty wine country go up in smoke.

We sold our boat in January so spent most of the summer enjoying the Lake.

Renewed on line.

Thanks to all who keep this fine organization running like a swiss watch!

Veronica and George

JFK, EWR, CLE, ORD, SEA, DENTK, SFO

TIM JOSLIN SR.—Des Moines, WA
Fellow Ruparians, Greetings from the greater Puget Sound Area in Washington State. We have had a record setting Summer season with no appreciable rain for over two months. Also, very hot temperatures. Right now, Fall is finally poking its nose into our area with some substantial rain forecast with falling temperatures in the 60's. Does this sound like the Weather Channel? When you are retired, (16+ years), weather becomes a big deal (too hot? too cold?). Traveling or moving to warmer climes becomes a temptation. My wife, Cheril, and I are doing fine health wise and plan to stay in our home permanently, on Puget Sound, until circumstances change.

Fall is a busy time for us, because it is football season! A charter season ticket holder with the Seattle Seahawks (1975), we also have season tickets to the University of Washington Huskies (graduated in 1962). Some weekends we attend games on Saturday and Sunday. If the weather becomes too grim, we stay home and watch the game on TV.

In my retirement, I try to stay busy by jogging, riding the bike and playing golf. I just took a series of 13 golf lessons from Golf Tec. They put you in a

harness and take pictures of your horrible swing, in a studio. I learned exactly what I was doing wrong, unfortunately there appears to be a short circuit between my brain and my limbs. I can picture the perfect swing in my mind but the body does not cooperate. Very frustrating!

My youngest daughter, Jaala, just got married for a second time at age 38. She married a great guy, Larry, a former US Army Green Beret. He is currently working for a private contractor, training Afghani police, and living on the economy in Kabul. He may reenlist in the US Army and become a mountain rescue instructor for the Colorado National Guard. We are hoping this happens! Jaala has been based in Amman, Jordan for the last year working off a US government grant with additional financial help from the Royal Family. She instructs native female, elementary school teachers on how to improve their teaching skills. We are very proud of Jaala. Over the years she has worked for the Peace Corps and the State Department in many daunting foreign locations where women are second class citizens. She speaks many languages including, Dari, Pashto, Mandarin Chinese (with a Sichuan accent), Yapese and most of the Romance Languages. I am having enough trouble with English. She did not get these skills from my side of the family.

As I sign off on this missive, my salute to all retired airline pilots for doing what you did, successfully! There are a few left standing from the greatest generation (b.1901-1924). I am from the silent generation (b.1925-1944). If you are a baby boomer (b.1945-1964), the magic age of 65 just happened for those born in 1952. Join us in subscribing to this great monthly magazine.

Regards, *Tim* 1965-2001
DCA, SFO, DTW, SFO, SEA, ORD, SEA.

PAUL MATTSON—Frisco, CO
Hello Fellow Ruparians, I am heading into my fourth year of retirement and still loving every minute. Haven't hit the magical 65 yet when I can join the ranks of the closet socialists and join Medicare and collect Social Security.

Despite my best efforts, the skis spend too much time on the wall, the bicycle too much time in the garage, the Cessna 185 too much time in the hangar, and the Martin guitar too much time in the case.

When did I ever find the time to go to work????

In addition to the skiing out my back door in Frisco, Colorado, I met friends from around the country and around the world to hit the slopes at various areas around Colorado. The season always seems to end too soon, but then I can get on the bicycle again. In May I rode the famed Iron Horse Classic and raced the steam train the 54 miles and 2,800' from Durango, CO to Silverton, CO. The pros beat the train but I didn't. It is still a great ride and gorgeous scenery. No long bicycle trips this summer unfortunately, but many short ones. I hit a few bluegrass music camps and festivals over the summer, but I don't harbor any delusions about a new career as a bluegrass musician. A retired UPS pilot friend and I took a week-long fly fishing trip to Idaho in the C-185. The smoke and fires altered our plans and destinations, but not the fun. Next year will be better and the fish will be biting.

After 27 years in Frisco, Colorado at an elevation of 9,100', I am finally moving south, to a lower elevation....To Durango, Colorado at 6,500'. As is often the case, there is a woman involved. We 'committed matrimony' in September (thanks United for providing health care to my new wife and her kids). I am getting my home ready for sale and we are building a new home in Durango, where she has her medical practice. The plan is to make the move next summer if all goes well. The 185 will be parked at Animas Airpark, 00C. If you fly in, I'll take you to lunch.

To all of the familiar names that show up on the new member list; Welcome to RUPA. Get out there and have fun. *Paul*

LARRY NIKOLAUS—Huntington, WV

Four years since retirement and moving to West Virginia. Beautiful state but a lot of mountains to fly over. Having a great time flying the region in the 190. Touring aviation museums, participating in Vintage Plane fly ins and finding airports with diners for that \$100 hamburger. (Funplacestofly.com)

Hard to believe when I was working and ATC called out VFR traffic I'd be complaining "they ought to outlaw VFR." Now I am one. How times change.

Did Oshkosh again this year. What a great place to see new and old airplanes. Learned about new avionics that produce more information than the

Boeing's or Airbus I flew. Still miss flying the line and all the great co-workers, teammates or whatever the political correct name is now and all the great layover cities.

Thanks to the wonderful RUPA leaders for keeping us informed about pass travel, insurance and United news. Great job! Til next year. *Larry* ORD LAX

JIM NUGENT—Reno, NV

It's been several years since my last letter and I'd like to thank all the guys and gals who make the *RUPANEWS* possible. I read it every month from cover to cover and thoroughly enjoy it.

Norma and I are alive and well in Reno. It's been 19 years since retirement and I have to wonder where the years have gone. We used to live in an area called Galena which is on the Mt Rose highway at 6,000 ft., but the 15 to 20 feet of snow we got yearly eventually got too much to handle. So, we moved to a lower area out of the pine trees.

We also bought a winter home in Sun Lakes Arizona five years ago but sold that last year. So now it is enjoying the winters again in Reno. I've reached the age where I only play 9 holes of golf now. I have been diagnosed with A Fib which has slowed me down somewhat.

We have been married for 54 years now and went on a cruise to the Baltic area for our anniversary. This year we are planning a cruise from Ft Lauderdale down to Brazil. It spends 5 days cruising up the Amazon River and then back to Lauderdale with some stops in the Caribbean in each direction. It's the longest cruise we have ever taken, 24 days. It is a warm up for a round the world cruise which is on my bucket list.

When I got my A Fib the Feds pulled my medical. I could have gotten it back by jumping through a bunch of hoops but it was going to be more trouble than it was worth so I just let them keep it. We live on the 8th hole on the Somerset Country Club and at cocktail hour we sit in our patio and enjoy watching the golfers. Life is good.

People ask me if I miss flying. I don't miss the airline but do miss all of the great people who I flew with for 33 years. I also miss the 8 years that I flew for Orbis International after I retired from United. We flew the DC-10 "Flying Eye Hospital" to third world countries where well known eye surgeons taught local eye surgeons how to do complex sur-

gery. I got to places in the world that I never dreamt I would get to.

Once again, I miss all of you.

Jim, EWR, JFK, LAX, SFO

DENIS O'MALLEY—La Mesa, CA

Greetings all; Prior to my 79th birthday, last December, I got some strange feelings in my jaws, later the neck; no pain, but it didn't feel right.

Checked-out, it was related to blocked coronary artery demand from treadmill exertion. It was a signal, -"silent angina" according to the heart surgeon who did the four coronary artery by-passes. I did not have a heart attack because there were small new by-pass arteries supplying the heart muscles that resulted from the routine treadmill demand on the heart. The body does this automatically, and it's how tumors get their blood supply, when metastasizing cells get a foothold. The docs claimed the small new arteries were not sufficient, in case of a really heavy demand event. After six years trying to rebuild some of the muscle mass that I, and all of us lose, over the years, I was strong enough to handle the surgery surprisingly easy. The hardest part was the fear I wouldn't wake up. The surgeon assured me that he does a couple of these every day, with an occasional valve-job, some days. Like changing tires, no big deal. The real chest pain usually comes from using your arms to get up or move. My legs were strong enough that I seldom had to use my arms. You learn that pretty fast, but being overweight really caused severe regrets from others, I noticed. I didn't need any pain pills, plenty of which were available. anytime, they assured me.

I thought I was in pretty good shape, but the docs say no; we're all accumulating plaque, some faster than others, but 79 year-olds can't assume they're different, unless they're like Jack LaLayne, a life-long show-off, who died at 96 from pneumonia that resulted from a swimming stunt in SFO Bay in January, -towing a line of boats. Muscle mass and immunity are directly related; lose enough and you reach a point of frailty where you have almost no immunity. It is finally being admitted by the Medical industry that muscle mass appears to be protective against all the chronic diseases of aging. Get into the hospital, frail, and you are guaranteed an infection that may kill you. Search, online, for muscle mass and immunity to learn more.

I recovered in time to write all the arguments for the

FICA tax lawsuits, volunteering the do-it-yourself tasks. It went back and forth, most of the year. We're at the last step, what the judge calls "Oral Arguments." We picked Bill Brashear, as the test plaintiff, as his data is representative and he had extensive exchanges with IRS Appeals. We have no idea what this last process is all about, as Oral Arguments are not mentioned in the Rules of the Court, so we're trying to get clarity. After eight years since about 200 retirees filed the Complaints, pro-se, we're finally going to see a Decision. I'm very optimistic that we'll prevail, and will pass the word to RUPA when it is over.

Good luck and good health to all. Living a long life is more and more likely, although with 50% obesity, U.S. life span has turned down in the past two years. Last years of pain and disability are not happy ones, so start or continue exercising, and you'll increase your odds of enjoying them, and maybe a few extra. Happy Holidays, *Denis*

DOT PROSE—Osprey, FL

Cleve – have paid the dues to John plus some extra to keep the magazine going on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD), who flew west in 2010.

I'm still attending the SW Florida RUPA luncheons in Fort Myers and keeping them going with Gary Crittenden.

This year has been pretty busy with some new adventures. The trip I took in March to Iwo Jima, Saipan, Tinian and Guam with the Military Historical Tour group was an eye opener, especially attending the joint memorial service held once annually in March on Iwo Jima. United was the contract airline and did an outstanding job on the flight from Guam to Iwo Jima. There were six WW2 vets in attendance and somehow managed to actively participate.....average age over 90. I was asked to write up a summary and the *RUPANEWS* published this in the June 2017 issue.

A book I stumbled on proved to be quite fascinating with a significant tie to United during the early days of WW2, and not given much play by the author probably because he simply was not aware. The title is *Frozen in Time* by Mitchell Zuckoff. It was written in 2013 and on the New York Times Best-seller list. It gives an account of a C-53 Skytrooper modified DC-3 cargo plane with Homer McDowell

as Captain and serving then in the North Atlantic Air Ferry route (later the Air Transport Command – ATC). He force landed onto an ice cap on the southeastern shore of Greenland on 5 Nov 1942 while on the “snowball” run from Iceland to Greenland, but initially survived. The attempted rescue by a B-17 and Grumman Duck failed as they also crashed. The five survivors of the C-53 were never found. This story struck a chord in my head because I recall my dad over the course of the years mention Homer McDowell whom he flew with in the early 1940’s out of Chicago Municipal (Midway), and it turns out that he, in fact, was the same individual. Dad’s usual comments were always nostalgically made that Homer (1) crashed in Greenland in 1942 and was never found, (2) he was a good golfer to play with, (3) he was really an easy going “nice guy” (4) his wife was beside herself on not getting any kind of word on his whereabouts after the disappearance of the aircraft and kept calling dad and dispatch office for any kind of news, but never getting any results, other than “missing.” Don’t know what happened to her but it seems that she had two things working against her – it was war time and so much information of rescue attempts may have been blacked out and the aircraft, in fact, was not found. These behind the scenes tragedies often are lost. In searching through dad’s log books, I did find three months from July – September 1941 when they flew together with Homer as Captain and dad as Co-pilot, flying mostly the DC-3 sleeper (DST). No log book entries after September 1941. Dad had also said that the Ernest Gann’s 1944 book *Island in the Sky* was patterned after this event as was the movie with John Wayne. I’m assuming he was right but not 100% sure as sometimes things get distorted over the years by both storyteller and listener.

A new experience for me was taking a one-day seaplane course in July at Jack Brown’s Sea Plane Base in Winter Haven, FL, only two hours away. I felt that I needed to do this for an article I’m working on for the Naval Aviation Museum in Pensacola, FL which includes a paragraph on seaplanes and I’ve never been in a seaplane before. Needed to see what it was like. No rating required. The one-day course was \$595 and included an hour of ground school, an emailed 30-page course syllabus and two 1.5-hour sessions of flying in their Piper J-3 Cub with an instructor. It was a rather rigid structured



syllabus with more takeoffs and landings (especially glassy water takeoffs) than I expected but still quite a fun experience! Smallest cockpit I’ve ever been in. I was old enough to be the 22-year-old instructor’s granny but he didn’t seem to notice and expected me to perform regardless, for which I was happy but I did have to struggle to get in and out of the back seat! Reading the water and selecting a place to land was a challenge as one had the entire Lake Jessie to choose from. Well worth the effort. Central Florida certainly has a lot of small lakes which I never realized and many with mansions along the shore with docks jutting out, a seaplane on one side and a yacht on the other side. One skill I learned was how to use a hand operated bilge pump to get the water out of the float compartments as part of the pre-flight. My instructor was off to Alaska to fly for some company that flies anyone and everything. He said there were 25 openings but only 18 seaplane pilots so opportunity abounds in Alaska. Hard work, though, I think!

For planning purposes, the next RUPA Day at Sun-Fun Fly-In at Lakeland, FL will be Thursday, April 12, 2018. The Fly-In itself runs from 10-15 April 2018.

The magazine is still my favorite monthly. I have saved all the covers. Quite an achievement to pull off every month and most appreciated!

Dot U.S Navy

MRS RUTH RIEHL—Boulder, CO

In the year and a half since Edgar died, I have had time to reflect on our wonderful life. This is my story of his flying career and our life together.

On June 30, 1943 Edgar received his wings and his gold second lieutenant bars. He came back to Den-

ver and we were married on July 7th in Cheyenne Wyoming. The next day he left for Valdosta GA for continued training for the war. In August 1943 he was transferred to Hunter Field in Savannah where he was issued artic gear and sent to Hamilton field in California, where his artic gear was switched out for sun tans, and he was deployed to the South Pacific on December 8, 1943. He flew B25s and was based in New Guinea, Baik Island, and Moorea. When he deployed I moved from Denver to Oakland California and got a job, so I would be nearby when he returned.

He arrived home on December 11, 1944. The very next day we went to San Francisco and purchased our first car, a 1940 Pontiac Club Coupe with his salary which I had put in the bank while he was away. We spent Christmas with his folks at their ranch in Vacaville, CA which thrilled them, because it was his first Christmas at home in five years. From there we were sent to Santa Monica CA for R and R and reassignment. He was assigned to Turner Air Field in Augusta GA in January of 1945 and I learned how to drive on that cross-country trip. While there, as a special treat during their training, a few of the wives were allowed to ride in a B25, and we took turns "copiloting" the plane. What a thrill! In July he was reassigned to Williams Field in Arizona. It was over 100 degrees every day, and when we arrived there were no hotels or any housing. We rented a small bedroom in a private home. Edgar often had to climb out the window to get to base, because the only door into the house from our room was into the bathroom, and it was often occupied when he had to leave. After six weeks there the war had ended, so he requested to be released from the service. He had to rewrite the request four times before it was accepted, and we packed up the car and headed to California with a 30 day paid leave.

Edgar was unable to secure a job there, so we headed for Colorado hoping for a better job market. He was hired by the IRS in the mailroom, and after a short while there his boss told him, "You look like an eagle chained to the desk. You need to get a job as a pilot." She was friends with a secretary at United Airlines, and she told her friend he needed a pilot job. This secretary happened to work for the head of flight operations, so an interview was arranged. Edgar was lacking his instrument rating, so he took his GI Bill education money and earned his rating. About a month later he was hired by United at a sal-

ary of \$90 per month flying the DC-3. He was Denver-West based and flew a hopscotch route from Denver to Cheyenne to Rock Springs, to Ogden, to Salt Lake, to Elko, to Reno, to Sacramento, to Oakland, to San Francisco. The next day he would fly the reverse route. Things were going pretty well, and we bought our first house. United then added the DC-4 aircraft. Bigger planes made for less frequent flights, so a furlough occurred. At his manager's advice, he re-upped in the military and was sent to Germany. Because of his training and experience in the DC-4 he began flying C-54s in the Berlin Airlift right away. I started making plans to join him in Germany, however the airlift ended and he was sent home. While he was gone I had been asked to help with a new church start in our area, and I did so with great anticipation of having a church nearby. As it turned out, the Sunday of the first service, we had to leave for his next assignment in Enid OK as a B-25 flight instructor, so we were unable to attend church that day. Our first daughter was born in Enid in October 1950, and from there we transferred to Scott AFB in Illinois. Ed was discharged again and returned to flying for United in Denver in the spring of 1953, which is where he spent most of his career. I enjoyed participating in the United Pilots Wives group, which met once a month with at least 50 wives in attendance. Some played cards while others visited. It was a wonderful community. Edgar retired in 1980 as Captain in the Boeing 747, and our family accompanied him on his last flight from Los Angeles to Honolulu.

I am now living in a senior assisted living facility, Fraiser Meadows, in Boulder, CO with the group of nonagenarians. I'm one of the younger ones at only 91. I miss airplane talk and RUPA keeps me up-to-date. A special thank you to all involved.

With love, *Ruth*

BERNALD "BS" SMITH—Fremont, CA

Looks like some folks took up the challenge and are giving Cleve more msgs - Good Show!

We had a great RUPA Cruise in August, arranged by Jerry Poulin and managed by Rich Bouska, thru northern Scotland, N. Ireland, Ireland, northern England and the south tip of Norway, starting and ending in Copenhagen. My friend and I got the world's most expensive hamburger in Norway - \$25. That is, until just a few weeks ago when one was \$32 in Lausanne, Switzerland at our Royal Sa-

voy hotel. We were there for a week of FAI meetings. I am their representative for, among other things, the UNOOSA's ICG for whom we'll be in Kyoto, Japan for the first week of December where I'll make a presentation on the cyber threat to aviation, which I've been doing with other groups since May.

I hope some are signing up for the cruise (non-RUPA) next 30 Jan18 from MIA on the Regent Explorer thru the eastern Caribbean for 10 days. It's a luxury all-suite cruise - y'all spend some money and come along; we'll have some parties. RUPA's Gene Hammond (Chicago), his wife, my gf and I are on it w/the big suite for big parties for which we need you!

The last week of Sep17 I was at ION/CGSIC meetings in PDX listening to a broad scope of speakers whose subject is focused on GNSS. It's essential for my activities to meet with key people in that arena. In October, for the Swiss meeting and another one in Germany re gliders to discuss Training & Safety and Aircraft Development, I flew on UAL 747s twice to Europe; I'll really miss her. Polaris Class on 787s leaves much to be desired! Never SA anymore; it's too problematical and FC is always sold out anyway and I won't ride coach, not even short flights like SFO/RNO.

I had a family/friends party one day at my house in late July w/more than 100 attending; I apologize for not inviting you all!

It's not trite to repeat: THANK YOU CLEVE!
And ditto to all you others who support RUPA so well; how lucky can we be to have such dedication. Still in the first year of my 10th decade (until near year-end), I haven't piloted an aircraft this year yet; I've got to get with it!

Dues on its way back east. **BS** 55-93
SEA SFO LAX SFO TK SFO/TK SFO SEA SFO
LAX SFO
FAI - Federation Aeronautique Internationale
UNOOSA - United Nations Office of Outer Space Affairs
ICG - International Committee on GNSS
GNSS - Global Navigation Satellite Systems (e.g. GPS, GLONASS, Beidou)
ION - Institute of Navigation
CGSIC - Civil GNSS Service Interface Committee

BILL TREICHEL—Green Valley Az.
I have completed 82 orbits without being in the Obits. *Bill* 1958 - 1995

JOE UDOVCH—Laguna Hills, CA
Birthday number 81 coming up in November. I continue with swimming pool exercises after my broken and replacement hip that happened when I took a fall off my bicycle. That fall hasn't dampened my desire to continue to be active on the bicycle in riding with my married daughter and grand kids, just not as hard and as long as I used to. After all, I am getting older, and aren't we supposed to be slowing down as we age.

Carynn, my darling daughter number 3 is a Down Syndrome person who is 47 years old and she is approaching eye surgery for cataracts. These individuals experience health issues earlier than the general population. She has also been in an Alzheimer's study for a number of years at UCI (University of California at Irvine), which is the premier place studying this disease, and they have partnered with other Institutes and Universities throughout the U.S. and Europe. So far, there is still no breakthrough, but they are inching closer to a solution which may eventually benefit all of us in the years ahead.

I wish I were as tech-savvy as our *RUPANEWS* editor, Cleve Spring, because I think we all have to agree that he puts out a pretty good "product" that keeps the membership very well informed about airline industry news, as well as keeping us all in touch with each other, after flying the line together before our retirements. Because our organization is run by volunteers, I have to give a big thank you to all the current officers, who have stepped up to continue bringing us what RUPA has been offering us as retirees over the years.

And one other note: I hope that all the retirees who live in the San Francisco Bay Area counties of Marin, Napa, Sonoma, Mendocino and Alameda are surviving and not being too heavily impacted by the severe wild-fire emergency over the whole Northern California area. That same hope goes for the people living in the Southern Tier of our country, through which hurricanes have raged all the way from Texas to Florida.

For Secretary/Treasurer John Rains: Dues check is "in the mail"
Cheers, *Joe*
mostly LAX, with short stints in SFO, DEN, ORD

IN MEMORIAM

WALTER S. BOHL, Sr.

Walt Bohl passed away Sept. 22, 2017. He was born in 1934 at March Field (now known as March Air Force Base, California), in a United family, Joe and Nadine BohI, as Joe was a United Captain.

Walt took to flying, and was hired by United in 1955. He flew as flight engineer eventually receiving his commercial instrument rating. He flew 7 years as Flight engineer before transitioning to the right seat in both piston and turbine engine aircraft. He flew as Captain on the Boeing 727, 737, 747, 747-400 as well as the DC-8 and DC-10 before retiring after 39 years. Walt held FAA type ratings for eight different aircraft, and held FAA certificates for Single-Engine Commercial, Multi-Engine Airline Transport Pilot (ATP), Flight Engineer for Piston and Turbine Aircraft as well as Flight Dispatcher. Walt also held certifications for advanced Ground and Instrument Instructor ratings.

Walt's interest in aviation did not end at retirement as he spent many years with the American Aviation Historical Society as Treasurer and Board member, as well as many hours as a Docent at the General William Lyon Air Museum at Orange County airport. He also spent many hours with the Airline Pilots Association and was LEC Chairman for the LAX Domicile. He also used his Cessna 170B to participate in Civil Air Patrol SAR missions.

When asked about his interest in flying, his comment was always "I liked flying the airplanes."

Walt leaves behind his gracious wife, Marnie, a retired UALSW, four children, one is a Captain for United Airlines, and 11 grandchildren, one is a pilot for Alaska Airlines.

Bob Brockmier, Ret LAXFO

CHARLES H. (CHUCK) GEORGE

Charles H. George passed away October 12, 2017 at the age of 81 at his home on Camano Island, Washington after a short illness. He was born on June 18, 1936 in Mitchellville, Iowa.

Chuck graduated from Iowa State University in 1958, and became a Naval Aviator.



After leaving the Navy he joined United Airlines in 1965 and retired in 1996 as a Captain.

He is survived by his wife, Marla George, three children, a step son and numerous grandchildren.

He was Santa Clause, hero, and friend to many. He will be very much missed.

A celebration of life will be held at the Museum of Flight in Seattle on November 11, 2017.

JAMES D. MANSFIELD

James Mansfield, age 84, passed away at his home in Rohnert Park on October 14, 2017. He was born in Great Falls, MT on May 4, 1933.



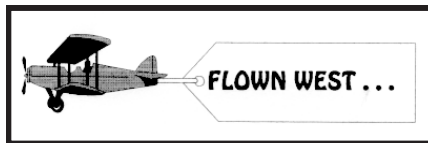
As a young man, one of Jim's greatest achievements was attaining the rank of Eagle Scout. He graduated from the University of Idaho on a full ROTC scholarship. Jim then joined the Navy, retiring as a Captain. He joined United in 1960 and retired in 1993.

Jim loved the outdoors. During the summer you could find him on the tennis courts at Galvin Park or floating and fishing the rivers of Montana. Summer was also the time when he would travel to Ashland, Oregon for the Shakespeare Festival. And in winter he would hit the ski slopes of Lake Tahoe and Austria. Jim was a voracious reader – he always had a book or magazine in his hands. As a pilot with United Airlines, he was able to indulge his love of travel to far flung places, Hawaii being his favorite destination. He had an affinity for the Islands and the people. Jim was a warm, loving and compassionate man. All who knew him thought of him as someone who was very special.

He is survived by his wife of 25 years, Annie Andres; two children and four grandchildren.

A celebration of his life will be held in May 2018. Memorial contributions may be made to the North Bay Fire Relief Fund at www.redwoodcu.org/northbayfirerelief or to Memorial Hospice at 439 College Ave., Santa Rosa, CA 95401.





Kenneth D. Anderson	Mar. 08, 2017
*Michael Dunne	Oct. 25, 2017
Charles H. George	Oct. 12, 2017
Milton L. "Milt" Jines	Nov. 17, 2017
David B. Malone	Nov. 05, 2017
James D. Mansfield	Oct. 14, 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)

December, 2017 Edition

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RUPA's Monthly Social Calendar

Arizona

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

California

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

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

Cleveland Crazy's (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