
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Letter	Page 3	Articles	Page 19-42
Vice President's Letter	Page 4	Letters	Page 43-53
Local Reports	Page 4-19	In Memoriam	Page 53-54
		Calendar	Page 56

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

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

President's Letter

After writing last month's letter, I'd thought maybe we'd have a little break from natural disasters. Unfortunately, Hawaii, the big island, is going through one right now with the eruption of the Kilauea volcano. We have a very active group of RUPA members there, the Big Island Stargazers, so please think of them when you see the TV news coverage.

I've received several calls from members recently and during each one of them I heard how much they love to read the *RUPANEWS* and can't wait for the latest issue to arrive. Captain Cleve Spring continues to outdo himself and we all owe him our thanks for putting out a terrific magazine, month after month.

Captain Jon Rowbottom oversees our website, www.rupa.org, and he's created a new History tab. You can click on it and go to some interesting articles that are just too long for the magazine. There are two that are up and running right now. One was written by Captain Gerry Baldwin and published in *Air Line Pilot* magazine in October 1985, shortly after Gerry was among the group of 570 who refused to cross the United picket line. It's called *Union Busting Vs. Unionism* and dealt with Lorenzo and the Continental strike. The second link is to the May 2012, issue of the UAL MEC's *Leading Edge, The Strike of '85: 27 Years Later*. It includes Captain Pat Palazzolo's *From Wooden Wings*, the definitive history of the strike. I've read it twice over the years and I'm sure I'll read it again. It's that good, and it's OUR story at United. Gerry and Pat are terrific writers and if you haven't read these pieces, you really must.

These are the kind of articles we'd like to include in the History tab. Please send me and/or Cleve articles of historical significance that you think our members would like to read. Cleve is at rupaed@rupa.org and I'm at rupapres@rupa.org.

Another tab I want to mention is EBLASTS. Click on it and you'll get to the form you can fill out to get email eblasts of time sensitive information. It's just your first and last names and your email address. Then click "submit" and you're all set. Eblasts are usually informational items we get from the company, for example about pass travel, that we feel you may need to know about between issues of the *RUPANEWS*.

To make it easier for you, and for our Secretary/Treasurer, Captain John Rains, you can use the Join RUPA or Pay Dues Online tabs. Some of the paper apps we get can be a little hard to read. For dues, there is now the option to check "Automatically repeat this same payment once a year, beginning in 365 days" so you don't have to worry about it each year.

Most of those who retired after 2000, after Contract 2000 was ratified, lost more than 75%, some more than 80% of what the contract called for. That's because United and the PBGC conspired to terminate our plan as of December 31, 2004. [The plans of all the other retiree groups were terminated in May, 2005.] Why? Because the PBGC has a five-year look-back, which meant that anything in Contract 2000 was basically nullified. I lost about 75%, even though I was lucky enough to fly until I was 65. Those who retired after 2000 and were 60 are receiving \$1,000 or less from the PBGC. Plus, those who retired before 2000 got out with their ESOP stock intact. Those who retired after 9/11 didn't. I had about 6,000 shares, and my check for that was \$5,700. Many got less than that.

When we started the S.3275 effort, hardly any of those who retired before 2000, and I really can't think of one, took part in the effort. I have to assume that it just didn't matter that much to them, since they "only" lost 30% or less, as you did. If it matters to you, let me know and I'll be happy to send you the entire S.3275 e-package for our lobbying efforts.

Finally, the number of letters from members has fallen off a little, and we've gotten several comments about it. I guess it's time to again urge all of you to send in an update letter so we can read about what you're up to! See Cleve's email address above.

Welcome to our newest members:

Captain Mike Boyd (DCA) Leesburg, VA / John Reed (SFO) Reno, NV

Captain Karen Kahn (IAH) Santa Barbara, CA / Captain Steve Vancil (SFO) Fairfield, CA

Captain Mark Hancock (ORD) Columbus, OH / Joe Gentile (SFO) La Quinta, CA

Bob Engelman

Vice President's Letter

Hello from the wild, wild west. I presume you all are having a fantastic spring and soon to be summer. As I have mentioned to the other RUPA officers, my wife and I are trying to sell a condo on the Big Island of Hawaii and will have stayed there prior to the release of my letter. The flight airplane loads seem to be somewhat light during this time of year based on the earthquakes and volcanic action at Mount Kilauea. I can totally understand why the loads are so light. Anyhow, wish us luck in selling our little piece of paradise.

There is some interest in having a RUPA convention in Dayton, Ohio. What a fantastic idea to have a convention there and visit the Air Force Museum there and the Wilbur and Orville Wright Museums. All of this would be in lock step with our aviation back grounds.

I would like to congratulate Cort de Peyster for starting a RUPA luncheon group in the Puget Sound area. Hopefully, we will get further interest from retired pilots living in that area. Another congratulations goes to United for being ranked #1 with the airline with the most female pilots. It has been reported that Oscar Munoz will not be offered Chairman of the Board but will remain as the CEO. And with further United management position changes, Josh Earnest will be the new Chief Communication Officer at United. Josh was one of the press secretaries in the last presidential administration.

I read the most interesting article about one of our RUPA members recently. Luke Warfield reported on our Facebook RUPA group site about how he got his commercial pilot check from a gentleman that had received his commercial check and subsequent license signed by Orville Wright. What an honor to be in a successive line of fine aviators.

Lastly on a lighter note, I asked a friend of mine at church why there were so many old people in church. He said they are cramming for the final! And, I always try to remind myself that it is better to pay full price than admit you're a senior citizen. But remember, retirement kills more people than hard work ever did.

My best to you all. Stay strong, focused, kind and humble. Still Flying High Here, *John Gorczyca*

San Francisco Bay-Siders' RUPA Luncheon

A good bunch of people came out this May Day. Among them were our regulars and some who we haven't seen for some time. It's always good to catch up with everyone and their current activities.

Those attending were: Rich & Georgia Bouska, Larry Darnell, Jerry Delisle, Rich & Cindy Erhardt, Gloria Green, Barry & Ginny Hamley, Jeri Johnson, Bob Kallestad, Bill Madsen, Kay Mazzola, George Mendonca, Keltie Morris, Craig Norris, Bill O'Connell, Cleve & Rose Spring, Jerry Terstiege, Isabell Traub, 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*

How to pay your RUPA dues

Go to our website www.rupa.org and pay your dues there with your credit card (Easy for you and for the Secretary Treasurer)

Or send your check to:

RUPA
PO Box 757
Stowe, VT 05672-0757

The Joe Carnes RUPA Luncheon Meeting

A beautiful sunny spring day in this area plus our dual luncheon guest speaker team brought out 56 RUPA members, their guests, and some pretty cool cars as well. Our two guest speakers are both infinitely involved with Packard automobile. John Maxson is the activities director for Packards of Chicagoland and John Mark restores these---and other classic automobiles---at his shop. They gave a two-part video program on the history of the Packard Car Company and John Mark's discovery, documentation, and rehabilitation of none other than Stalin's 10,000-pound armored Packard Twelve, now on display at Historic Auto Attractions in Roscoe, IL. With the subject matter being "Big Boys' Toys", so to speak, and the weather's being Day VFR, several of us drove our "babies" so we had a mini-car show in the parking lot after lunch.



LunchBunch, Guest speaker John Maxson's, Guest speaker John Mark working on a Rolls-Royce in his shop, Packard.JPG – John Maxson's 1941 Packard One Twenty convertible coupe which he drove to the luncheon.

Thanks to Terri Boeckh, Tim Schneider, and the Golf Club Of Illinois staff for providing us with great food and hospitality. Special shout-outs to Captain Larry Cabeen who performed the Duty Photographer mission this time around, and my wife Jan for her help with all the before-and-after logistics.

RUPArians and guests who were present: John Anderson, freshly back from Arizona, LeRoy & Eva Bair, Jim and Corrinne Boyer, George Bracke, Ed Bristow, Larry Cabeen, Bruce Carey, Bill Cherwin, Norm Clemetsen, Barry Davidson, Carl Eberle, Walt & Jan Fink, Jan Gawenda, John Gotta, Don Gregg, Mac and Diana Gregory, Dave Harris, Bob Helfferich, Tom Helms and his son Pete (American 777 Captain), Jim Huemann, Scott Joseph, Bob and Carolyn Kelly, Chip Little, John Mark, Karol Marsh, George & Jacquie Mathes, John Maxson, Tom McFadden, Jack Mumaw, Dick Murdock, Ceil Myers, Howard and Marj Nelson, Warren Nelson, Jim and Jan Noble, Resa Riess, Ron Rogers, Tom Roskens, Gene and Bonnie Ruder, Dave Runyan, Ole Sindberg, Dennis Suda, Sid Tiemann, Jim Trosky, Terry True, who---unable to find a RUPA group near his new digs---drove all the way up from Valparaiso to join us, Gus Tuit, and Paul Wember.

Our next luncheon will be Tuesday, September 11th, 2018, at the Golf Club of Illinois once again, and fittingly for the memorable date of 9/11, our guest speaker will be ORDFO Chief Pilot Bo Ellis. All retirees, active pilots, spouses, and guests are invited to attend. The Duty Scribe, *Walt*

PICKLES | Brian Crane



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

The April Ham Wilson Gold Coast SE Florida RUPA Luncheon was held at Gallupi's Restaurant in Pompano Beach on Thursday, April 12th. We had 14 senior airmen attending. A few of our regulars were away at Sun-n-Fun in Lakeland, Florida. Snow birds are starting to head north so we have some fair wells until next Fall. We had a great luncheon with some good jokes and old war stores.



Attending: Ham Oldham, Ned Rankin, Denny Keast, Bill Garrett, Les Eaton, Mark Stransfeld, Dan Kurt, Gene Anderson, Dave Friend, Stan Baumwald (NWA), Jim Moorehead, Bobby Senderoff, Bill Banner and Lyn Wordell.

The next luncheon will be on May 10th at 11:30 at Gallupi's in Pompano Beach. *Lyn Wordell*

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

We had a great lunch yesterday at Galuppi's at Pompano Beach Florida. The summer team of Jim Morehead and Art Jackson will continue to have a lunches each month.



Attending today clockwise was Gene Anderson, Jim Morehead, Bill Garrett, Art Jackson, Ham Oldham, Paul Livingway, Dave Friend, and Mark Strasfeld.

The snowbirds have headed north and a lot of people have things going on in their lives yesterday with travel and so the eight of us had a very nice lunch and sometimes smaller is better, it seems. Pretty much everybody contributed to the conversations on all subjects including a little aviation here and there.

Our June lunch will be held on June 14 same place, same time 1130 and look forward to seeing anyone of you there that can make it.

The list went out and it was a revised one. The list was shrunk by at least half and most of you know when

the lunches are held and for the last 30 years it's been the second Thursday of the month, so it's kind of hard to forget and I suggest that you write the dates on your calendar, but we will continue to send out reminders. There were a lot of people on the list that had never been here in years and there were even some people from Chicago who still vote twice whether deceased or not!

So if you didn't get an e-mail this month for May let me know and we'll add you to the list.

In talking with Wanda Huber, she would like to attend in the future and she'll bring long time Miami flight attendant Sharla and perhaps we can have some "oldies but goodies" attended a future lunch. Ladies are invited and your neighbors are guests are invited if they want to hear a lot of great aviation stories and we look forward to seeing you in the future. *Jim Morehead & Art Jackson*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Greetings once again from Southern Oregon, where we have Spring in full bloom, a wee bit of snow remaining on the mountains around the valley, but not enough...we're still short of normal seasonal moisture. It does make for gorgeous weather however as the seasons roll over. Most of the local high country lakes are now open and fishing well for trout...so....time to get the boat and gear out and moving!

We had a great group at lunch on our third Thursday with Pete and Bea Maury joining us from their home on the Oregon coast. Really nice to have them here, and most especially since I hadn't seen Pete in the many years since the 8's out of SFO. Good times past and good times in the present. Good to have them here. We're still missing our Florida contingent, but hope to have them back next month.



L to R around the table at the Pony were: Cheryl Jaeger, Leann Fusco, Scot lee, Bea and Pete Maury, LaVera and Oak Porter, Steve Fusco and Harvey Saylor.

Standing are: Harlowe Kittle, Bob Niccolls, Chuck Kittle and Jim Jaeger.

We'll be back at our little gathering place at the Pony the third Thursday next month, noonish, if any can stop by.

In June we are planning to go on a tour put on by the Water Commission here in the valley. One of the great assets of the valley is the very large amount of clean, fresh spring water (I know, an anomaly given the water short year, but it's all mountain spring and has remained constant wet or dry years). It's an all-day trip with a picnic lunch stop in the high country and so should be not only informative, but great fun. Cheers to all, **Bob**

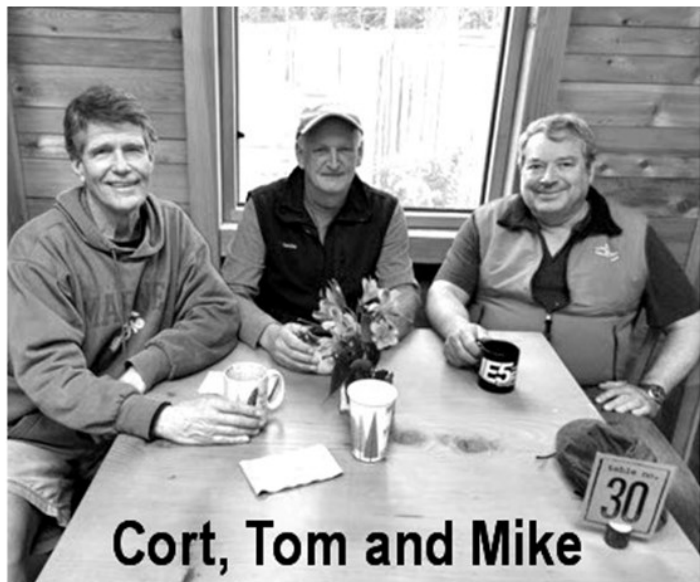
Common Tools and Their Uses

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

New RUPA group, “The PNW Flyers”

A new RUPA flying group is in the process of forming. The tentative meeting place is (W10) Whidbey Airpark, on Whidbey Island, WA. This little jewel, Mukilteo Coffee Roasting Company, has a coffee roasting operation and cafe that caters to fly-in patrons.



Cort, Tom and Mike



We had an impromptu meeting on 4/20/18 with RUPA members Mike Todd, Tom Trees and Cort de Peyster. We invite any RUPA aviators who live or fly in the environs of Pacific North West to join us for some camaraderie and telling of lies.

The dates are TBD and dependent on good flying weather. If interested, please contact Cort at (916)335-5269, cortreno@aol.com or Mike at (360)701-6365, skywagon56@gmail.com.

We'll be happy to put you on a list and send out announcements via email and our RUPA Facebook page.

This place can be reached by plane, fly your own, hitch a ride with another RUPA member or via ferry and car. Runway is paved 2,470' long with trees at both ends but for most light single engine planes, there should be no issue.

Hope this new unique RUPA group might be appealing to some of our membership. *Cort*

San Francisco East Bay Ruperian's Luncheon

We met at the usual place at the usual time but only five of us showed up. It must have been the great California weather that the others were enjoying. So, we all sat around a round table which was perfect for conversation.

The recent engine failure on Southwest, and resulting inflight disassembly of the engine, triggered lots of talk about the old days and “events” we had experienced while flying for United. Another lengthy topic was how the PBGC mishandled the pension debacle.

We missed Lee and Shirley Francis who were sailing the seven seas and Tami Dahlstrom who was packing for a trip to Arizona to witness several grandkids graduate from college.

Attending were: Rich and Georgia Bouska, B. S. Smith, Neil Dahlstrom, and Jerry Udolhoven.

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

**Common sense is like deodorant
The people who need it the most, never use it.**

Seattle Gooney Birds RUPA Luncheon

The Seattle "Gooney Birds" held their 3rd Thursday of the month brunch at the SeaTac Marriott. The usual suspects, but down a few, probably because of a welcome break in the Seattle April showers.

It was great to meet Al Haynes son, Dan. Hank commented on Al's channel 7 interview yesterday as back ground to the Southwest engine event. So unfortunate to lose the mother of 2 children. The crew did a magnificent job in handling the event both in the airplane and with communications.

Herb Marks and Hank told stories that got some good laughs. Bob Howard, a long time ago crew man, and Seattle office manager, when we used to have domicile offices, volunteered not to tell any stories about his experiences. He knows way too much!

Hope to see more of the regulars, and hopefully some new faces at our next meeting. Wishing everyone the best with their health and good times.



Jim Barber, Bud Granley, Alan Black, Carol Granley, Kathy Black, Jack Brown, Ken Case, Bob Howard.



Dan and Al Haynes, Rob Robison, Phil Scott, Hank Kerr, Chuck Westpfahl, Bill Stoneman.
Not in the pictures is Herb Marks.

Seattle Gang having a RUPA Lunch in Phoenix

A group of Seattle retirees met for lunch at Turf Paradise in Phoenix on April 23rd. It was hosted by Bill Jensen although all his horses were on their way north for the summer racing season in Auburn, WA. Great fun - Many of us had not seen each other in years.



L to R: Page Watson, Veril Olson, Bill Jensen, Eric Malm, Irv Jones, Chuck Darst, Frank Soare, and Don Cobb.

RUPA Day at Sun-n-Fun

This year's Sun-n-Fun International Fly-In and Expo was held 10-15 April, 2018 at the Lakeland Linder Regional Airport, Florida. It was another action-packed week of flying, static displays and workshops. The weather on the first day and last day was less than optimal (rainy, windy, muddy) but for four days it was perfect Florida weather of clear skies and 80+ degree temperatures, including our RUPA Day on Thursday April 12, 2018. The RUPA turnout was 26 attendees (compared to 37 in 2017).

Along with the usual vintage aircraft, war birds, military aircraft and ultralights was the attendance of two C-47s painted in the Allied insignia for the D-Day invasion over Normandy, France. The April 2018 *RUPANEWS* (page 28) mentioned the purchase of "That's All, Brother" C-47 by the Commemorative Air Force which is in its



restoration phase. The star C-47 at Sun-n-Fun was another C-47 which towed Waco gliders carrying troops and equipment for the 101st Airborne on D-Day, June 6, 1944. See photo. This aircraft along with 20+ other C-47/DC-3/Dakotas and paratroopers (and hopefully "That's All, Brother"), will participate in DAKS OVER NORMANDY on June 6, 2019 (the 75th Anniversary of D-DAY). The D-Day Squadron is the American contingent of this flyover crossing the English Channel. They will travel together over the Blue Spruce Route developed by the Air Transport Command (Connecticut, Newfoundland, Greenland, Iceland, Prestwick) and meet up with the international contingent at Duxford, England, then on to Normandy, France for the Allied D-Day invasion anniversary on Jun 6, 2019. Find out more at www.daksovernormandy.com. Many tour groups now are arranging tours for this historic event.

Once again, thanks to the generosity of the local OX-5 Mid-West Florida Wing's President Wayne Gordon and Secretary Nicole Azarro, we were able to enjoy the comfort of the Club's facilities, a first-rate luncheon and camaraderie. This year's five-dollar luncheon (still the best value of the entire air show) was prepared by OX-5 volunteers, Brenda Jones and Chris Meek. Of course, everyone showed up for the hot dog lunch and most for the RUPA group photo.

Another spectacular part of Sun-n-Fun was the reenactment of the 1970 movie *Tora, Tora, Tora* by Japanese Zero replicas bombing Pearl Harbor on December 7, 1941. Julie Clark (T-34) and Patty Wagstaff (x330) also performed plus many others. A Night Air Show completed the show on Saturday night including aerobatics by Gene Soucy, jumpers from Special Operations Command and a giant fireworks demonstration, all ending about 9:30 pm. Sadly, the Air Force's Thunderbirds were cancelled due to a fatal accident the week before but both the Air Force and U.S. Navy provided their F-16s and F/A-18s for crowd excitement.

The Saturday events also included a lasagna dinner (\$10 – another good deal) at the OX-5 clubhouse. This was attended by close to 200 people highlighted by the skill of Nicole making 20 trays of lasagna from scratch. See photo. It was open to anyone and all were easily accommodated



Another added asset to the RUPA Day was the help provided to us by high school students from the Central Florida Aerospace Academy (CFAA) near the Lakeland airfield. This year our assigned assistant was 16-year-old John Zito. He was ready to do any job. One of his rewards was being taught how to start the now 100-year-old OX-5 engine which was located outside in front of the club house. He's the one in the photo under supervision. It was good to see him interact with the older OX-5 members as well as the RUPA retirees as mentors. His goal is to get his private pilot's license and get into engineering or A&P mechanics. He seemed a natural when starting this engine which runs about 45 seconds but is switched off once it starts backfiring. Hard to be perfect at 100! But audiences are fascinated with this old technology and sound. John also was given the job of taking the RUPA photos.

For those not familiar with the Curtiss OX-5 engine, it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WWI to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920s and 1930s. The OX-5 is an eight-cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). After World War One the engines were readily available as "surplus", at prices as low as \$50 new and still in the original crates. Web site is www.ox5.org. Membership is open to anyone interested in pioneer aviation.



L to R: First Row: Dave Thompson, Bob Helfferich, Burt Olson, Karen Nathan, Brian Dwan and Carl Elberle. Second Row: Alan Bielanski, Brian Leiding, Mike Flynn, Deke Kramer, and Dan Hillman.



In the second photo left to right: First Row: Diane Fiedler, June Jackson, Marian Wickersham, Glenys Bird. Second Row: Dot Prose, Bob Fiedler, Art Jackson, Dave Wickersham, Dale Bird and Mel Franzen. Those who signed in but missed the photo shoot: Neil Anderson and John King.

Deke Kramer wanted it to be known that if you have a skill, like welding, which he has, you can volunteer to teach a workshop and as a volunteer you would have free parking and free entrance passes each day. Just go to the Sun-n-Fun web site (www.flysnf.org) to volunteer next year.

Thanks to all who stopped by. We hope to do it again in 2019. The dates for Sun-n-Fun next year are April 2-7, 2019. RUPA Day would be Thursday April 4, 2019. Mark your long-range calendars! Have a great summer! *Gary Crittenden and Dot Prose*

Monterey Peninsula RUPA Lunch Bunch

There were clear skies and warm breezes today when we gathered at Quail Lodge for our Luncheon. We managed to take a group picture.



L to R: Diane Emerson, Steve Filson and his fiancé Terry Huggins, Phyllis Cleveland, Lee Casey, Nancy Casey, Sharon Nelson, Jane Rowbottom (Jon is the photographer), Sharon's sister Cheryl Edwards, Donna Warmsley, Cindy Benzies, Pete Walmsley and Bob Benzies.

Sharon Nelson is still working out of SFOSW and said United will be coming up with a new paint job keeping only the United name and removing the CAL ball on the tail in the interest of unifying the company. If it was only that simple.

There were stories from those who flew the DC-8 on the trips to the Hawaiian Islands with those 33-hour layovers with the endless parties. We also recalled the "high tech" Flight Office at SFO of 1985. Flight Managers had a Dial Phone complete with a Squawk Box, a Unimatic Terminal with a printer down the hall and a Rolodex and a paper UAL Phone Directory. There were no PC's, Word Processors or email. It is amazing that in 1992 nothing had changed. An airline the size of United had not moved into the next generation office technology.

Our host, Pete Walmsley, has kindly arranged our Annual Golf Outing for Wednesday, September 12th with tee times beginning at 2 PM. Anyone interested in coming out for a great day playing a great golf course is welcome.

Our next luncheon will be June 13th at Edgar's beginning at 1130. Please RSVP to Phyllis by noon on June 11th. *Jon Rowbottom*

Williamsburg Patriots RUPA Luncheon

This was a great weather day here to get together. We would like to also invite any retired UAL/CAL AFA to join us on the 2nd Saturday of each month. Brunch (Lunch/Breakfast) your choice at Victoria's Rt 199 / Rt 5 Williamsburg, Va. 11:00 am. Plz RSVP at Krasnojm@earthlink.net. There is a great selection of dining preference from the menu along with great service from the staff.

It is always so great to enjoy the company and the stories of days gone by along with interesting things and events other are doing. Cleared for takeoff and fly over.

Look forward to seeing you on June 9th. *JB*



L to R: Jim Krasno, Jo Beth Lynch and Vic Schumaker

Dana Point RUPA Luncheon

The 2nd Tuesday of the month came up early on us in May, but we had a reasonable turnout of seven retirees show up. The number of attendees is usually much greater than that, but no reminder e-mail was sent out from Ted Simmons, who was traveling and visiting family, which he plans to continue doing and backing away from his usual RUPA duties. I understand family obligations myself because they caused me to miss two luncheon meetings to take care of situations requiring my availability with family members.

The individuals attending on Tuesday the 8th were Bill Rollins, Bill Stewart, Bob Fuhrmann, Bruce Dunkle, Denny Giesea, Jim Grosswiler, and myself, Joe Udovch. It was a nice day and allowed us to dine outside on the veranda deck under the blue umbrellas. The usual harbor scenery was pleasant to watch as well.

We discussed some of the things which were making news in the media. First, because most of us have flown to Hawaii at some time in our careers, the fact that the Kilauea Crater was spewing lava all over parts of the Big Island and destroying homes and causing mass evacuations. We speculated that this has all happened before, and there is the chance that it may become worse in succeeding days.

Denny Giesea talked about his guided tour he will be taking in the next month to the historic D-Day beaches in Normandy, France, and part of the tour includes visiting Paris and taking a river cruise on the Seine River.

And speaking of cruises, my eldest daughter, Cathy, who is a travel agent, and with whom I have been on an Alaska cruise once before, was able to convince my middle daughter, Christi, and grandchildren into going on a Princess Cruise further North than before, and Cathy managed to arrange extra privileges for us all just because I am a Senior Citizen and ex-military as well.

Although Bruce Dunkle was present and is our usual camera person, we did not get a picture of our group this month, but he managed to get one for April, where he also submitted the write-up for the *RUPANEWS*. I'm thinking that it is time for some of our younger and newer retiree members to step up and take over some of the organizing chores for these luncheons. One of the things I was able to use that Ted Simmons and his son were responsible for is our venerable sign-in sheet, with columns for: NAME, PHONE, EMAIL, RETIREMENT DATE, JOIN DATE, and MISCELLANEOUS. It has been a very useful tool.

And I heartily concur with our RUPA Editor, Cleve Spring. We should have more birthday and other letters. It is the way we keep in touch with people we worked with during our careers.

Cheers, from your occasional reporter, *Joe Udovch*

Hagerstown Boy's Nite Out

I finally got everything together and, hopefully, you will receive the graphic evidence of a wonderful time in Hagerstown, Md at the Spring meeting of the DCA RUPA chapter of the "Boys Nite Out!"



Pictured on my left, looking down the table, Jim Turner, Pierre Ney, Gill Coshland, John King, Jr, Gary Cook, Bernie Schwartzman, E.K. Williams, Charlie Schwab, PAA, Dennis Fairbrother and Dave Strider.

The restaurant, Schmankerl Stube, located in Hagerstown, Md, is a faithful rendition of our favorite hangout flying to Frankfort, Germany...back in the good old days! Thanks, *Stokes Tomlin*

SAC Valley Gold Wingers RUPA Luncheon

Hello to all from the Gold Country of California. Such an outstanding luncheon with wonderful camaraderie and basically a good time with a lot of laughs. Our luncheon was served by our delightful hostess, Julie. She just never misses a beat and we appreciate her so much.



Left to right: John Gorczyca, Linda Akin, Ed Akin, Bob Lynch, Kathy Lynch, Judy Zari, Dave Ulm, Wayne Mooneyham, Sharon Gorczyca, Cort de Peyster, Steve McBride, Vivian Stolp, Lori Muir, Ken Ledwith, Bill Authier, Dave Leippe, Andy Fossgreen, Marv Alexander, Joni Cordano, Karl Winkelbrandt, Bill Doss, Jim Whittington.

We were very lucky to have Cort de Peyster attend our luncheon. At 10:15 on the morning of our luncheon, he was sitting in his pajamas and drinking his morning coffee in Reno and was able to fly to Auburn, near Sacramento, and attend our luncheon by 12:00 noon. I think he has a bit of magic in his bones and deserves a toast for his energy. What a feat! Thank you Cort for making the effort in flying your plane over the Sierras to join us.

Several items were discussed to include announcing the new Flying Together web site that launched in May. I did mention the possibility of RUPA having a convention in Dayton, Ohio sometime in the future. Some of the possible events would include touring the Air Force Museum and the Orville and Wilbur Wright Museums. Also, we discussed the untimely window losses by Southwest Airlines and by Jet Blue Airlines. We also talked about an FAA Reauthorization Bill that is being considered to limit pilots to age 70 for Part 135 operators. This is being strongly considered by NetJets. We announced the last Guppy Gathering which will be held the third Wednesday in Sept at the Square in Sonoma. It is always nice to pass on RAFA's Kirk Moore information about Pass Travel. I highly recommend all retirees to read his comments and information he forwards to all. Dave Leippe spoke about the upcoming Open House at Mather Field that will feature the US Air Force Thunderbirds. Kathy Lynch reported about the true need for the newer shingle shot. Bob, her husband, had a severe case of shingles and we are happy to report he is doing better even after he had his gall bladder removed. As a matter of reverence, I try to pass on some of the wonderful retired United pilots who have flown west. It becomes a very touching moment during my tidbits of information that is forwarded on to our group.

Lastly, I presented Karl Winkelbrandt with a retirement award for his 29 years of faithful service to United Airlines. Thank you for everything you did.



Good luck to all during the summer months. Stay healthy, be kind, stay humble and never give up.
Still Flying High, *John Gorczyca*

Why don't you ever see the headline: "Psychic Wins Lottery"?

Ohio Cleveland Crazies RUPA Luncheon

Our April meeting in Wooster was well attended with nineteen members, wives, family and friends. We had a financial report from Dick Sanders covering the donations that have been received for our participation in the Medina 911 Memorial project. He also passed the hat to replenish our treasury. Dick had his son with him for our gathering. I asked the group for suggestions on the wording to be engraved on the bricks and bench that we are providing for the 911 Memorial. We welcomed a new member, Terry Callaghan, and we remembered two members who have recently passed. Because of all the topics to discuss we did not find time to enjoy any of Kenny Wheeler's jokes.



L to R sitting: Bob Olsen, Kenny Wheeler, Denny Flanagan, Diane Johnson, Terry Callaghan, Dawn Lang, and Monica Burrill. Cheers, *Phil Jach*

DCA Eddie O'Donnell RUPA Luncheon

The Washington Area Eddie O'Donnell group gathered at JR's Stockyard Inn for our lunch with our Ladies on April 18th.

Before lunch was served, there was lots of catching-up and discussion of things regarding farming, chemo, gardening, yards, weather and old Captains. I overheard something about a 35year old John Deere.

We remembered Wayne Icenhower, Al Wray and Clyde Luther who had Flown West since our last gathering.

Barb Ryan updated us on a phone call she received from Bill Salisbury who has moved to The Crossings in Fredericksburg after several strokes.

We discussed the "Cleveland Crazies" plan to participate in the Medina Rotary Club project for a Flight 93 Memorial. Some of our group will be supporting their plan for a bench and bricks.

Mike Frank reminded the group of our 20% discount for onboard purchases while pass riding. For ID, we were told that one can use that plastic "United Travel ID" that was for imprinting our passes when paper tickets were fashionable.

Ward O'Brien made a presentation regarding his work producing recordings for the Library of Congress Veterans History Project. Ward is a producer at a Local Access TV channel with access to studio facilities for interviewing any of us who want to participate.

Jon Beckett presented a Long Stemmed Rose, provided by our hostess Alison, to each of our Ladies. That was a very nice touch.

There were 24 in attendance: Al Badrow, Jon Beckett, Linda Cerisano, Hal Cockerill, Linda and Gary Cook, Mike Frank, Paul Gilson, Dale Grigg, Larry Grube, Tony Keffer, Camille Moore and Fred Keister, Dolores and Ed Miller, Barbara and Ward O'Brien, Barb Ryan, Ann and Fred Streb, Anne and Dave Strider, Betty and E.K. Williams. *E.K.*

San Francisco North Bay RUPA Luncheon

Star date, Wednesday 02 May at the Petaluma Sheraton. Alas, with our fearless leader Fr. Donegan grounded for the day, this humble, tempo, replacement, who was junior manned into secretarial duties dutifully reports;



There were but ten of the regular suspects in attendance. Bruce Milan, Bill Smith, Bill McGuire, Jules Lepkowsky, Larry Wyman, Gardner Bride, Dick Henna, Mike Tar, Don Madison and yours truly Rick "Emperor Norton I" Saber were present.

The infamous clicker cleared the ready room (bar) and all manned the single table where war stories commenced as usual.

Rick brought recent news of Willie "Superblue" Sharp, says he prefers Manhattans! Willie is out of the Danville VA hospital and back into familiar territory where his health is being slowly restored...through dialysis. He sounds great on the phone and is looking for a "Charlie deck" to land on and share his real life tales, one of which was being shot down in Nam, wishes all good cheer!

We got word that the UA travel site switched over to < ft.ual.com>, is said to be easier to navigate. *ft is" flying together"

When talk gravitated to ADF, MDF and Adcock forms of apps. (not exactly a smart phone app), it was time to pull chocks.

Though small, we had a very spirited meeting. *Rick Saber*, your tempo reporter

Manassas RUPA Breakfast

May Manassas breakfast went very well, with good food and conversations. We welcomed a new member, Frank Lamm retired AA pilot. Don Reinhard returned from 30-day cruise in the South Pacific where he survived feeding the sharks. Several in our group have had, or they are considering various joint replacements, so look out, we will be kicking into the next decades.



Left clockwise: John King, Don Reinhard, Gil Koshland, Stokes Tomlin, Jim Turner, Bill Davis, Sim Stidham, Hal Cockrill, Gene Couvillion, Frank Lamm, Chris Stevens (the kid), Gary Cook. Shout out to Jim Foster's empty chair, he is doing well in recovery from knee replacement. Regards, *Gene*

The Big Island Stargazers RUPA Luncheon

The rain gods were in our favor for our annual April meeting in Hilo. We had a small number of attendees, but it was a beautiful day for our luncheon at Jackie Rey's Ohana Grill. Mahalo Gerry and Joan Baldwin for making the arrangements for us and selecting the great pupus for our group.



L to R: Gerry Baldwin, Don Diedrick, Joan Baldwin, Julie & Sam Wilson, Linda Morley-Wells & Walt Wells. Missing the photo op was Beth Raphael.

Sam and Julie Wilson are unable to attend our Kailua-Kona meetings so it was nice to catch up with them on their side of the island. Sam's farm keeps them busy and they sell their eggs and produce to many of the local supermarkets and stores. Linda and Bill Hayes also live on the windward side but had to attend a family wedding on the mainland and missed out on the once-a-year "local" event.

Talk story centered around Southwest's recent uncontained engine failure. The conversation continued on to explore why, after 40+ years since women pilots were first hired by the majors, they comprise just 5-6% of total airline pilots.

We will be back at The Fish Hopper Restaurant for our May luncheon, so please join us if you are in Kailua-Kona on the third Thursday of the month. *Linda Morley-Wells*, Scribe

Leesburg RUPA Breakfast



Nine gathered for Breakfast. Bob Gilbert, E.K. Williams, Sym Stidham (empty chair with plate getting cold), Gary Cook, Billy Davis, Stokes Tomlin, John Gallagher, Gene Couvillion and Jim Turner just back from Florida.

It was noted that there had been a call to Bob Evans, during breakfast, from a retiree trying to find us. We do hope he tries at least once more. Bob Evans is on the east side of Leesburg at the edge of the Outlet Mall on the Rt. 15 Bypass. Come on down, 1st Friday each month 0900. *E.K.*

San Diego North County RUPA Luncheon

A very nice day here in San Diego to enjoy lunch with friends. It was Bob Bowman's Birthday so we had cake and ice cream. Nowadays everyone is trying to watch their diet but such a Big Event deserves relaxing the rules a bit!

We have still to meet Scott's wife, Mollie, but she was out flying and was landing at LAX as we were sitting down for lunch. I vaguely remember getting up early on the East Coast for a flight across the USA to LAX but thank goodness the memory is just that. Nap time, Mollie? I know it would be for me!!



Lt to Rt: Bob Bowman, Colin Winfield, Scott Herman, Ruth Bowman, Susan & Mark Mayer, Brad + Rhoda Green were in Pennsylvania visiting family.

Our conversations usually start with, "you know what happened to me?" and it might be in reference to many topics like vacations or hobbies, but still, quite a few stories about airplanes.

I won't be joining The Gang for the next 2 months because my wife and I will be driving from San Diego to Fairbanks towing our travel trailer on the Alaska/Canada Highway (ALCAN). Should be fun!!

Scott, our new member, will be taking over as photographer/newsagent while I'm gone discovering the Last Frontier. Doesn't the new guy always get the entry level job? Actually, I flew airplanes out of Juneau and Anchorage for 2 years a long time ago so it's like going back to my aviation roots.

So much for now.

Oh yeah, if you live in the SAN Diego area or just passing thru stop on by for lunch. Good guys, good stories.

C ya, *Mark Mayer*

mark777mayer@gmail.com

Denver Good ol' Pilots' RUPA Luncheon

This is a report on our lunch meeting on Tuesday May 8th. Our meeting began at 11 with lunch served at noon. After lunch Stanley Boehm provided some humor.

Three of our members had recently flown west; Mack Connelley, Jim Nist and Bob Stemple. All three were highly respected and well-liked by those who knew and flew with them. For information regarding Mack Connelley's flying career, refer to the Denver lunch report in the November 2014 issue of the *RUPANEWS* found in the archives on the RUPA website, rupa.org. Since Jim Nist had been ill for some time, we did not get a chance to have him address us with a summary of his flying career. Here are some highlights provided by his family. He was from Buffalo, New York. He joined the Air Force in 1950 to attend flight training. First training was at Mountain Home, Idaho, then on to the T6 at Columbus AFB in Mississippi, then to Lubbock, Texas, for transition to the B-25 and finally to Ft Lauderdale, FL for transition to the C-54. After that he was assigned to Tachi, Japan, flying the C-54 in the Pacific much of the time to and within Korea. In

July 1956 he joined United where he flew S/O, F/O and Captain on the DC-6. He flew as Captain on the 737, 727, 767 and DC-10. He spent 2 years in the first part of his career in the JFK flight Office working with new hires. The rest of his career he was based in Denver retiring in July 1990 flying the DC-10 to Hawaii his last trip. At this time, we do not have the details of Bob Stemple's flying career.

Steve Jacques talked to our group regarding support for The Jason Dahl Foundation. Jason was killed on 9/11 2001 when the aircraft he was piloting was hijacked and crashed in a field near Shanksville, PA. Steve was a friend of Jason. Steve spoke of what a stellar individual Jason was. Type in "The Jason Dahl Foundation" in your internet search and you will find full information regarding Jason and the fund in his name. Steve emphasized that the fund distributes virtually all money collected to aviation scholarship recipients since all involved in managing the fund are volunteers. Steve Jacques also informed us of a fund-raising event held on May 12th for The Jason Dahl Foundation organized by retired United Pilot Tom Bush at the shopping center where he owns "Wild Birds Unlimited" a retail store for wild bird enthusiasts and supporters. The fund raiser was well attended. There were craft booths in the parking lot, a bluegrass band and a very informative and entertaining raptor exhibit and presentation culminating in flying a Harris Hawk where the Hawk flew and was rewarded with a meal of rabbit meat. There was a silent auction of many items. One item of note was 2 hours in a United Airlines Simulator for \$500 for up to 4 people which was advertised as normally costing \$1,200. Several of us Good OL' Pilots attended the fund raiser. Thanks to Tom Bush, Steve Jacques and others for supporting a worthy cause.

Attending were: Rick Bebee, Al Bielanski, Bob and Ann Blessin, Stanley Boehm and Marilyn Gifford, Ray Bowman, Chris Bruce, Joe Collard, Ed Cutler, Al Dorsey, Denis Getman, Dick Grant, Tom Hess, Nick Hinch, Steve Jacques, Tom and Sue Johnston, Steve Knight, Cliff Lawson, George Maize, Rich Martinez, Frank McCurdy, Joe Rozic, Rob Schmidt, Rick Steele, Ted and Rose Wilkinson, Ken Sobzack and Kim Osteros.

Your Co Scribe, *Tom*

United's New Help Hub

Retiree Organization Leader -

In an ongoing effort to provide you with the same quality of technology and level of overall experience that we deliver to our customers, the Human Resources and Digital Technology teams are launching Help Hub, an upgrade and replacement of the United ServiceAnywhere (USAW).

Help Hub makes it easy to find what you need, when you need it. It's a one-stop resource that allows you to easily find answers to questions and request services from a variety of United teams that support employees (Employee Travel Center and Badging). Help Hub provides you with information specific to your role and you can monitor the progress of your requests via email or directly through the portal.

Help Hub is launching on May 17 and with this deployment, USAW will no longer be accessible. All USAW requests made prior to May 17 will be closed out using the legacy system and any new requests will be made in Help Hub.

Help Hub will be accessible via the Employee Services tab in Flying Together on both the web and personal devices. Visit the Help Hub home page starting May 17 to watch a brief video that will introduce you to this new resource and see the attached Help Hub FAQ and user guide.

Thank you for your continued support.

Respectfully, Michelle Pritchett

Employee Travel Policy and Procedures Representative, Human Resources

United Airlines takes delivery of the fuel efficient 737 MAX 9



We took delivery on April 23 of our first Boeing 737 MAX 9 aircraft from the Boeing Delivery Center in Seattle and unveiled a new livery for the fuel-efficient aircraft. The curved-line feature on the 737 MAX is similar to that used on our fuel-efficient widebody Boeing 787 Dreamliners.

The new 737 MAX 9, delivered one day after Earth Day, reduces fuel use and carbon dioxide emissions significantly compared with older-generation aircraft. It also features chevron engine exhaust nacelles like the 787 has, which reduce engine noise.

United expects to take delivery of two more 737 MAX 9 aircraft this month and to have 10 by the end of 2018. As previously announced, the aircraft will enter United’s schedule June 7 with service between IAH and five cities – ANC (Anchorage, Alaska); AUS (Austin, Texas); FLL (Fort Lauderdale, Florida); MCO (Orlando, Florida); and SAN (San Diego.) The aircraft will operate on additional routes from IAH and LAX starting June 29, including some LAX-Hawaii routes. We have 161 737 MAXs on order, and in 2020 we plan to bring the 737 MAX 10 variant into the United fleet.

The plane’s first United flight was scheduled as a ferry to HOU (Houston-Hobby), where Tech Ops will do post-delivery modifications. Following that, the aircraft will undergo various pre-revenue service checks, training sessions and proving runs.

We are the North American launch customer for this variant, and we chose the MAX 9 for its superior fuel efficiency, which can increase range and payload while maintaining significant commonality with the Boeing 737NG (Next Generation).

United Airlines employs the most female pilots

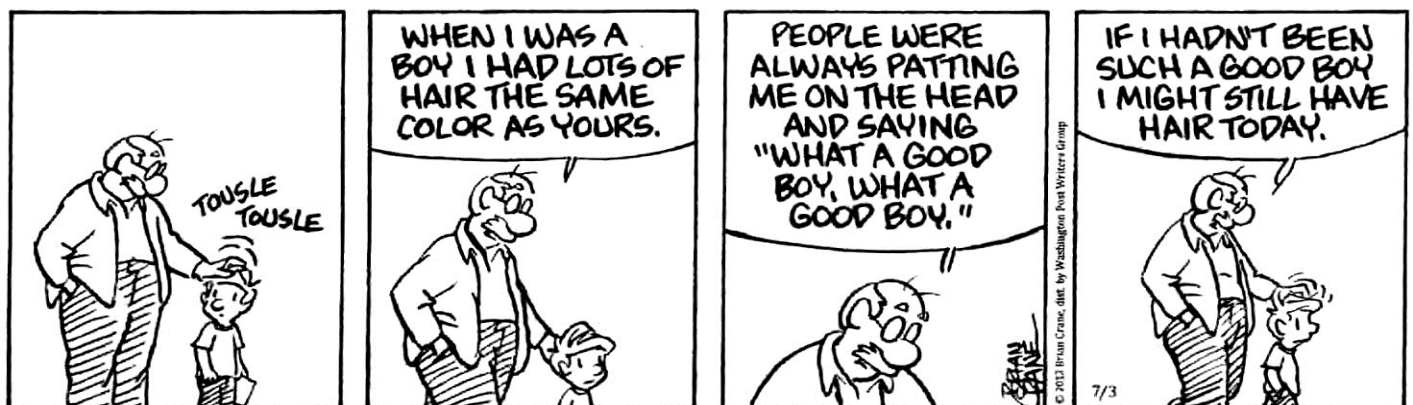


A recent Forbes report found that among 34 major airlines, United has the most female pilots worldwide. The article highlights that 7.4 percent of our pilots are women, and we’re proud to continue our strong commitment to making diversity and inclusion an integral part of our culture.

(In the picture left to right: DCA B-767/757 F/O Tomica Adams, ORD B-767/757 Captain Joan Kacmar and EWR B-777 F/O Kara Hatzai)

“I’m thrilled to work for a company that’s leading the way as the top airline with the most female pilots worldwide,” said Captain Bebe O’Neil, who was named System Chief Pilot last year. “This demonstrates United’s commitment to inclusion and we can be proud that we are an inspiration to all young women aspiring to get into the aviation industry.”

PICKLES | Brian Crane



United Airlines expands East Coast schedule



United announced it is expanding its schedule at its East Coast hubs in New York/Newark and Washington-Dulles. The network adjustments build on United's leading route network at New York/Newark where the airline serves more destinations than any other carrier from the New York City metro area. Additionally, the changes to its Washington-Dulles schedule will offer more customers easy access to the nation's capital and seamless connections to flights throughout the United States, Canada, Europe, Asia and the Caribbean.

Beginning in October, United will maximize the unique strengths of each hub by adding new destinations, additional frequencies and larger two-cabin aircraft. The schedule adjustments are designed to offer more nonstop flights to destinations popular with New York area customers while reallocating largely connecting passenger flights on short-haul routes to United's hub at Washington-Dulles. United will transition service between New York/Newark and Chattanooga, Tennessee; Ithaca, New York, and Scranton, Pennsylvania to Washington-Dulles.

"We approached these schedule adjustments with our customers in mind, knowing that we wanted to create a schedule that offers customers beginning their travel in the New York City area convenient flights to many of the business and leisure destinations they frequent the most," said Ankit Gupta, United's Vice President of Domestic Network. "Since more of our customers begin their travel from New York/Newark than any other United hub city, we've created a more customer friendly schedule that removed connection times and provided convenient nonstop service to multiple U.S. destinations."

Offering customers more flights to more destinations than any other airline in the New York City region, United is increasing nonstop service between New York/Newark and 15 destinations, beginning October 4, 2018.

Destination Airport Increase to Aircraft:

Burlington, VT BTV 6 flights daily Embraer E175
Charleston, SC CHS 5 flights daily Embraer 145
Ft. Lauderdale, FL FLL 6 flights daily Boeing 737-800
Fort Myers, FL RSW 3 flights daily Boeing 737-800
Greensboro, NC GSO 5 flights daily Embraer 145
Memphis, TN MEM 4 flights daily Embraer 145
Nashville, TN BNA 7 flights daily Embraer 145
New Orleans, LA MSY 4 flights daily Boeing 737-900
Norfolk, VA ORF 6 flights daily Embraer 145
Orlando, FL MCO 9 flights daily Boeing 737-900
Phoenix, AZ PHX 3 flights daily Boeing 737-900
Pittsburgh, PA PIT 9 flights daily Embraer E175
San Antonio, TX SAT 2 flights daily Embraer E175
Sarasota, FL SRQ 2 flights daily Airbus 319
West Palm Beach, FL PBI 5 flights daily Boeing 737-800
New service to Palm Springs and year round service to Key West

Complaints Received By "Thomas Cook Vacations"

"We found the sand was not like the sand in the brochure. Your brochure shows the sand as white but it was more yellow."

United Airlines: Making travel safe for animals



United and American Humane announced a collaboration on May 1 to improve the well-being of all pets that travel on United. American Humane has been working to improve the safety, welfare and well-being of the world's animals for more than 140 years.

We will resume PetSafe operations later this summer. We plan to allow reservations beginning June 18, 2018 for pets traveling on the same flight as their pet parent or guardian beginning July 9, 2018, and to allow reservations beginning July 16, 2018 for pets traveling alone for travel beginning July 30, 2018.

We continue to review all in-cargo and -cabin pet handling processes and policies; are identifying new policies, updated training and customer requirements; and will implement these changes to improve the safety of the pet travel experience. For the most up-to-date information and important tips to further ensure the comfort of their animals during travel, please visit www.united.com/petsafe.

“American Humane has long been known and respected for setting the gold standard of animal welfare,” said Cargo VP Jan Krems. “We look forward to a long-term collaboration and expertise in helping us further improve our service on an ongoing and continual basis. As we continue our review process to ensure that we are always doing what’s right, we are committed to making significant improvements in our program and adhering to the best practices of animal comfort, well-being and travel on behalf of our customers and their pets.”

“Transporting pets introduces a variety of risks and when United approached us, we knew we had to take on the challenge of helping improve and ensure the health, safety and comfort of so many animals,” said Dr. Robin Ganzert, president and Chief Executive Officer of American Humane. “United serves thousands of customers and their pets each day, and we saw it as our duty to come in as an independent, third party to help evaluate and further improve their PetSafe program and the in-cabin experience to ensure it offers one of the best in the industry.”

Founded in 1877, American Humane sets the gold standard as the most visionary and effective animal welfare organization in the United States through its innovative leadership initiatives – from its “No Animals Were Harmed®” program in Hollywood to broad-based farm and conservation animal welfare certifications, to rapid response rescue and care across the country. For more information, please visit www.americanhumane.org.

United’s New SFO Polaris Lounge



Our newest United Polaris lounge is now officially opened to the – exciting news for our customers traveling through SFO. The 28,000-square-foot space boasts a chic Northern California aesthetic and provides customers an elevated travel experience from lounge to landing.

“The SFO Polaris lounge is a world-class lounge comparable to some of the finest lounges I’ve seen worldwide,” said customer Ralph Metzger, the lounge’s first visitor and a Premier 1K connecting from TPE then continuing on to FLL via EWR. “The sit-down dining is fabulous. The shower suites are invigorating after a long-haul international flight. The seating is spacious and the lounge itself is beautiful. A wonderful extension of the Polaris cabin on board the 777-300ER I flew in on from Taipei.”

“This lounge is a game-changer for United's service in San Francisco and in strengthening our network. Being California’s global airline is a big part of our history and our identity and being California’s global airline is also our ambition for the future,” said California President Janet Lamkin. “United Polaris is a symbol of the momentum and excitement I hope our customers and our employees feel and see across our airline.”

United's latest aircraft delivery celebrates our Familia Latina

"It was a lot of fun and was the first time I saw a brand-new aircraft in my 26 years with United," said GRU (São Paulo) Customer Service Supervisor, Maggie Faustino. Maggie was one of the 155 Latin American employees who celebrated the delivery of our latest Boeing 777-300ER in the Seattle area.

In addition to celebrating the delivery of our new aircraft, the event also commemorated four important milestones in Latin America as we reached 50 years of operations in Mexico, and 25 in Ecuador, GRU, GIG (Rio de Janeiro) and EZE (Buenos Aires, Argentina).

Employees from all four countries were invited to travel to Seattle, to be a part of the delivery celebration as recognition for their hard work and commitment to go above and beyond for our customers.



The festivities began on Wednesday, April 2, when employees were treated to a VIP tour of Boeing's Everett Factory; they were then invited to enjoy a delightful dinner at the Future of Flight Aviation Center.

"It's a privilege to be here. How many people can really take a trip like this? Get into the factory, see how they built the airplane and then fly on it? It's a privilege," said BJX (Leon, Guanajuato) Airport Supervisor Edith Miranda, who has worked at United for 22 years.

Oscar joined in celebrating our employees. "Este es un momento muy especial. All of our deliveries are special, but this is particularly heartfelt to me, because it's our Latin countries, and it's my heritage. And it's just so special for these folks who rarely get a chance to come out here," said Oscar.

During the dinner celebration, Oscar also recognized EWR 777 Captain Jose Pascual, who recently celebrated 30 years with our company and had the honor of flying the brand new aircraft for the first time. "It's my pleasure and honor to be part of this delivery ceremony. The 777-300 is an aircraft that's designed to carry about 360 passengers over 7,000 nautical miles, and this particular model has the largest, most powerful engines in the airline industry," said Jose.

The aircraft delivery event culminated on Thursday after employees participated in a ribbon-cutting ceremony before boarding the new aircraft for the flight to IAH.

UIO (Quito, Ecuador) International Customer Service Representative, Jose Larriva, has worked for United for 24 years and was proud to be a part of the event. "It's something I could have never imagined. I was fascinated to visit the Boeing factory and learn how our planes are made. I also really enjoyed meeting and interacting with colleagues from our other Latin American countries."

For EZE Reservations Sales and Service Representative, Maria Florencia Moltedo, the event was the best way to also mark her 24 years of working for United. "It was a big surprise for me to have been invited. It was a very long trip from Buenos Aires, but it was worth the journey. It's a once-in-a-lifetime experience, and I'm grateful for it," said Maria.

Lifeline of the Micronesia region celebrates 50 years

Using the regular morning departure of Flight 155 as the centerpiece, GUM kicked off a celebration of 50 years of operation in Micronesia on May 16, joyously throwing a gateside party for employees, customers and visitors that included a dual water cannon salute and a smooth, on-time departure.

It is fitting that GUM chose Flight 155, the regular eastbound Island Hopper, as it was an earlier version of that route that, on May 16, 1968, marked the beginning of Air Micronesia, which



grew to become a vital part of Continental and, later, United.

“We all recognize that this entire region has greatly benefited from the services we began 50 years ago,” said Regional Director Art Day, who has been with the operation for most of those 50 years. “I was around for the 10th anniversary and looking around today, I’m honored to be associated with this service. We really are the lifeline for many parts of the region and have a relationship with our customers, here and on the outer islands, that’s really something special.”

EVP and Chief Operations Officer Greg Hart, who started his career with us in 1997 in Guam, was on hand, along with Airport Operations International Stations VP Matt Miller, Inflight Services VP John Slater, Maintenance Operations VP Don Wright, and many others who came for the occasion. Greg said this was “a visit that I’ve been looking forward to. It’s no secret that this island holds a special place in my heart.”

GUM-based Captain Jay Katz, who has flown the Island Hopper for more than 20 years on both the Boeing 727 and Boeing 737, came out to the gate to greet and thank the customers as they boarded. He was joined in this fun task by dozens of other staff members, from GUM and elsewhere.

“It’s important to let the customers from the islands know that we appreciate their business,” Jay said. “One of the best parts of flying the Island Hopper is the personal interaction with the customers. We have so many regular passengers that call us by name, and we in turn feel like they’re part of our family.”

After the gate celebrations and ribbon-cutting, Flight 155 was pushed off the gate and treated to a water cannon salute and a long line of employees waving and holding up banners. Following that, our visiting and resident leaders spent most of the day meeting and thanking employees in every work group. Greg and the other officers joined local leadership to host four employees, each with more than 45 years of service in the region, to lunch.

An all-station town hall meeting is set for Thursday, as is the customer appreciation event in the evening. The events will conclude with a mass employee “wave” on the main airport road Friday evening, and up to 1,000 employees and their family members are expected at a beach picnic Saturday. Watch for additional coverage and photos on Flying Together in the next few days.

Breakfast tacos, sundaes, suds and more boarding soon



Our Choice Menu is once again expanding, with new fare that is sure to please every taste. On May 1, we will begin offering egg and chicken chorizo tacos for breakfast and barbecue chicken sandwiches for lunch and dinner on all flights serving Choice Menu items, and customers flying our domestic premium transcontinental service can enjoy new Ghirardelli sundae toppings, like hot fudge, caramel and chocolate chips, to satisfy their sweet tooth.

We’re also upgrading our beverage selection, becoming the first airline to offer Stella Artois on domestic and international flights when it launches on June 1. That’s in addition to two new craft

brews – Lagunitas’s Sumpin’ Easy Ale and New Belgium’s Citradelic Tangerine IPA – and a new cocktail, The Old Fashioned.

Catering Operations VP Charlean Gmunder said the new additions come as a direct response to customer and employee feedback and reflect the places we call home: Bay Area originals Lagunitas and Ghirardelli for SFO, Fort Collins, Colorado-based New Belgium beer for DEN, and breakfast tacos and BBQ as a nod to IAH.

“We are continually developing menu selections that follow current food trends and emerge from the many destinations we serve,” said Charlean. “We hope that our customers enjoy these new selections just as much as we enjoyed creating them.”

Flight Attendants cheer passage of FAA Reauthorization Bill



The 50,000 Flight Attendants at 20 airlines represented by the Association of Flight Attendants–CWA, AFL-CIO (AFA), cheered the House of Representatives vote for the FAA Reauthorization Act of 2018 (H.R. 4). The bill includes the union’s top safety priority for equal minimum rest with the flight deck, protections against eroding U.S. aviation jobs, and enhancements to the security of our aviation system.

“Congressional fatigue studies have concluded Flight Attendants don’t get enough rest in our safety sensitive work. AFA made 10 hours minimum rest free from duty – equal with the flight deck – our top safety priority in this bill. The House voted for legislation that fixes this safety loophole of Flight Attendant fatigue. This is about safety, health, and equality,” stated AFA International President Sara Nelson.

The bill includes these AFA safety priorities:

- 10-hours minimum rest and a FRMP for Flight Attendants
- Protecting U.S. aviation jobs by preventing approval of any new applications by airlines operating with a flags-of-convenience model
- Ban of Voice Calls on Planes
- Emotional Support and Service Animal Standards
- Cabin Cyber Security Vulnerabilities
- Secondary Cockpit Barriers
- Safe transport of lithium batteries
- Study on Cabin Evacuation Certification
- Requiring privacy for nursing in the airport
- Evaluation and update of emergency medical kit contents
- Required notification of Insecticide use
- Promoting Women in Aviation
- Banning electronic cigarette smoking on plane
- Training on Sexual Harassment and Assault
- Protect Customer Service agents from assaults

US FAA begins nationwide beta test of LAANC



The FAA is phasing in a nationwide beta test of the Low Altitude Authorization and Notification Capability (LAANC) that will deploy the system incrementally at nearly 300 air traffic facilities covering approximately 500 airports. The beta expansion follows successful evaluation of a prototype LAANC system last November.

The first facilities taking part in the beta test are listed on our website. The final deployment will begin on September 13.

LAANC helps support the safe integration of drones into the nation’s airspace. Drone operators using the system can receive near real-time airspace authorizations. This dramatically decreases the wait experienced using the manual authorization process and allows operators to quickly plan their flights. LAANC uses airspace data provided through temporary flight restrictions, NOTAMS and UAS facility maps that show the maximum altitude ceiling around airports where the FAA may authorize operations under Part 107.

The FAA and industry are working together to develop and deploy LAANC applications, which will help set the global standard for a safe, and efficient unmanned traffic management system. It is an important step in developing the Unmanned Aircraft Systems Traffic Management System (UTM).

RUPA Pass Travel Report October 2018

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Hello fellow aviators,

Based on your feedback, I think I almost got nominated for the Pulitzer for my column in April about the My UA Discount (Sometimes referred to as the 20% discount, even though it's much greater than that most of the time).

But there's more that I didn't have space to add in that column, so I'll tell you about it today. In addition I'll cover the best ways I've found to get the best deals on hotels — almost always the most expensive part of our trip!!

My UA Discount, Part Deux

To summarize the last column, I pointed out that the 20% discount is often far more than that. In the screenshots from the April issue, the flights from SFO to Seattle were 72% off the rate for mere mortal people.

But another really nice feature of the My UA Discount section on Flying Together is the ability to check the box that says, "*My Dates are Flexible.*" In college my dates were never flexible. But I digress. So I thought I'd check the box anyway. Lo and behold a map of the entire 30 days around the date you requested pops up and shows you the cheapest fare for each of those 30 days.

This is great if your departure date really is flexible. The differences can be quite significant as you can see from the example below for SFO-London. And if you click on the box, the fares will expand to show you the Business Class fare for employees, as well. That's right! We're not just chopped liver anymore. We can even buy a revenue ticket in Business Class for peanuts. ...OK, lots of peanuts.

Search summary: San Francisco, CA, US → London, GB

① Fares listed are for the entire trip, per person, and include taxes and fees. Additional bag charges may apply.

Calendar start date		Cabin				
May 23, 2018		Economy	▼	Update		
< May 23 - Jun 21, 2018 >						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
20	21	22	23 from \$171	24 from \$167 Lowest	25 from \$343	26 from \$167 Lowest
27 from \$167 Lowest	28 from \$167 Lowest	29 from \$167 Lowest	30 from \$167 Lowest	31 from \$475	1 from \$497	2 from \$415
3 from \$415	4 from \$315	5 from \$411	6 from \$449	7 from \$369	8 from \$551	9 from \$547
10 from \$465	11 from \$461	12 from \$373	13 from \$369	14 from \$551	15 from \$611	16 from \$623
17 from \$619	18 from \$465	19 from \$373	20 from \$499	21 from \$521	22	23

I chose a random date a few weeks ahead for Sydney to San Francisco. These are the revenue fares for the regular customers, and the fares for us.

SYD-SFO	Economy	Business
Cheapest normal fare:	\$909	\$6,830
My UA Discount	\$416	\$1,593
Savings	-54%	-77%

(These savings are not typos)

Remember, if you use my name, you'll also get two free checked bags, waived fees for unaccompanied minors, and waived fees for in cabin pets. Plus, you have 24 hours to change your mind and get a complete refund after buying your ticket.

But here's one more thing I can't emphasize enough. You're buying a revenue ticket and all the other restrictions that apply to mere mortals, also apply to us. If there is no cancellation for them, then there's none for us either. If there are humungous change fees for them, then ditto for us.

One other caution. Always check another airline booking web site to see if flying on another airline may be cheaper. On my last attempt at buying a MyUA Discount ticket, I ended up passing on a \$102 ticket from SFO-BUR and took Southwest instead for \$49.

One more item on the My UA Discount. United also allows us to book offline.

For example, if you pull up a flight from SFO to Saigon, it will display a price with a connection on another airline since we no longer fly to Saigon.

In the example I pulled up, it was \$547 with a plane change in Hong Kong and continuing on Hong Kong Airlines. If you bought the tickets separately, it would be \$322 on UA and \$255 on Hong Kong Airlines to SGN. So in this example you'd save a little buying it from the My UA Discount website.

Now the bad news. Many of the routes that include offline travel are usually more expensive than buying a regular ticket from say, kayak.com or some other airlines booking site. But there are a few gems, so check it out if you're interested.

Hotels

The days of the airline employee discount for hotels have mostly gone the way of the DC-8. I remember getting a \$36 rate at the Sheraton Maui. But I digress. Again.

Many hotels will tell you they have an airline rate. But when you compare that with their rates for AAA, AARP, Costco, etc., they're the same. And sometimes they're more expensive than the rate they charge everyone else via some hotel booking sites.

But I've found three web sites that have been quite useful to me. The first two are found on ***Flying Together > Company > Working Together > Employee Discounts***. You might want to book mark that page or save it under your favorites.

The third one, ID90T, can be conveniently found on the left column on the EmployeeRes page.

Accor Hotels

Best Western

ID90T

The Accor Hotel chain consists of Raffles, Fairmont, Banyan Tree, Sofitel Legend, Rixos, So Sofitel, Sofitel, Onefinestay, MGallery, Dhawa, Cassia, Pullman, Swissôtel, Angsana, 25hours, Grand Mercure, The Sebel, Novotel, Mercure, Mama Shelter, Adagio, ibis, ibis Styles, ibis budget, JO&JOE, hotelF1, Thalassa sea & spa. If you've never heard of Mama Shelter, it probably means you're over 35.

The best part of using Accor's United discount is that most of the hotels have a 24 hour cancellation policy, whereas most hotel booking sites have zilch. They also offer no-cancellation rates that are a bit cheaper.

The second best thing about the Accor United discount is that it includes all taxes and it's significantly cheaper than what you can find on other web sites.



1) New Flying Together website!

The cut-over to United's new Flying Together website is tentatively scheduled for May 9, 2018. After the cut-over only the new version will be available. Explore now and become accustomed to it here: ft.ual.com.

Tips:

- 1) Import all your existing tools & favorite shortcuts into the new Flying Together.
- 2) All Pass Travel information will still be in the "Travel" section, but it will be located in new tabs and menus within that section. Click around to discover or use RAFA's "Important links" page...see #2 below.
- 3) When you find a page you need often, click "Add to favorites" at the bottom of that page and you'll be able to quickly access it with one click using your "Favorites" (the heart icon) link.

2) New links and paths for pass travel

Retirees may yet need a little help looking for pass travel information on the new Flying Together website. No problem! RAFA recently updated all of our "Important LINKS" (including handy phone numbers). Below each link is the path we took, so you can easily navigate the new menus of the Travel section. For example: FT > Travel > Pro-grams and policies > Types of travel > (look in fly out menu "In this section") > "Preparing for travel" is the path to find out everything "you need to know before you go." Read about how to book travel, proper attire, service charges, refunds, etc. in "Preparing for travel."

Check out RAFA's links: <http://www.rafa-cwa.org/page-1831807>

Scroll down past the phone numbers to the LINKS, click a link and then sign into FT. Once you're signed in, RAFA's links will take you straight to the topic you're looking for. Try using the paths to do it yourself. Happy hunting!

3) Change EFs in June for July-December travel

We mentioned this in the March Pass Travel UPDATE, but note the new path!

Once mid-year enrollment begins in June, visit the NEW Flying Together website ft.ual.com. Go to FT > Travel > Pass Travel > "Manage pass riders." Remember, if you do not want to change your current EFs then no action is needed; they'll automatically roll over on July 1. More information will become available on Flying Together in May.

4) How to change your personal information

As retirees, we are not able to access the features of "MY INFO" on Flying Together.

However, we can change our personal information online here:

> log into ft.ual.com

> click on "Employee Services"

> click on the link to "Health and Insurance, Your Benefits Resources (YBR)"

> Once redirected, click on "Your Profile" in the top banner to the right of your name.

> Click on "Personal Information" and make the necessary changes.

Or call the Benefits Service Center: 800-651-1007

5) New destinations on United this summer!

Check out new UA flights to Reykjavik, Edinburgh, Zurich and Porto plus 25 other seasonal locations this summer. Return to Mexico and the Caribbean as flights resume to hurricane-impacted airports and, in late October, United will fly non-stop to Tahiti! For more info and a chart read United's Newsroom article on 4/26/2018:

<http://newsroom.united.com/2018-04-26-Pack-Your-Bags-for-Summer-Sun-Fun-and-Adventure-Uniteds-2018-Summer-Schedule-Offers-Customers-More-Destinations-Than-Ever-Before>

Have you seen our RAFA website?

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

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

For other Pass Travel Topics: Previous Travel UPDATES

Compiled by Kirk Moore, RAFA Travel Benefits Committee

SUPER DUPER GUPPY GATHERING



Now that we have lost our beloved Vicky Scarbrough and our group is dwindling, I have decided to make this our last Guppy Gathering. The date will be the third Wednesday in

September, as always--Sept. 19. Location the Square in Sonoma. All pilots and flight attendants are most welcome, and I thought it would be fun to make it a potluck (with wine, of course!). More about that to come as the time grows near. Please mark your calendar and make a special

effort to join us.

If anyone would like to keep it going I'd be happy to give them my distribution list. RSVPs not required. Hope to see you there--it will be a blast! Jan Wheadon

A recipient's letter of appreciation

Dear Retired United Pilots' Association (RUPA)

I am honored to be on or the recipients of the United Airlines Historical Foundation Captain William Arnett Scholarship of 2017. Thank you for your generous support. I am very grateful for your organization's aid.

As an update on my training, I have obtained my Private Pilot License at Mt San Antonio College Flight School on 12/16/2017. My plans are to finish my instrument rating; which I am 10 hours into. Mt San Antonio Flight School offers one of the finest programs in the country and I consider myself fortunate to be a Mt. Sackee.

I hope to be able to serve in an aviation position where I can give back to young aviators sometime in the future, where I will also have even more of an ability to help led fortunate students. My educational pursuits would not be possible without generous support from scholarship sponsors like your organization. Thank you for enabling this opportunity!

Sincerely, Alejandro Carrillo

NetJets Pilots Union Accepts Age 70 Mandatory Retirement

By Stephen Pope



The FAA reauthorization bill now before Congress force NetJets pilots to retire at age 70, a plan that has the backing of their union, the NetJets Association of Shared Aircraft Pilots.

While the mandatory age 70 retirement age for certain Part 135 and Part 91K pilots doesn't specify NetJets, the mandate would apply only to companies that perform at least 150,000 turbojet operations in a calendar year, in effect making the new rule apply only to NetJets. Some NetJets pilots, as well as AARP, balked at mandatory retirement ages, saying they were arbitrary and unnecessary. NetJets, meanwhile, cheered the legislation as an important change to improve flight safety.

"The lack of a pilot age restriction for large private air carriers is a growing concern in aviation safety," the company said in a statement. "NetJets supports an amendment to the FAA Reauthorization bill that would impose an age restriction for pilots of large, private air carriers that is similar to the restriction that currently exists for commercial airlines. Such a restriction is an important safety measure for private carriers whose flight operations are comparable in size and complexity to their commercial counterparts. We hold passenger safety as our highest priority and we look forward to working with Congress on this common-sense regulation that will make air travel safer for everyone." NetJets says the bill has a one-year phase-in period and will affect about 70 pilots who are older than age 70.

Emirates Could Store 45 Planes Due to Pilot Shortage



Emirates is reducing some flights due to a pilot shortage. In the past Emirates sometimes store planes briefly due to decreased seasonal demand. While parking planes isn't cheap, it's certainly more expensive to fly them at a significant loss, so it's the best option in those cases.

Emirates is currently dealing with an issue in unprecedented numbers. Specifically, Emirates pilots are quitting to go work elsewhere. The airline has always had some level of turnover, but they've never had anything to this degree. Emirates' president said that the airline is "a tad short on pilots," which is perhaps the understatement of the year.

How bad is Emirates' pilot shortage? Media reports suggest that Emirates will be parking 46 planes over the coming months:

- Emirates will park 11 Boeing 777s and 1 Airbus A380 this month.
- Emirates will park 14 Boeing 777s and six Airbus A380s in May.
- Emirates will park 11 Boeing 777s and three Airbus A380s in June.

Altogether that represents 36 Boeing 777s and 10 Airbus A380s, which is about 18% of Emirates' fleet (specifically 25% of their 777 fleet and about 10% of their A380 fleet).

While it's possible that Emirates may have otherwise stored a few of these planes, the numbers in which they're storing these planes is unprecedented. Emirates is flying these planes to Dubai World Central Airport (since there's no room at Dubai International), so by June that airport should look like an Emirates parking lot.

Some suggest that a fairly new widebody costs roughly a million dollars per month between leasing and financing costs, as well as maintenance contracts and insurance. If that's the case, storing 46 planes would be a loss of \$46 million per month, or over \$500 million per year (though presumably they wouldn't be parked for that long).

Why are Emirates pilots leaving?

In the past, the contracts that Emirates offered were extremely competitive:

- The salary is mostly tax free
- Emirates covers housing and lots of other expenses for pilots
- The pay rates themselves are quite good
- You get to fly some cool planes as well; if I were a pilot I'd much rather fly an A380 or 777 than a regional jet

Of course there are downsides as well. Emirates pilots work a lot of hours and work some crazy hours (no matter how hard you try to adjust, I imagine working a 3AM flight never gets easy). You also have to live in Dubai with no option to commute — personally that's something I wouldn't mind, though I realize other people would far prefer a commuter contract, where they work two weeks on and then two weeks off, or something.

So why are pilots suddenly leaving? Because there's now a worldwide pilot shortage. 10 years ago pilots couldn't find jobs at major carriers and pay had been cut significantly. Now pilot pay is as good as it has ever been, and Emirates hasn't kept up. So, either pilots are moving back home to find jobs there that pay comparably, or pilots are moving to other countries where airlines are offering incredible contracts. For example, Chinese airlines are known for their extremely lucrative contracts, with many pilots at Chinese airlines apparently earning \$300,000+ per year, with the ability to commute.

Bottom line

We've seen Emirates park some planes before but have never seen them park 45+ planes at a time, as far as I know. This isn't just an adjustment for seasonal demand, but clearly reflects their severe pilot shortage.

While I know Emirates has some pilots in training right now, it sure doesn't sound to me like this shortage will figure itself out in the next few months, because pilots are still leaving in droves. While Emirates pilots obviously aren't unionized, it sounds to me like there might need to be some negotiating when it comes to their contracts. What was once an industry leading benefits package is no longer the case, and things are only getting worse.

I also don't want to say that we should be worried as passengers, but ideally you want to fly with an airline that has experienced pilots with lots of hours. Emirates simply isn't able to maintain that type of talent pool with what they're offering right now.

Emirates' president makes it sound like this problem will be solved in the coming months, though it doesn't look like that's happening. This will be an interesting situation to follow as we move into the summer.

<https://goo.gl/QE1LWC>

Irreversible global robotization: World's five most robotized nations



Korea is a record-holder. Every 10,000 human workers enjoy the assistance of 631 robots. Most of the machines are used in the industrial sector and electronic engineering. It goes without saying that automation across a whole range of industries is progressing inexorably. Global robotization is gaining speed irreversibly, according to the International Federation of Robotics. The latest data from the organizations show that, in 2015, the manufacturing industry saw 66 robot machines per 10,000 working people. In just one year, the figure rose to 77 robots per 10,000 of human workers.

Here's the list of worlds' five most robotized nations, where robot machines tend to gradually replace working humans.

#5 Denmark: This Scandinavian state is one of the world's leaders in using renewable energy. At the same time, machinery manufacturing reportedly makes up nearly 25 percent of industrial output. Denmark enjoys the help of 211 robots per 10,000 working people and is number five in the ranking.

#4 Japan: The country boasts 303 industry robots for every 10,000 working humans. Most of them are employed in the vehicle-making sector. Though Japan failed to make the top three ranking, 52 percent of global robot supplies are reportedly coming from the nation.

#3 Germany: Like Japan, Germany is one of the world's leading car manufacturers. The country opens the top three with 309 robots per 10,000 workers.

#2 Singapore: Nearly 90 percent of robotic machines in Singapore also work in the sector of electronics. With 488 robots for every 10,000 working people, the nation is the second most-robotized in the world.

#1 South Korea: When it comes to the number of already working robotic devices, South

London receives more US tourists than visitors from all the UK



It's a minimum of 4,242 miles and a five-hour flight away (or as much as 11 hours direct to the west coast) and yet of all the visitors to London, a quarter (25%) come from America. Even outstripping tourist numbers from the rest of the UK by 6%. America provides more London tourism than anywhere else in the world.

The new research, conducted by award-winning independent accommodation management company, Guest Ready, reveals which nationalities are most likely to visit the UK capital, how long they're likely to stay and how much they're likely to spend. This data could help independent holiday accommodation owners to better target potential guests.

While more tourists come to London from America than from anywhere else, the US market is by no means the biggest spender. While the typical American holidaymaker will spend £566 (US \$786) on accommodation, putting them in sixth place on the spending chart, visitors from India spend almost £250 more, averaging £812 (US \$1,128) per stay. Indian tourists do only account for 1% of London's visitors, however.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Test crew in cockpit (from left): Capt. J.P. Bohl, Flight Engineer C.L. Buchanan and Capt. Orv Schmidt, John Sandow, Chief of Simulator Training at Chicago is behind the cockpit. Control boards were manned by Earle Cooper (left), Simulator Operator at Denver and V.S. Dean Chief Flight Engineer at Newark.

The first electronic flight simulator built to “fly” like a DC-6B was been completed by the Curtiss-Wright Corporation and delivered to United at Chicago.

Designed to reproduce electronically all flight characteristics of 50 ton DC-6B Mainliners, the simulator was the third of four which United ordered in 1952 at a cost of more than \$3,000,000.

Two Mainliner Convair simulators were already are in service at the company’s Flight Training Centers in Chicago and Denver. The fourth simulator, another DC-6B, was scheduled for completion shortly and was to be installed in Denver. In addition to standard procedures, the devices enabled United to provide advanced types of Pilot Training seldom undertaken in actual aircraft. The simulators were the first to be purchased by a domestic airline and the largest number acquired by any airline.

By Marvin Berryman, DENTK Retired, from the May 1954 United Air Lines News

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.

Most of our generation were HOME SCHOoled in many ways
My mother taught me about HYPOCRISY. "If I told you once, I've told you a million times:
Don't exaggerate!"

The World's First Airline Stewardess

1930: Ellen Church becomes the world's first airline stewardess, working a Boeing Air Transport flight from Oakland, California, to Chicago. The flight takes 20 hours and involves 13 stops along the way.

Church, a registered nurse from Iowa, was so enamored of flying that she became a certified pilot. She approached BAT (the forerunner of United Airlines) looking for a pilot's job, a futile hope for women in those days. But the BAT exec did like Church's other suggestion: that commercial airliners carry nurses on board.

Smelling a publicity coup, and figuring that on-board nurses would help quell the public's fear – very real at the time – of flying, he sold her proposal to the boys at the top. BAT hired eight nurses, including Church, for what it thought would be a three-month experiment.

These weren't just any nurses, though. Even then, there were strict physical requirements for what BAT referred to as "sky girls." In addition to being a registered nurse, the successful candidate had to be single, under 25, no taller than 5-foot-4, and she could weigh no more than 115 pounds. And although it wasn't written down anywhere, the prospective stewardess had to be attractive, at least to the guy doing the hiring.

So they were trim and petite, which did not necessarily suit the rigors of the job. That's because the first stewardesses did a lot more than merely serve passengers, pass out airsick bags or take a pulse now and then. They were expected to haul luggage, screw down loose seats, help with fueling the plane and finally, at day's end, help the pilots push the plane into the hangar.

Like a lot of other service jobs, working conditions for stewardesses – flight attendants in today's parlance – only improved with their determination to organize and use the power of the union to obtain better pay and benefits.

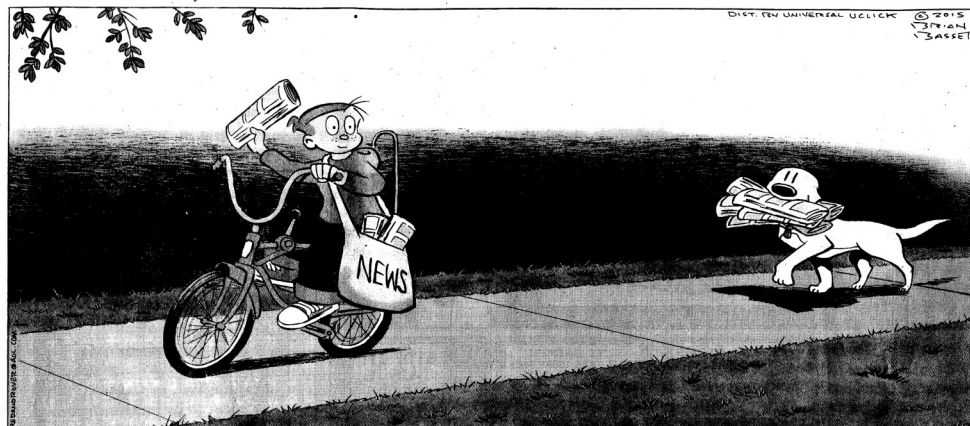
As for Church, she worked as a stew for 18 months before being grounded as a result of injuries sustained in an automobile accident. She returned to nursing, but her flying days weren't over yet: During World War II, she served as a captain in the Army Nurses Corps, receiving the Air Medal for distinguished service in the European Theater.

After the war, Church continued her nursing career in Terre Haute, Indiana. She was killed in a horseback riding accident in 1965.

The airfield in her hometown of Cresco, Iowa, is named in her honor.



RED AND ROVER / by Brian Basset



The story of the Berlin Airlift Pilots (70th Anniversary)

Editors Note: I received this in an email and it is published as received. This article originally ran in our sister publication, IFR magazine in the June 1998 issue to recognize the 50th anniversary of the Berlin Airlift. With the 70th anniversary approaching, and with the passing of so many of the veterans who acted courageously to supply the citizens of Berlin, we are running it again to help keep alive the memories of what they accomplished.

June, 1948. It seems like a lifetime ago. Come to think of it, aviation-wise, it is. By today's standards, the aircraft were primitive, air-traffic control procedures were archaic—so metimes non-existent—and our instrument proficiency left much to be desired, to put it generously.

I had just celebrated my 24th birthday in Athens, where I was assigned as Air Attaché, when the call went out for all pilots in the theater who were qualified in the venerable C-47 “Gooney Bird.”

The Russians had just closed down the road and rail corridors into Berlin from West Germany and the U.S. proposed to support the entire city by air.

I had 3,000 hours, most of it in fighters, with 300 hours in the Gooney. Upon arrival in Weisbaden, Germany, the initial staging area, I discovered that this “qualified” me as first pilot. A single orientation ride with a young 60th Troop Carrier pilot named Frenchy Bennett and I was certified to fly the airlift. In any weather.

They assigned me a co-pilot, Captain Eddie Onze (later killed in Korea), who had never been in an aircraft with more than one throttle. Our combined instrument proficiency, on a scale of 0 to 10, rated about 1/2 to 1. During World War II, pilots who went through fighter school spent most of their instrument rides doing aerobatics under the hood. This made us moderately proficient in unusual attitudes, but as for straight-and-level down the airway and approaches, we weren't so hot.

When the press and movie makers got around to glamorizing the operation in *The Big Lift*, most of the credit went to the “Big Willies,” the C-54s and their crews. My good friend Al Freiberger even got a speaking part in the movie, mostly on the strength of his involvement in “Operation Little Vittles,” the famous candy bar drop to kids on handkerchief parachutes. War Weary C-47s, not to detract from Al and his buddies, but when Operation Vittles started, we were all flying old troop carrier C-47s. These ships were war-weary in the extreme, with thousands of hours on airframes, and, to a lesser degree, engines. They had been in constant use since well before D-Day, carrying paratroops, towing gliders, hauling cargo. Some had seen service with European Air Transport Service, essentially a military-operated airline.

A word of praise for the Douglas C-47: No more reliable or forgiving aircraft has ever been built. We got away with youthful stupidities that would have killed us in any other airplane. I once flew a Gooney from Wiesbaden to Tempelhof—slowly—with a load of 12,500 pounds, two-and-half times the design payload. It didn't look that heavy. I should have aborted the takeoff. Didn't. I should have checked the weight and balance. Didn't. Fortunately for us, Air Force maintenance crews were superb. We had little trouble with engines—let's give some of the credit to Pratt & Whitney, too. We experienced few inflight emergencies. Radios were the toughest to maintain because of the constant damp and ever-present flour and coal dust. We flew the first six weeks of horrible weather in those old clunkers with just one fatal accident, thereby dumfounding both ourselves and the Russians.

Avionics—I use the term loosely—were another matter. All the gyro instruments were vacuum driven. Attitude and heading indicators were subject to tumbling if certain bank and pitch angles were exceeded or even if an abrupt change in attitude occurred. You could be—and we often were—reduced to flying needle, ball and ripcord. At the time, we didn't think much of it. Comm radios consisted of the old four-channel push



-button VHF sets left over from the war. Navigation radios were low-frequency receivers for the old four-leg radio ranges. It seems archaic now, but the most reliable nav radio we had was ADF; it was our version of GPS.

Although thunderstorms made it necessary to use ADF in the loop position to find an aural null, we flew in horrible weather with a navaid most pilots now consider little more than a glorified AM radio.

All of these limitations kept the two-man crew of a C-47 pretty busy; we did our own flying and our own navigating. Navigators would have been nothing but extra weight. Some RAF Yorks carried them to operate their “Gee” radar equipment, but we had no such luxuries. Even the C-54s stopped carrying navigators; they weren’t worth the payload.

Things got hectic when there was icing. Boots on the Gooney, while usually adequate for light rime, required judgment in heavy or mixed icing. The same boots were installed on C-54s, but they had it easier because they carried a flight engineer to keep an eye on things. Horrible Weather Did I mention that the weather was horrible? The Russians must have had excellent forecasters, for they picked the right time to blockade Berlin. Although the lift started during the European High Summer, when the weather is supposedly best, the first few weeks gave us the worst weather of the entire operation, at least for the months that I flew it.

Thunderstorms, heavy rain, icing—all were everyday phenomena. One hundred-foot ceilings were the norm on many days during those early weeks. Three hundred feet was a luxury. The approach to Tempelhof was between seven-story apartment buildings 1/4-mile apart, yet we managed it day in and day out, achieving a remarkable safety record. As the airlift evolved, so did the air traffic and routing plan. There were three 20-mile-wide corridors in and out of Berlin. The northern corridor, which ran northwest (about 300 degrees) was used mostly by the British. The southern and longest corridor ran from Fulda Beacon northeast (about 45 degrees) and was used exclusively by inbound U.S. aircraft. The central corridor—about 270 degrees—ran from Berlin to the Brunswick Beacon, then southwest to Fritlzar, then back to Wiesbaden. The central corridor was used solely for return flights. Air traffic control wasn’t a bit like what we’re used to now, of course. There was no enroute or terminal radar during the early days of the lift, although both Tempelhof and Wiesbaden had GCA radar—ground controlled approach. Navigation was strictly dead reckoning, with what help we could get from ADF fixes. Fortunately, USAF and RAF weather services were excellent, so winds aloft forecasts were usually accurate.

A typical C-47 run to Tempelhof began with a climb northeast to assigned altitude to the Fulda Beacon, an ADF fix. At this point you checked in with ATC and adjusted airspeed if necessary to maintain separation. In-trail separation at same altitudes enroute was nine minutes, with 500 or 1,000 feet of vertical separation.

Once into the corridor, however, you were on your own until near Berlin, a 200-mile dead reckon leg with no intermediate fixes. Because the corridors were only 20 miles wide, in-trail separation was important to avoid collisions. (We never had one.) In the early weeks of the lift, we flew an inbound leg of the Tempelhof Range, but the Russians soon jammed the frequency so that we couldn’t get a cone-of-silence as the volume continued to build as we flew into East Germany. So, we flew the fix purely on the clock.

Later, they gave us an ADF fix, a “buncher beacon,” at Wedding, about six miles northwest of Tempelhof. On a good day, thunderstorms permitting, you could pick it up from 20 miles out. Once at Wedding, GCA vectored us onto final approach, at three-minute intervals. Despite the flow of traffic into Tempelhof, holding patterns were used only at the western (return) end, as they would have created too much congestion around Berlin.

When used at Wiesbaden, they were standard, one-minute, left-hand holding patterns, with aircraft in a stack awaiting approach clearances. There was an ADF approach for Wiesbaden, plus GCA when we really



needed it. By-and-large, Wiesbaden weather wasn't as bad as what we encountered at Berlin. What Minimums? If there were any published minimums at Tempelhof, I've forgotten what they may have been. GCA—the precursor of PAR—brought us all the way in until we either broke out or ran out of guts. My own personal minimums were about 100 feet and 1/4 mile.

I have, over the years, flown a few zero-zero approaches, but only one on GCA and that was a matter of necessity. After many years and several hundred GCA approaches, in hindsight, I'd say that GCA is about as reliable as the pilot at the controls.

There's inevitably a built-in delay between the controller's instruction and the pilot's execution. However, at the time, most of us had absolute confidence in the Tempelhof GCA and probably pushed our minimums lower than would have been safe with the average CCA. In retrospect, if I'm going below 300 feet with less than 1/2 mile now, I prefer ILS. We began to regard the return approach to Wiesbaden as more dangerous than Berlin. ATC was just better at Berlin. For instance, I was flying "Willie One" (first aircraft in a westbound block from Tempelhof to Wiesbaden) in the soup, with a malfunctioning transmitter. We acknowledged instructions from ATC by clicking the mic button—once for "yes," twice for "no."

Wiesbaden approach cleared us to hold one minute east of the Wiesbaden Beacon at 5,000 feet. Click. A few minutes later I heard approach say, "Willie Six, hold one minute east of Wiesbaden Beacon at 5,000." I chopped the power, slammed the nose down and caught a glimpse of Willie Six as he passed about what looked to be 20 feet overhead. Just then the Wiesbaden controller gasped, "My God, I forgot Willie One!" The controller was a good friend of mine, but we had a few words that evening over a martini. In all fairness, at that stage, the operation was so disorganized and everyone was so overworked that mistakes were bound to happen. Flight crews flew around the clock, grabbing coffee and a sandwich while aircraft were serviced and reloaded. After about 36 hours on the job, we'd catch 12 hours sleep, hopefully a solid meal and start over. Controllers were just as overworked. Tunner Arrives. In the early weeks of the airlift, we learned our IFR skills on the go. By operating aircraft in blocks of the same type, airspeed conflicts were minimized.

But loading and maintenance problems gummed up the works. Eventually, many of these problems were overcome by moving everything but the Gooney Birds to other bases. Still, the total tonnage required to support Berlin fell short.

Enter Gen. William H. Tunner. Tunner had made his reputation running the famed "Hump" in World War II, supplying China across the Himalayas. The man knew how to run an airlift. In a very short time, Tunner had things running smoothly.

A block of aircraft took off three minutes apart, flew to Tempelhof and landed three minutes apart. One corridor in, another out. If you missed the approach—pretty rare, actually—you simply climbed out, took the "out" corridor and went back to Wiesbaden. No delays. Maximum tonnage. Oh, the navigation equipment was still primitive and the airplanes stunk to high heaven of sour milk and coal dust, but things ran smoother. By then, most of us had become very proficient instrument pilots—we were alive to prove it—and could find our way to Berlin without much help.

I always tried to get the first aircraft in my block because it was usually loaded with milk and was assigned the lowest altitude. The milk came from Denmark in bottles similar to today's one-liter Pepsi bottles.

At altitude, the milk tended to rise in the neck of the bottle and pop off the pressed-paper cap. Funny thing, on every trip, there always seemed to be two liters whose tops would pop at altitude and would be empty on arrival. Milk was hard to come by in Germany in 1948 and we all craved it. Although he was an organizational genius, Gen. Tunner couldn't solve one problem: Tempelhof was a terrible airfield for an air-cargo operation.

Located in the center of Berlin, very near the East German



boundary, it was small, more or less circular in shape and little more than 5,000 feet in diameter.

The eastern side was taken up by terminal buildings, and there was a concrete taxi ramp 400 to 500 feet wide around the exterior boundary, which was a brick or concrete wall about five feet high. The surface was grass; no paved runways at first. Later, engineers built a proper runway.

Obviously, the German engineers had never foreseen the volume of traffic generated by an airlift. Landings were, of necessity, mostly to the east and takeoffs to the west, regardless of wind. Tunner brought over the C-54s and got them flying out of Rhein-Main, near Frankfurt. They had trouble with Tempelhof, which by now was heavily rutted. Those ruts were axle-deep to a C-47. Not at all good for aircraft with nosewheels. It was obvious that the 54s couldn't operate off that rutted grass, so they built them a runway. Till the day I left, however, we C-47 pilots always used the grass or cheated off the taxi ramp. Hold the brakes. Set takeoff power. Release brakes. Roll about 400 feet and pop half flaps.

Stagger into the air and wallow out for the next three or four miles at V2, until you could safely milk up the flaps. It wasn't real bright of us, but we had the only airplane that would allow us to do it. So, we did. I've had the privilege of flying with many of the world's best aviators. Any airline pilot does. But none of them were any better IFR pilots than that bunch of young C-47 pilots who carried the ball in those first few months of the Berlin Airlift. My logbook tells me that I flew 196 round trips to Berlin in 1948; right around 1,000 hours. Since then, I have logged nearly 38,000 accident-free hours, 8,000 of them in Gooney Birds, of either the C-47 or DC-3 persuasion. I've flown military jets and civilian airliners, some lovely aircraft and some real dogs. The softest spot in my heart, however, is reserved for the old girl that some wag at Carswell once christened "Hustler's Mother."

She came off the line at Douglas before most of today's pilots were born and at airfields scattered around the globe, she's flying still. Long may she continue to do so. J.B. McLaughlin retired from the Air Force as a colonel in 1961.

Tempelhof GCA Best in the Business

Sidebar by Forrest Ott

I had been trained as a pilot during the war but when it ended, we were told we either had to learn another specialty or leave the service. That's how I ended up as an air traffic controller at Tempelhof.

The way the Air Force was in those days—and the way the lift was—I did a lot of flying, too, and ended up as a C-54 commander by the end of the operation, even though I'd never flown a four-engine aircraft going in.

When the lift started, ATC was chaotic, to say the least. We were strictly non-radar; separation was entirely by time and pilot position report. Early in the lift, it became obvious that standard procedure wasn't going to work.

I can recall one day shortly after the lift began that we had airplanes stacked up over Berlin to 10,000 feet, waiting for approach clearance. As activity increased, we would soon run out of sky.

Then someone in General Tunner's staff figured it made more sense to have the airplanes commence a GCA when they arrived at Tempelhof then go back to Rhein-Main or Weisbaden if they had to miss the approach. It worked. After that, no more holding.

We got limited enroute radar at Tempelhof in early 1949, so separation was done with radar, time and position reports. But sure wasn't the sort of ATC we're used to now.

Pilots announced time and position over a certain fix, say the Fulda beacon, and the pilot behind would know that he was supposed to be over the same fix three minutes later. If he were early, he would slow down, if late, he would speed up. ATC wouldn't necessarily say a word.

Even with the enroute radar at Tempelhof, we had no transponders. Fighters had IFF, but it returned identical codes so all of the targets looked the same. For radar identification, we had to issue turns.

To keep conflicts to a minimum, we would launch blocks of the same type of aircraft. They'd come as a

block and go out as block. The altitudes involved were quite low. Since there was no terrain to speak of, we flew as low as 2,000 feet, which was more efficient, since descending and climbing just took up time to no advantage. We reserved one altitude for C-54s on three engines. If one landed on three, it was going out on three, too. It was all fairly routine.

Tempelhof had GCA—ground controlled approach—from the start of the lift and it was used even in good weather, to stay proficient. It was a new system and, although very few crews had flown it, they learned fast. They had to.

The minimums were nominally 200-and-a-half, same as modern ILS. But you really set your own. You got called a “senior smogger and fogger” when you got the reputation for landing in any kind of weather. I clearly remember a night GCA into Tempelhof between those apartment buildings in 1/8th-mile visibility. Those buildings were out there but I sure couldn’t see them. But we had confidence in the GCA operators. I thought it was the best approach aid ever invented. And to this day, I still do.

Weighing the Pros and Cons of Statin therapy

By Jane E. Brody/The New York Times



Are you among the 73 million Americans with cholesterol levels that current guidelines suggest should be lowered by taking a statin for the sake of your cardiovascular well-being? Have you and your doctor discussed the pros and cons of statin therapy and whether it is appropriate for your circumstances? If not, now is the time to do so. Too often, patients are given a prescription with little or no discussion of what the drug can mean for their health, and that affects their willingness to take it or stay on it.

Dr. Seth Martin, a preventive cardiologist at Johns Hopkins Hospital, strongly recommends that taking a statin be a fact-based, collaborative and personalized decision between doctor and patient, following one or more discussions of the individual’s medical and personal concerns.

Maybe you’ve already been prescribed a statin and are among the 45 percent of such patients who never took the medication or who abandoned it within six months, perhaps because you’ve heard scary stories about possible side effects. If so, I’m not surprised. Bad news about drugs travels fast, and reports of side effects are often exaggerated and rarely presented in a way that is meaningful to those who might be affected. (The same is true for a drug’s benefits, which are often described with statistics that mean little to the average person.) Misinformation, or misinterpretation of factual information, can result in what doctors call the “nocebo” effect — the experience of an anticipated side effect even when the patient is given a dummy pill.

A personal example: After being on a statin for nearly two decades to lower a genetically influenced high cholesterol level, I recently decided to take a drug holiday after reading about how the medication can affect muscle metabolism and sometimes cause muscle pain and damage. Was the statin, I wondered, and not my age, the reason I was finding it harder to cycle, walk and swim? Could this otherwise valuable medication contribute to my back pain? “A person’s expectation of the effects of statins can result in the experience of symptoms and relating those symptoms to the drug,” Dr. Martin explained. Thus, I may feel better without the statin even if the drug is not responsible for my symptoms. Regardless of the outcome, I expect to return to the statin lest I succumb to a “premature” heart attack, as my father and grandfather did.

As an international team of researchers pointed out in *The Lancet* in 2016, “exaggerated claims about side-effect rates with statin therapy may be responsible for its underuse among individuals at increased risk of cardiovascular events. For, whereas the rare cases of myopathy and any muscle-related symptoms that are attributed to statin therapy generally resolve rapidly when treatment is stopped, the heart attacks or strokes that may occur if statin therapy is stopped unnecessarily can be devastating.”

Unlike medications prescribed to treat a symptom or illness, statins are often given to healthy people to prevent a potentially devastating health problem, and the drug must be taken indefinitely to do the most good. Nearly half of Americans with cholesterol levels that put them at high risk of a heart attack or stroke are not taking medication to reduce that risk, according to the Centers for Disease Control and Prevention. Under current guidelines, among people 60 and older, 87 percent of men and 54 percent of women not

already taking a statin would be considered eligible for treatment.

There is no question that statins can protect the health of people who have already had a heart attack or stroke (or even angina) and thus face a significant risk of a recurrence that could prove fatal. But many people — especially those who are uncomfortable taking drugs for any reason — resist taking a daily statin if they have no history or symptoms of cardiovascular disease, only a risk of developing them, especially since it has not yet been proven that the drugs help such people live longer. Furthermore, people correctly regard “risk” as a possibility, not a probability, and vary in the degree of risk they are willing to tolerate. One chance in 100 may be acceptable to one person, while another may regard one chance in 1,000 as too risky.

Doctors define cardiovascular risk as a percentage chance of a heart attack or stroke occurring within the next 10 years based on the presence of well-established risk factors: high cholesterol, high blood pressure, smoking, diabetes, age, gender and race (and, in some cases, family history). You can determine your own risk using the calculator developed by the American College of Cardiology and American Heart Association at cvriskcalculator.com.

If your calculated risk is 7.5 percent or higher, your doctor is likely to suggest you consider taking a statin, although a relatively high cholesterol level may not result in such a recommendation if you have no other heart risk factors. The risk score is meant “to start a conversation, not to write a prescription,” according to Dr. Don Lloyd-Jones, professor of preventive medicine at Northwestern University Feinberg School of Medicine and a spokesman for the heart association. Let’s say your risk is 19 percent. That means among 100 people with similar risk factors, 19 are likely to have a heart attack or stroke within the next decade. Is that a risk you’re willing to take? Or would you rather reduce your risk by a third by taking a statin? Only you can make that determination, and it should be based on a full understanding of the known benefits and risks of statins, not something you may have heard from a friend or read online.

The current labeling on statin prescriptions doesn’t help matters. In 2012, the Food and Drug Administration ruled that the warnings should include several reversible side effects: confusion and memory loss, liver problems, increases in blood sugar and muscle weakness, as well as interactions with certain other medications. But the label doesn’t state how rarely such problems occur and reading the list of possibilities could scare off some people, especially those already timid about taking a lifelong drug.

The longer someone is on statin therapy, the greater the reduction in the risk of a cardiovascular event. The drug works primarily by lowering blood levels of harmful LDL cholesterol that can otherwise collect inside arteries that feed the heart and brain. It also helps to stabilize existing plaque, lowering the chances that a chunk will break loose and trigger a heart attack or stroke. There are also several different statins available that vary in potency and side effects, and all leading brands are now available as inexpensive generics.

Scientists push to redefine disorder

By Marilynn Mardilone/Associated Press



Scientists are proposing a new way to define Alzheimer's disease - basing it on biological signs, such as brain changes, rather than memory loss and other symptoms of dementia that are used today.

The move is aimed at improving research, by using more objective criteria like brain scans to pick patients for studies and enroll them sooner in the course of their illness, when treatments may have more chance to help.

But it's too soon to use these scans and othnow be counted as er tests in routine care, because they haven't been validated for that yet, experts stress. For now, doctors will still rely on the tools they've long used to evaluate thinking skills.

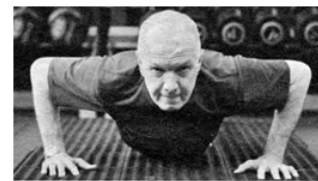
Regardless of what tests are used, the new definition will have a startling effect: Many more people will be considered to have Alzheimer's, because the biological signs can show up 15 to 20 years before symptoms do.

"The numbers will increase dramatically," said Clifford Jack, a Mayo Clinic brain imaging specialist. "There are a lot more cognitively normal people who have the pathology in the brain who will having Alzheimer's disease."

Exercise and Its Amazing Ability to Slow Aging

By Renee Prosen

Aging is not easy. Or fun. But maybe we can slow it down. Aging is not one single thing. It is lack of energy, mental decline, chronic disease, frailty, muscle loss, and dementia. Many of these occur due to mistakes' or changes in our DNA. But how does it happen and is there anything we can do to intervene in the process?



HOW DOES AGING HAPPEN

Cells have a finite lifespan. When cells stop dividing but do not die, they enter a state of senescence. Cells in this state may negatively affect neighboring cells and tissues. This can lead organ failure.

Telomeres, the end of the chromosomes, shorten and decrease cell lifespan.

Stem cells, whose job it is to replenish dying cells lose their effectiveness in doing so.

Inflammation caused by bacteria and viruses can trigger a lessening of one's ability to fight off infection.

This can lead to chronic disease.

Mitochondria, or the energy factory in cells lose their ability to make ATP (energy) that contributes to loss of muscle function.

Protein manufacturing inside the cell is diminished which means the cells are breaking down faster than we can replace them.

Stressors in our lives from radiation, ultraviolet light, environmental toxins and free radicals have a cumulative affect. The more we use them, the greater damage they create.

THE BEST INTERVENTION

According to the American College of Sports Medicine (February 2018), the best known and documented strategy to slow aging is physical activity and exercise. Specifically, with exercise:

Telomeres lengthen.

More than 2,600 different genes (more than 10% of the genome) are altered after endurance training.

Age-dependent decline in skeletal muscle protein syntheses and mitochondrial number can at least be partially reversed.

Improvements in fat-free body mass, insulin sensitivity, mitochondrial respiration cardiorespiratory fitness, increased mitochondrial and skeletal muscle protein biosyntheses occurred and RNA expression improve; all in just 12 weeks of training.

Muscle loss (atrophy), which is a hallmark of aging and frailty, due to reduced stem cell number slowed.

We decrease the accumulation of sensescent cells. This protects Type I and II muscle fibers from loss.

Aerobic and resistance training have also had a positive affect on metabolic alterations, vascular regeneration, enhanced mitochondrial function, enhancement of insulin sensitivity by increasing the number of glucose transporters which help to relocate glucose form the blood into muscle cells and hypertrophy of fast twitch fibers (power fibers).

Many studies have shown the benefits of physical activity and exercise in delaying or lessening dementia and improving cognitive outcomes in patients with Alzheimer's Disease.

SO WHAT KIND OF ACTIVITIES CAN PRODUCE SUCH MAGICAL AFFECTS?

*Moderate intensity aerobic exercise for 150 minutes a week.

*High intensity aerobic activities at least 10 minutes in duration with total of 75 minutes a week for a minimum of 3 days a week.

*Major muscle groups engaged in resistance training 2 or 3 days a week.

*Stretching for each joint. Total of 1 minute of flexibility exercise per joint.

*10,000 steps a day.

*walking 4 intervals. Fast walk 3 minutes (level of 6-7 exertion) followed by a 3 minute stroll.

*Walking or running 3 times a week at 60% of maximum ability for 40 minutes.

7 Ways to Judge a Retirement Community's Financial Health

By Peter Finch/The New York Times

Alicia Butcher Ehrhardt has it all figured out. With their three children grown and out of their New Jersey home, she and her husband, William, will move into a full-service retirement community this year. It will be someplace “interesting and affordable,” in her words, and, ideally, dry in the summer. “I don’t like humidity,” she said.

The 68-year-old Dr. Ehrhardt — she has a Ph.D. in nuclear engineering — has been researching this move for the past couple of years, narrowing her list from more than 100 communities to around a dozen.

Yet something is nagging at her. What if, after all her careful planning, their retirement community has some kind of financial wipeout? “There you are, 97 years old, the community’s bankrupt, its managers are in jail,” she said. “Now what are you going to do?”

It’s a legitimate concern, and one seniors should weigh as they consider moving into a retirement home. The type favored by the Ehrhardts, a so-called continuing care retirement community, or C.C.R.C., promises you can stay there for the rest of your life, with medical services on site as needed. Entrance fees range from a few hundred thousand dollars to more than \$1 million.

Though industry members point out that financial meltdowns in their world are rare, there have been cases in which retirement homes have had to raise their monthly fees or reduce services. A major C.C.R.C. developer and operator, Erickson Retirement Communities, now known as Erickson Living, filed for bankruptcy protection in 2009. The company was acquired later that year and continues to function, but not without having given its residents quite a scare.

People who inadvertently wind up in cash-deficient communities “are not experiencing the peace of mind they bargained for,” said Jack Cumming, 81, an actuary and a retired health-insurance executive living in a Southern California C.C.R.C.

Mr. Cumming, an enthusiastic supporter of C.C.R.C.s in general, is most concerned about what they do with their entrance fees. Because there is little government regulation, they could use the money to make a string of foolish investments — or worse.

“People in the industry bristle at the word, but it’s like a Ponzi scheme if you don’t reserve that money like an annuity,” Mr. Cumming said.

There are some good resources for consumers who want to learn more. The Commission on Accreditation of Rehabilitation Facilities has a helpful free guide to understanding the financial statements of C.C.R.C.s. It’s available under the “resources” tab at carf.org. A service called MyLifeSite.net makes it easy to compare the financials of different communities with industry averages, along with a wealth of other useful data. A month’s access costs \$29.

Before you dive in, it helps to consider the different sorts of fees that residents pay. Type A contracts, as they’re known, are all inclusive. You pay a one-time entry fee, part or all of which may be refundable, plus a monthly rent. In return you get unlimited access to health care services in the facility for the rest of your life. Type C contracts are less expensive up front, and you pay for health services as you need them, at market rates. Type Bs are hybrids of these two. A fourth option: month-to-month rentals with no entry fee.

It’s important to compare apples with apples. The financials at a community offering full entrance-fee refunds, for example, may look very different from those at a monthly rental home that does not need to hold cash for refunds in reserve.

Here are seven key items to focus on when considering a community’s finances.

■ **Occupancy.** If 90 percent or more of a home’s rooms are full — and have been that way for the past few years — that suggests it’s doing something right. This is especially important at C.C.R.C.s promising refunds, because you (or your heirs) often don’t get the money back until someone has moved into your old unit.

■ **Rate increases.** Lately, most C.C.R.C.s have been increasing their monthly fees by about 3 to 3.5 percent a year, said Justine Vogel, president of RiverWoods, a New Hampshire retirement community. If you see anything above that, ask for an explanation. Similarly, if you find a home where monthly fees have remained unchanged for several years, it may be struggling to maintain its occupancy rate.

■ **Debt rating.** Many communities issue bonds to fund expansions or other capital improvements, and Fitch Ratings evaluates them. Ratings of AAA to BBB are considered “investment grade” and should bring a measure of comfort to potential residents.

■ **Profitability.** You want a community that usually brings in more cash than it spends. When looking at a retirement home’s financial statements, pay special attention to cash operating expenses as a percentage of cash operating revenue, suggested Amy Castleberry, a director at the investment bank Ziegler and a member of the Financial Advisory Panel of the Commission on Accreditation of Rehabilitation Facilities. A number below 100 means the home is generating enough cash to cover expenses. Communities whose debt gets an investment-grade rating from Fitch have a median score of 96.1 percent.

■ **Capital improvements.** Is your community spending enough on its upkeep? One way to gauge this: Find the line for capital spending on its annual financial statement and compare this with the line showing depreciation. Ms. Vogel said she generally liked to see spending equal to at least 50 percent of depreciation, though she conceded that could be way too low if the community hadn’t spent anything in previous years. “You need to combine that info with a visit to the campus,” she said. “How does it look? Does it look like they haven’t replaced the carpet in a while? Is the dining venue outdated?”

■ **Reserves.** Find out if the C.C.R.C. performs a regular actuarial valuation, which is a scientific study of its future risks and liabilities. The actuary’s report will give you a sense of whether the community has the reserves, income and cash flow to meet its promise of housing and health care for the rest of your life. You don’t have to read the whole report, said A. V. Powell, an actuary in Atlanta who specializes in retirement communities. “You want to know: Does the study say this community is in satisfactory actuarial balance?” Note that the report’s summary will reveal what kind of fee increases you can expect in the coming years.

■ **Residents’ role.** How involved are residents in making major financial decisions? Do they have a couple of seats on the board or at least an active advisory council that works closely with management? “So many residents have extensive backgrounds in finance,” said Brad Breeding, a founder of the MyLifeSite service. “Is it being utilized?”

Retirement community managers will not be shocked by these sorts of questions, promised Stephen Maag, director of residential communities at LeadingAge, an association of aging-service providers. “As we get the people born in the late ‘30s and the baby boomers, they’re much more thorough in their research” than their parents and grandparents were, he said.

He needn’t tell that to Dr. Ehrhardt, who has lately been comparing facilities’ financials on MyLifeSite.net. On a scale of 1 to 10, she puts her concern about all this at an 8. Once she and her husband move into a C.C.R.C., she hopes to focus on her writing (she has written a novel and is working on a second) and making sure they’re getting good care. Said Dr. Ehrhardt: “What I don’t want to worry about is whether this place is being properly run.”

How to pay your RUPA dues

Go to our website www.rupa.org and pay your dues there with your credit card (Easy for you and for the Secretary Treasurer)

Or send your check to:

**RUPA
PO Box 757
Stowe, VT 05672-0757**

LETTERS

MRS. JUNE ENGLAND—El Verano, CA

Jetstream Odyssey

*Pacific at our back, we climb
bay and bridges left behind
over gently sloping foothills
Valley Oaks and Digger Pines
Below, dark forests' sanctuary cool
splash of golden aspens
crowding coves and canyons
Silvered lakes and monolithic granites
holding memories of a bearded Scotsman
prowling 'round his "range of light"
Down the east escarpment
snow-fed creeks, flowing free
once more, as nature wills
into a landlocked Mono Lake
where flies and brine shrimp feed on algae
in turn are food of grebes and avocets
where mortals stand bewitched at water's edge
and phalaropes spin placidly
among the moonscape tufa towers
Nevada, alternating range and valley
land of isolation, manifestly desert
jaundiced lakes returning nothing to the sea
In the arid aromatic sagebrush
nature takes its course
as loping coyote, long-eared rabbit
reprise their roles of predator and prey
while all about in quickened pace
the land lifts up and crumbles down
Rounding out the basin
the snowy-crested Wasatch
surveying to the west
a din of migrant swans
taking refuge in the marshy wetlands
December's freeze will urge them on
Eastward we fly, reaching for tomorrow
the Continental Divide...South Pass
where the rutted spoor of covered wagons
marks the Oregon Trail
Over sandhills of Nebraska
buried dreams of sod-house settlers
The broken lives of those who were before...
Minneconjou, Oglala, Lakota Sioux,*

*One who rose among them,
lured by unkept promises
lay dying, in that month of Harvest Moon
within the white man's walls,
felled by a guardsman's bayonet
In the rude light of a kerosene lamp
a father wept*

*Below, the Niobrara winds its way
to the wide Missouri, down to Council Bluffs
where in a peaceful time
red and white men smoked the pipe
and spoke as one*

*Across the river, Iowa's
patchwork farms where once a prairie
spawned the tight-lipped backbone of the nation
that coined an American Gothic vernacular*

*And in the dark beyond, the great lake Michigan
...a deep and starless void*

*This airborne chariot now descending
through a glittering golden mist
minutiae of the planet come in view
now dangling over tapered spires
(lofty offerings to the gods of commerce)
snaking avenues of light,
grillwork cloverleaves; figure eights
intersecting lives that touch and separate*

Jolted back to earth...

*jetway connected to
a gauntlet of shops*

...a world awash in Starbucks Coffee

a subterranean passageway

*pulsing peristalsis pushing pilgrims onward
disembodied voices*

breathing "keep walking, keep walking"

*Unleashed once more into the skies
we ride that rushing stream of air
beyond a dwindling hemisphere.*

June England

From The Editor

Well, I must say, having received 23 letters and 6 obituaries for this month's publication is quite an improvement over last month.

You did so well this month, let's see if you can do as well for the July magazine, or maybe even better. Keep those letters coming!!! Ed

SAM ANDREWS—Blanchard, OK

Sorry to be s late. Must be something to do with age. I will do my best to prevent this happening again?

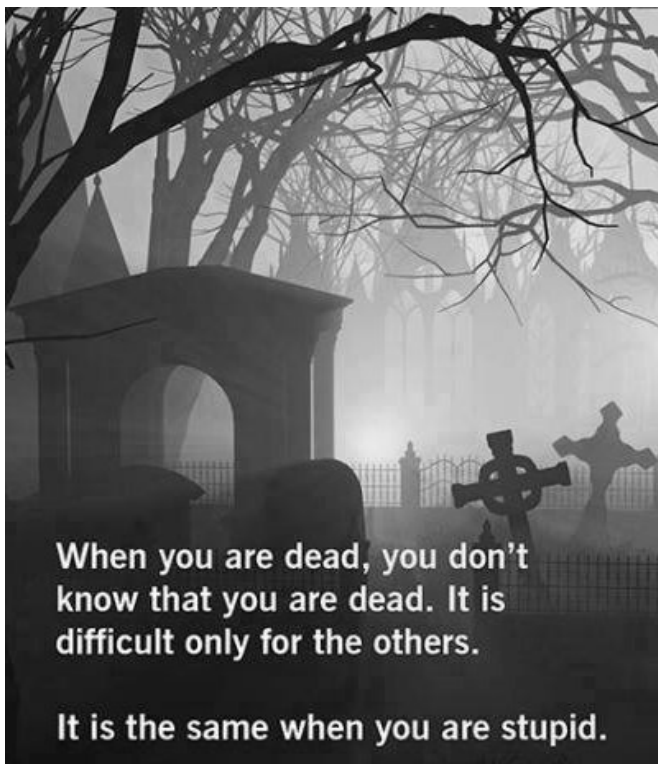
My favorite magazine ever, and I appreciate everyone working so hard to produce an outstanding magazine!

God Bless all of you! Sincerely, *Sam*

GERRY BALDWIN—Hilo, HI

I enjoyed President Bob Engelman's report in the May 2018 edition of RUPANEWS. Hurricane Andrew, a Category 5 storm, hit South Florida on August 24th, 1992, with wind speeds of 165 miles per hour; and shortly thereafter, on September 11th, 1992, Hurricane Iniki made landfall on Kauai as a Category 4 storm with winds of 145 mph. Pilots were devastated by both. President Harry Truman loved to say, "There is nothing new in the world except the history you do not know." With that in mind, let me shed some light on what was happening in Chicago in the aftermath of those storms.

Council 150 Chairman Jim Good valiantly spearheaded support after Andrew. He was not alone. Volunteers assisted him; and others worked tirelessly to help those impacted in Kauai. I was vice chairman of the MEC at the time and helped coordinate ALPA's aid in both theaters. Among other things, we helped to set up a donations account to



aid not just pilots but any of our United family in need. In the end we raised more than \$100,000. Most of the beneficiaries returned their portions to the fund when back on their feet.

Shortly after Iniki, I went to United's World Headquarters, WHQ, to meet with Senior VP of Flight Operations, Hart Langer, and his sidekick, Chief of Domicile Operations (a position later changed to System Chief Pilot, another story) Ed Methot. The hurricanes were not the proximate cause of my visit that day, but no sooner did I enter the office than Langer said, "Gerry, pilots who were hit by the hurricanes are calling in sick; and they're not sick." I was taken aback; this is how the conversation continued:

Me: Hart, you know Dave Dryer (Dave passed away in 2017.)

Langer: Yes, I know Dave.

Me: Dave was in Asia when he got word that the storm had hit his house directly; and it was destroyed. He got no word on the disposition of his wife, children, dog, or his pet donkey, Penelope. Upon his immediate return to the states, he learned that his wife and children had gotten out before the storm hit and were safe with her parents in Ohio. He did not learn the whereabouts of his pets. So, Hart, let me ask you; if your house were gone with all your worldly possessions, you'd just gotten the scare of your life over the possible loss of your family, your dog was likely dead, and your ass were out in the middle of the swamp, would you be in a mental state to fly?

Langer: I suppose not.

Me: Well, if you are not in a mental state to fly, is your medical certificate valid?

Langer: No.

Me: If your medical certificate is not valid, then what are you; you're sick. But, more is the pity that those pilots must call in sick. We should be calling them asking how we can help.

We then went on to negotiate what we would do. Langer and Methot agreed to provide one month of paid leave followed by up to two week's more on an as needed basis. Following that, if more time were needed, pilots could take vacation up to four weeks and borrow against the following year's vacation. We also made provisions for pilots to get a cash advance against their future earnings if needed. All-in-

all, it was a productive negotiation. I cannot even remember the proximate cause of my going to WHQ that day in the first place.

Best regards, *Gerry*

CHUCK BLOOM—Missoula, MT

Can't believe it's been 23 years since I last parked a 747. 2018 sure happened fast.

Retirement has been fun though, still playing with Model A Fords, riding my J3eemer I200GS and flying my-little LSA. Took a neat cross country last summer from Missoula, MT to Sebring, FL up to Oshkosh for a week of camping under my plane and then back to Missoula. Nice seeing some old Air Force and United friends along the way. The fun part was doing the whole trip at about 1,500 feet AG. I thought I've seen the world from 30,000 ft it would be fun to see it from 1,500. Flying around Florida VFR sure teaches you the value of Flight Following. The place is scuppers awash in Class B airports, MOAs, Restricted Areas. With flight following, ATC took me through all that like excrement through a goose. A week at Oshkosh is always fun, still parking aircraft there in the vintage area.

Peggy and I are blessed with good health and generally having fun. I wish the same for all of you.
Chuck

CARL EBERLE—Geneva, IL

Well I'm a month late with my letter but my payment was on time. Bonnie and I are still living in Geneva, IL, where we have lived since 1976.

Big news this year is that our younger son, Andy, and his wife had a baby boy in June so we now have



*"No, you weren't downloaded.
Your were born."*

2 grandsons. Unfortunately, neither of our sons care to live in the mid-west so seeing our sons and families involves a bit of travel. Andy was in Washington, DC until March when he moved to Seattle which we now know is one of the most expensive housing markets in the U.S. Washington D.C. was a relatively easy s/a trip. Seattle will be tougher. Son, Eric, is in the Los Angeles area with his 8-year-old son.

For pleasure travel since last April we did a river cruise from Paris to Normandy in June. We had never been to the Normandy beaches. It was a great experience. In November we did an ocean cruise from Barcelona to Southampton. This January we did the Mexican Riviera from San Diego. All trips were done space available. Worked well. Wish we had more "vacation" passes.

I still fly with Bob Helfferich in his Cardinal going on Angel flights and also Pilots and Paws flights transporting rescue dogs. We also went down to Sun n Fun again this year with stops for biking along the way in St Simon and Jekyll Islands and West Palm Beach. I still appear in the United B-727 at the Museum of Science & Industry. *Carl*

WALT FINK—Woodstock, IL

Hi, Cleve: Your editorial nagging...er, urging the membership to get off its collective duff and write some letters before they're completely overtaken by the obits has registered, so here's my first-ever. Now what to write. Eighteen years into retirement, I still do some work and writing for Kalmbach Publishing in Waukesha that allows me to do hobby stuff for fun and profit. Well, more fun than that other thing. Having attended every area RUPA luncheon for the last six-plus years and helping run both our area group luncheons for the last five-plus ought to generate something to report but it doesn't, except that I raised my hand at the wrong time and now I'm the scribe for both.

As I've read other folks' report in their jottings, I don't dream much about flying any more either, but dreams of wandering endless terminal halls to find the airplane, my hat, whatever, seem to be the norm.

I keep in touch with the company through my son Bret (ORD 737 CAP) and other friends who're still on the property but every now and then, they reach out and touch me, as happened a couple days ago. The phone rang and the caller ID said UNITED

AIRLINES. I was all set for it to be a call telling me my upcoming trip to the Left Coast was canceled or something, but NO! A voice on the other end asked, “Captain Fink?”

Well, UAL Res wouldn’t address me like that, so I responded, “Yes?” and the caller went on, “Captain, you need to complete 737MAX training before the fifteenth of the month.” Well---always up for a challenge, I replied, “Great, Book me a seat and let me know when I go.” The gent came back hesitatingly, “Er, seat? It’s computer-based training”

“Oh, right”, I replied, “However, I don’t have a United iPad. My old book bag’s ready to go, though.”

“Book bag?” was his response. I went on---“Yeah, you know, with the books holding all the maps and approach plates?” “Approach plates?” he queried.

It was time to fess up and tell him he wanted Bret, not me, because I was just taking up his time. We had a laugh over that and I explained that if time’s tight, Bret sometimes stays with us instead of driving back home to IND, so ours is a secondary phone number the company can use to reach out and touch him. This happens every now and then when the Crew Desk or the Flight Office pushes the wrong speed dial number on their screens. I can just imagine the notation that gent typed beside the number---“smartass lives here” or the like. Appropriate.

Our family, kids, grandkids and new great-grandson are doing well; Jan and I are still enjoying our hobbies, ballroom dancing and various projects, one of which is my penning my family history to pass down to my descendants. Encouraged by Captain Bill Norwood as something everyone should do, it’s grown like Topsy, and about five years into it now, the more I write, the more comes to mind that I should write. It’s keeping my gray matter active.

Huge thanks for all you do for RUPA, Cleve---best always. (*Great Letter! Everyone take notice. Ed*)

Walt, (DC-6/727/777 - ORDFO 1967 – 2000)

MRS. JUDY GIBSON—Lake Elmo, MN

Thank you, John Rains and Carol Morgan, for the pdf copy of the *RUPANEW* with Bob’s obituary.

Bob used to read his *RUPANEWS* right away when it came in the mail. He was a dedicated pilot, captain and union man and loved his flying and fellow pilots. Bob and I were on the RUPA Mediterranean

cruise – we enjoyed it so.

I appreciate the care from your organization as his widow – I received a letter with information for newly widowed RUPA ladies. Very helpful.

Thank you so much again. I look forward to receiving the hard copy of the News – this time I will remember where I put it. *Judy*

JACK GLAZE—Las Vegas, NV

Twenty-two years into retirement and still “ticking.” I really don’t feel any different than the day I retired. I have been lucky with my health and I work on it daily. I firmly believe that if you don’t use it you will lose it. Of Course, a little luck helps. I have cut down on the gym time to once a week (sometimes 2) and the bicycle mileage is down to three to four thousand miles per year, but still have managed to get 125,000 miles in 25 countries along with some of the greatest experiences to be had. Two places that I highly recommend to visit: Tasmania and the south of Morocco. The first because it is beautiful and not “touristy” and the second for the Berbers. These are the friendliest people that I have encountered anywhere on the globe. Also, their food is outstanding (unless you have something against couscous).

Las Vegas, my home of 45 years, has changed so much that I hardly recognize it. And not for the better. The Freeway system here reminds me of why I left Los Angeles. However, the weather remains pretty much the same. I moved here for the summers and have not been disappointed. The winters are a little grim but compared with Chicago or Hartford we have it easy. People don’t believe me when I tell them that my pipes froze a few years ago.

My wife, Sam, also a retired UAL flight attendant, has been having some health issues but we are getting them worked out with the help of the local witch doctors and their beads and feathers. Without her help I would be totally unable to work my way through all the health care forms. I think it is a shame that the doctors (at least here) are paid employees of one or another of the “health care” conglomerates. My GP told me that the doctors, even the new ones coming out of school, cannot afford to go into private practice. We live in a brave new world.

I talked to a new hire classmate, Dick Bromwich, last week and we determined that half of our new

hire class of 1964 have “flown west”. I miss them all.

Keep up the fantastic job you do each month on the “News”—it is greatly appreciated. *Jack*

MRS SUNEE JINES—Carmel, CA

In retirement, Milt expressed his artistic talents and sense of humor by creating 3-D unique, one of a kind clay sculptures, sold around the world in a co-op gallery on Cannery Row, Monterey, CA.

He is missed so much by family, friends, and his many fans.

Thank you for your great RUPA magazine, it is a monthly treat.

Gratefully, *Sunee* Captain Milt Jines

ROD LION—North Las Vegas, NV

Hi all, well starting my 20th year of retirement and doing well.

Not too much new other than 3 great grandkids always providing entertainment and fun. Still playing golf a couple of times a week, trout fishing every once in a while, and generally enjoying my retirement. See the kids, grandkids, and great grandkids a few times a year because they all enjoy Vegas.

I see fewer and fewer letters from old and missed friends and that is the only thing that makes me feel

old.

Thanks to all who keep RUPA and our magazine going. *Rod*(rodliion@mac.com) 253-307-7508

JEREMY MC GREEVY—Milwaukee, WI

First of all many thanks to everyone at *RUPANEWS* for your efforts in publishing the monthly magazine. It's arrival each month is one of the highlights of my routine. I paid my dues this year using the credit card option so I can't say "The check's in the mail" but you know what I mean.

My sad news to report this time is that Mary Anne, my companion and one woman support group of 47 years, died last August. She had been in failing health for many years and we finally lost her to the double demons of severe heart disease and cancer. What can I say. I know death is part of life but it still comes as a shock. The positive side of this is that with all the help from our children, grandchildren, friends and assorted relatives far and near I am recovering nicely.

The only problems I seem to have are associated with entering my ninth decade. Memory lapses etc., anyway they're not that bad yet. One more note of interest. Back in January I had cataract surgery on both eyes. The need for this procedure had become increasingly apparent over the past couple of years; so I did it. And the improvement is truly spectacular. I now only wear glasses to read and even that I can almost do without. My point being I would recommend to anyone who needs this surgery to go ahead and do. Enough preaching.

So, thank you again to all at RUPA. Enjoy the summer. *Jeremy* (LAX, JFK, ORD, HNL)

MRS. MONTEL MENTING—Notre Dame, IN
My husband, Al Menting, SFOFO, flew the DC8's from SFO to Hilo in UAL's early days and later the 747's to HNL. Al was also a charter member of Palo Alto, CA's sister city, Neighbors Abroad, when President Eisenhower asked the city to partner with Palo, Leyte in the Philippines. This is where McArthur had landed at Red beach.

Palo, Leyte, pleaded for shoes as most of the people there were barefoot and had podoconiosis, also known as nonfilarial elephantiasis.

Palo Alto responded. In those good ole days many boxes of shoes flew in the cockpit to HNL. Once there, Al connected with a Philippine Air pilot and

Bizarro Dan Piraro



the goods were transferred and delivered to Palo, Leyte!

Imagine our surprise in the year 2000 when we were representing a Neighbors Abroad Delegation there. We were invited to the home of the chief water engineer for a festive dinner who told us about his first ever pair of shoes, moccasins, from Neighbors Abroad, courtesy of a city and two airlines.

Montel

HOWIE MORGAN—Longmont, CO

Howdy, First, I'd like to say that the magazine has become very informative and interesting to read. Thanks to those who collect all the news and put it together.

Years ago, sitting in the 727 cockpit between trips, a young boy [10-12] came up and we gave him the tour. He was really excited to be there and get the tour. Excitedly, he said "Man, when I grow, I want to be an airline pilot!" John Pinter, the second officer, said "Kid, You can't do both!" Of course, the kid didn't get it, I don't think, but I'll never forget it as I think it's the key to havin' fun doing the job and keeping engaged after. I'll be 81 in a few days and still havin' fun.

I'll be finishing up two concourse restorations this summer. A 1955 Austin-Healey that I have had for 60 years and a BMW R-90S that I rescued from an abusive former owner. He abused this beautiful Motorcycle...maybe nothing else! We still have and fly a Cessna 150 and 185 that we completely refurbished some time back.

In reading the new edition of the magazine last nite, I saw several references to the strike of '85. Captain Warren Remple came by the hangar a few days ago and the strike came up in the conversation. I still have my "United Pilots On Strike" sign which was signed by Studs Terkel, a well-known Chicago union leader. What I'll always remember, other than the pain, is the talent, other than aviation, that many pilots brought out to fight this fight. My neighbor, the late Tom Rogers, who was a ham enthusiast along with a number of other technically advanced pilots, set up a listening post in a room at the O'Hare Hilton overlooking the airport. They quickly found that the geniuses in the flight office were dispatching airplanes, empty of course, with a specific flight number, having them fly out over Lake Michigan and changing the flight number for the

return. This was done so they could report to the media that operations were near normal despite those nasty strikers. There are so many great stories it would make a good book. I, and everyone else out there, should always be grateful to Pat Friend for saving our butts in the end.

Another story that sticks with me is on a trip ORD-DEN over the great plains, the A flight attendant came up and told us the we had many Japanese tourist on board and they wanted to know what caused the circles on the ground [irrigation systems]. I turned to Second Officer, Shell Gordon, a country boy to explain. He started off with this story. "Many years ago, folks were moving West to seek new territory in which to settle and their transportation was by wagon trains traveling in large groups for protection. The Indians took exception to these folks moving on to their land, killing their buffalo and disrupting their way of life. They would attack these wagon trains; whose defense was to form the wagons in a circle. The Indians would ride around and around this circle of wagons until they lost too many warriors and gave up. And these circles are still visible today!" The A F/A came up again about to choke trying not to laugh. She told us these folks were back there saying "Ah So...Ah So"...Unforgettable.

In the last American Rifleman Magazine, (April 2018 "Colts in the Cockpit") there was an article about United pilots carrying guns. The story featured Captain Jack Starr who was flying at the time when the post office required pilots to carry guns. In fact, United management bought these guns and supplied them to the Captains. They were 1908 Colt semi-auto .380 with a stamp on the side saying "Property Of United Airlines." These were carried by our crews until after WWII. Several Captains who I flew with early on still carried a pistol, probably unauthorized. It's too bad the practice ended as armed crews on 911 could have altered history. I'd love to find one of these guns however the value may be prohibitive. My dad, NAT-UAL 1928-1972, said that some ground crews dealing with the mail did carry shotguns which they also mentioned in the article.

Son, Butch, HPM111, is now flying a Lear 45XR as Captain and has nearly 7,000 hours. This airplane is certified to 51,000 feet and is a going machine as far as corporate type airplanes. He works for a fractional outfit that has numerous airplanes, however

the Lear Base is in BUF. We've all been there many times I'm sure, but living there full time has to be a challenge. It's frustrating that UAL won't give him the time of day. Daughter Jamie is a special education administrator in Chester, Virginia.

So Long till next year. We're in Longmont, Colorado so give us a call if you're passin' through.

Howie, 303-601-3536, howiem@comcast.net

DICK MURDOCK—North Aurora, IL
Greetings to one and all, 25 years have passed since shutting down the engines of that beautiful B747-400 for the last time.

Everything was going fine until about 12 or 15 years ago. Then a few times a week I would wake up with an ache here and then an ache there. It was all very mysterious until I came across a gypsy fortune-teller in a dark alley in downtown Chicago. He explained that I have the "gnome" syndrome. It seems that every now and then while in a deep sleep a gnome sneaks into my bedroom with a mallet and hits me somewhere. I'll wake up in the morning with a knee ache and then a few days later I wake up with my shoulder hurting; it goes on and on since my early '70s. I've tried to stay awake to catch the little "#\$%%", but come 11PM it's lights out! And to top it off, I don't recognize the face in the mirror when I'm shaving. Who is this guy and where did he come from; what the hell happened? Does anybody out there have the same problems? Can anybody see a solution?



Well, anyway it was a great career topped off with one year of giving line checks on the DC-10. A totally boring job but, as I tell everybody, it was because the United pilots of our era were a group of damn fine pilots.

You all take care and keep the blue side up. By the way Joan and I will be celebrating 62 years of marital bliss. Thank God for her. *Dick*

HAM OLDHAM—Delray Beach, FL
Last year I wrote everything ok in Delray Beach. One week later I had a double bypass. Everything is ok again.

I now have over 10,000 miles on my BMW i3 and is still fun to drive and cost about 40 cents a day to Fpl. Next month I am going to the 75 anniversary of the Globe Swift in Athens, TN. The Swift I owned will be 72 and is now in north Florida. Also, will be going to Islamorada with family for birthday number 90. Nice to hear from Jack Taffe.
Till next year, *Ham & Ruth*

BURT OLSON—Polk City, FL
Where the heck is Polk City, Florida? If you've ever been to Fantasy of Flight on I-4 between Tampa and Orlando you've been through Polk City. We live on the north side of the lake that Fantasy of Flight is on.

After I retired in 1996 as a retirement present my good buddy Capt. Ron Bull (deceased) gave me a couple of lessons in his Super Cub on floats. Needless to say, I was addicted. Seaplane flying is almost as much fun as flying the B727.

So, in 2001 we found a nice house in a lake and moved to a Seaplane pilots paradise (the Lakeland Florida area). It turned out that my new neighbor was a retired Eastern Airlines Captain, so we bought a Lake amphibious seaplane together.

After a couple of years, we sold the Lake amphib and, being addicted, I bought a little Searey amphibian seaplane myself. The Searey is a 2-place high wing tailwheel experimental flying boat. Being an experimental aircraft allowed me to do all my own maintenance. I sure had a lot of fun with that little seaplane.

A couple of years ago the hangar that I kept the Searey in became unavailable so I decided to sell my little toy. Lately I've been renting airplanes from a Guy at the Winter Haven airport. So, I guess

I am officially a Flying Octogenarian.
Fraternally, **Burt** 1966 - 1996, MIA - ORD

OAKLEY PORTER—Jacksonville, OR
This last year has been a very busy year for us. We sold three houses, gave one grandson my house boat, the other grandson a pickup truck, my daughter a pontoon boat and have moved into an insisted living place in Jacksonville.

We like it here very much. We have a two-bedroom two bath apartment. The food is very good and you can order off the menu. We have our name on the list to move into a cottage, which is a two-bedroom house which has a small yard for our dog. We are only one block from the RUPA Luncheon, so that is very nice. We had lunch yesterday with Steve and Lu Ann Fusco.

I sure want thank all the hard workers who put the *RUPANEWS* together.

Oakley, 1944 to 1985 SFO HNL SFO

KING PURTON—Brandon, FL
BEWARE of STATINS: Over the last several years, I have had lower back pain as had most of you. I kept the bulging disc under control with stretching exercises. At one point, my medical insurance provider wanted to switch me to a lower cost cholesterol medicine. Asked if I was allergic to statins, I said that not to my knowledge. Over the next year, my buttocks, thighs, and feet became very painful. I never connected it to the new medicine. I thought it was the disc getting worse or just part of growing older at 87. One day, my golf cart mate told me how his similar pain went away when he stopped taking his cholesterol pills. I thought that I will try that, a few days without the pills can't make much difference. After five days, there was a noticeable reduction in discomfort. Contacting my doctor, he said stay off them until our next appointment when he put me on a non-statin pill. Over the next six months, I was back to my original lower back pain.

In fact, I felt so much better I went back to teaching new to sailing, racing crew members what and how to do their duties. I had been running the program for ten or more years at Tampa's Davis Island Yacht Club. Two years ago, I told my J-35 skipper that I would be retiring at the end of the season. On the last race of the season, we were demasted. A clear sign from the Sailing Gods that it was time for me to retire.

So for now, it is golf on Tuesday and Saturdays and sailing on Thursday. It will be interesting to see how long my back holds out.

Madelon and I wish the best to all of our friends that are still vertical.

King, 1956-1990 DTW, LAX, JFK, EWR, CLE, MIA, JFK, ORD.

JACK RODERICK—Vatavia, IL
Well another year and I'm still moving at 84. Wife and I are doing OK considering all the old age ailments one can have. I have wet M/D in both eyes so get an injection every six weeks. All 3 kids and 9 grandkids are well and keep their 5 dogs happy. I'm involved in a lot of veteran activities here in the western Chicago area. I'm on the board of directors of the Air Classics Museum at the Aurora, IL airport in Sugar Grove, about 40 miles west of Chicago. Also, on the board is a retired United aircraft ground crew manager who joined us 2 years ago. He's also a mechanic and was in the navy at NAS Glenview. He is very talented and a tremendous help. We have 12 aircraft on display and 3 buildings of exhibits. Coming shortly, we have obtained an F3D, A7, and nose section of a P2V that we got from the closed NAS Quonset Point in RI. We are located on the west end of the Aurora airport property in Sugar Grove, which is open on weekends from 1000 to 1500. Please visit if you are in the area.

I miss my CLE Crazies and look forward to their pix and notes in the *RUPANEWS*.

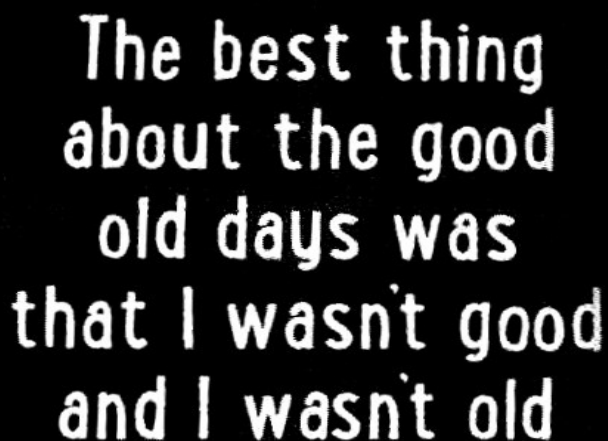
Many thanks to all those involved in putting out the *RUPANEWS* as it takes a lot of your time and we all appreciate what you do. Thank you for your dedicated work. **Jack** - EWR, CLE, ORD

DICK RUSSELL—Port Orange, FL
There have been only a couple of years during the past 28 that I have not submitted an annual letter to the *RUPANEWS*, but this past February I had just gotten out of the hospital and was not feeling like doing anything including writing letters. As time passed it became further from my thought process. The latest issue contained such meager offerings from members that I decided to send in a late one to encourage others to do the same.

Wilma and I celebrated her 80th birthday with an American River cruise from Memphis to New Orle-

ans, and it was delightful with excellent accommodations and food. The WWII Museum in New Orleans is something everyone needs to see as they have done a fantastic job in explaining the big war. So many people have forgotten what it was all about. We also took a short cruise from Tampa, Key West and on to Havana and, while it was interesting, the real reason was a family reunion so the ladies didn't need to shop, cook, wash dishes. There were 17 of us and some came from as far away as Australia, and a good time was had by all.

Our parts do wear out and after 2 hip replacements, a gallbladder removal and a laminectomy I began to be short of breath. It got worse and I have been on oxygen 24 hours per day since January 2. The doctors asked if I had been exposed to asbestos or been a smoker to which I responded in the negative, and no one has any idea as to what caused this condition. Last week I had lunch with a former TWA pilot who was furloughed and worked for a few years for General Electric in their engine plant. When he asked about my condition I responded that I have PULMONARY FIBROSIS, a term that is foreign to most people, and have no idea about to what I am talking about. He seemed to be familiar with my condition which is scaring of the lungs. To make sure, I asked him if he was familiar with the term and he responded that he had done a great amount of research on the subject. While I can't be sure, his explanation is the most logical to date. He told me that the seals on turbine engines are not as good as they should be and fumes from the synthetic engine oil are picked up through the bleed air which is directed to the cabin and cockpit. There are many variables which include the number of hours of exposure the type/make of the engine and there is no cure for this condition, but I am learning



The best thing
about the good
old days was
that I wasn't good
and I wasn't old

to live with it. Two retired airline pilot neighbors have passed away with this same problem. I note that the B-787 does not use bleed air for pressurization but utilizes a motor to operate the system.

The publication is well done and we need to encourage others to submit an annual letter.

Sincerely, **Dick**, LGA/NYC/LAX 1955-1990

DICK SANDERS--Cleveland, Oh

Like all the rest of my colleagues, I just love to receive the monthly *RUPANEWS*. There are not sufficient thanks to go around. Cleve, many thanks for your dedication to this group. And to the officers, directors and the committee chairmen our thanks for your endeavors. Area reps, your input has a huge part to play in the satisfaction we all get from reading the journal. When you have flown out of BOS, EWR, ORD, SFO, SEA, AND CLE you recognize a whole bunch of faces and names in the monthly reports. Seattle, your idea of summarizing each member's flying background in the March issue was really neat. (Hello to the many of you I had the pleasure of associating with in my 11 years in SEA.)

The Boeing 314 has received considerable attention in recent issues, first on the March cover and then Dot Prose article for May. Magnificent appropriately describes this beautiful aircraft. Surely a favorite of my long involvement in aviation. Why you might ask. The aircraft, as many of you know, was "laid up" hull style in the Red Barn (Boeing Plant 1) which back in the late 30's was located on the banks of the Duwamish River. It was then "launched," towed down the river to a barge in Eliot Bay where wings and empennage were fitted and test flying begun. Two distinct childhood memories: My dad, a colleague of Wellwood Beale's and an engineer for the company, would take our family down to the Red Barn in the evening after his work was finished. Not only did we go into the plant, we went in to the aircraft as it was being laid up. Doubtless a lifelong love of aviation was itself being "laid up." And, some months later, my mother would put my brother and sister and myself in our wagons and on our trikes and from our home on 42SW we would walk down to the Duwamish overlook on Admiral Way and watch the Clipper takeoff from Eliot Bay. I presume my dad must have called my mom and informed her there would be a flight and away we went. How fond the memories.

Son Rick just upgraded to captain for Alaska Air-

lines and is flying out of their Los Angeles domicile. Daughter Ellen continues as our Pioneer Lady on their ranch in Parker, CO. Everything good in their respective spheres at last check. Mary Lou and I continue well, now in our 25th year of retirement. Great good fortune.

And so forth. We so enjoy hearing of your comings and goings. Keep those cards and letter coming ladies and gentlemen. Next click on the computer will be annual dues to rupa.org. Nice convenience. Fraternaly, *Dick*

BILL SMITH—Belvedere, CA

I have read the RUPA Gnuz since I became retarded in 1995, after flying the -400 for 5 years. 'Tiz time I filled in the blanks.

I met my future wife pat in the Michigan ANG, where she was a nurse, and have been married for 50 years. (We were married in a garage...now we can't back out of it.)

Health is great, since I converted my age to Celsius. (26). We reside in Belvedere, north CA, and part time in Sonoma, CA.

I keep busy playing the baritone saxophone in three local community bands, and the bugle for "Bugles Across America" playing "tap's" for deceased service veterans.

Sold our PT-17 Stearman about two years ago, and my Harley motorcycle recently...miss 'em both!

I attend many NorCal RUPA lunches...try to stay connected.

Multi kudos to Cleve for producing this dynamite "magazine." *Bill*, CAP/UAL 58-95

KENNETH H. WHEELER—Zanesville, OH

I just received my May copy of the *RUPANEWS*, which was great like all the others. Five letters and nine obits? OK Cleve, I'll try to bore you a little more.

I knew from the time I was a little kid, I was going to be a high school history teacher. My mother was a teacher, but she had to quit when she got married. That was the rule in the 1930's during the depression, men needed the jobs to raise their families, and wives stayed home and raised the kids. I was a "smart brat" who went to a one room school for the first six years went to grades 7-12 at the local high school. During the first six years we had about 30

total kids in the school. Kids moved in and out, but for all six years there were only "me and old buckshot" in our class, so I was always either first or last in my class. I was very fortunate to win a four year "full ride" scholarship in my senior year [it amounted to \$1,500.00 a year or \$6,000.00 for the four years, but it cost about \$7,500.00 for the four years of college]. I took my freshman year at Ohio U., where ROTC was mandatory for the first two years, because it was a land-grant school. I took Air Force instead of Army, because I didn't have to polish brass. The summer between freshman and sophomore years, I married my high school sweetheart. The folks who awarded the scholarship weren't well pleased, but it was a done deal. It was easier to transfer schools than to find her a job in Athens, so I transferred to THE Ohio State U. in Columbus. I took the second year of Air Force ROTC because it was an easy A, and I figured if I got drafted, it couldn't hurt [this was during Korea]. Then they told me I'd get PAID for taking Advanced! \$90.00a quarter! At this point anything green with dead people's pictures on it looked pretty good to me. After junior year they told me they'd get me my private license and send me to pilot training! I was hooked after my first ride. When I started my senior year they said, "oh, by the way, due to needs of the service your commitment will now be four years from the time you finish pilot training instead of the three years we told you last spring." I signed up and went home and told Nancy what I'd done. And our son was a month old. We in the college of education had just done a survey of central Ohio school districts. If you had a bachelor's degree your starting salary as a teacher would be \$3,700 a year, if you had a master's it would be \$4,100. After a month of preflight in San Antonio, primary in class 61-C was in Mission, Texas at Moore A.b. and advanced was at Laredo AFB. At Moore it was T-34 and we were the second class to get the T-37, at Laredo we flew the T-33. As a second Lieutenant on flying status I made \$500.00 a month. After graduating from pilot training, I was sent to Tinker AFB in Oklahoma City for C-124 school. While there I went to the FAA headquarters at the Oklahoma City airport, where I took the written test for my commercial and instrument ratings. That's all it was, just a written test. After "Old Shakey" school, I went to Stead AFB in Reno for survival school, or as we called it our "week's paid vacation in the Ta-

hoe national forest." Then on to our first POCS assignment at Charleston AFB, South Carolina and the 17th ATS. There we were blessed with the birth of our daughter in January 1962 [our son had been born in August 1958]. In the fall of 1961, when I came in from a trip, I was told to report to the commander's office. When he saw me he said, "How would you like to have a regular commission?" At this point I hadn't decided whether I was going to be a lifer or not, but I knew if I were going to make a career of the service, that was the way to go. I did have presence of mind enough to ask if it EN-TAILED a FURTHER COMMITMENT. He said no, so I told him it sounded like a fine idea. Six weeks later I had orders, by name, to Hickam AFB, Honolulu, Hawaii, the 50th ATS. There's much more, of course, but enough for now. Keep up the fine work and you may not have to print any more of this drivel. Thanks for your dedication to Rupa and the *RUPANEWS*. Starting year 22 of retirement and loving it.

Hummmmmmbly, *Ken* '65-'97 DENTK, ORD, CLE, ORD

DL LARRY WRIGHT--Los Altos, CA

Twenty-three years on the dole. It amazes me that I've been unemployed for that long. I certainly don't lack for things to do. It just boggles my mind how old I'm getting.

Most of my reportable activities for this past year have taken place far from our Los Altos residence. I really don't class mowing the lawn and pulling weeds as notable activities. One notable activity occurred at our place in Eastern Oregon which was right on the arc of totality for the eclipse last August. The darkness was amazing and I could truly spot the planets in the dark sky. The most impressive thing, besides the planets, was the cold. The sun had already come back out, then it got cold due to that two or three-minute shadow. It was a most notable experience. We have never seen that many people in Eastern Oregon over the last fifty-six years since we have been going there. The World Fair or hunting season never draws that many people to Eastern Oregon.

We spent quite a bit of time this spring mending fences. Between falling trees and the elk, there were a couple of stretches that had to be rebuilt and a lot of loose wire where the elk don't quite make

the jump over the fence and break the barbed wire. We don't run cattle ourselves but allow a local rancher to graze the property to minimize fire danger in late summer and fall.

We had our first ride on a B 787 a few weeks ago. There were 168 seats available in coach, but we still couldn't snag First or Business Class from DEN to SFO. The 787 is a beautiful airplane and from our seat I was admiring the slick wing. I harken back to the early days of the 737 with its wings literally covered with vortex generators. There wasn't a ripple any place on that 787 wing.

Keep your cards and letters coming in to the *RUPANEWS* so we can keep up with your activities.

Larry, mostly SFO '68-'96

IN MEMORIAM

HERBERT "MACK" CONNELLEY

Mack Connelley was born in Trinidad, Colorado September 20, 1922 and died April 29, 2018 peacefully in his sleep.



Mack was a graduate of Borger High School in 1940. After the outbreak of World War II, he joined the Army Air Corp and was assigned to the 422nd Bombardment Squadron, 305th Bombardment Group, 8th Air Force in England. There he piloted the B-17 Bomber and flew 31 missions over Germany. During his tour he was shot down twice and rescued. Mack's flying career endured for over 70 years. After his discharge from the Army Air Force he began a 37-year career as a pilot for United Airlines. During this time, he owned and operated his own airplane operating out of Centennial Airport and subsequently he owned a hangar at the Platte Valley Airport. Mack enjoyed a business career as well - he had a construction business and built over 1,500 houses in the Denver area and owned and operated several apartment buildings. After retirement from United in 1982 and the construction industry he owned a cattle ranch near Loveland, CO.

Mack was actively involved in community activities. He was a Mason, belonged to the Scottish Rite Temple and the Shriners. He was member of Aircraft Owner and Pilot Association and the Retired United Airline Pilots' Association.

CHARLES HERBERT MELBOURN

Charles Melbourn, 80, May 5, 2018 after a brave long battle with prostate cancer. He was born on 11, 11, 1937 in Perth Amboy, NJ.

He was known to his airline friends as "Chuck" and to his family and others as "Herb." He graduated Perth Amboy HS in 1955 and Franklin & Marshall College, Lancaster PA, in 1959. Upon graduation, he was commissioned in the US Air Force and attended Flight School. In 1960, when he returned home for the Christmas holiday, he married his sweetheart Linda Kalbhenn. He earned his pilot wings in 1961 and continued his service in the Air Force until honorably discharged in 1965. Herb was hired by United Airlines in 1965 and started his career flying the propeller-driven DC-6. When he retired in 1997, he was flying United's newest jet, the DC-10.

After retirement, he spent his summers in Bridgewater, NJ but Herb and his wife Linda moved to Jonathon's Landing in Jupiter, FL, where he was active in Jonathon's Landing Golf, Book Clubs, and was the President of West Bay and Hidden Cove neighborhoods. Herb was a long-time member of the Raritan Valley Country Club and Bridgewater United Methodist Church. He loved flying, golfing, boating, a good book and his favorite pastries.

Two He is survived by his beloved wife of 58 years, Linda, two children and four grandchildren.

In lieu of flowers, the family requests donations in Herb's memory be made to the charitable foundation at Jonathon's Landing Cares, 16823 Captain Kirle Drive, Jupiter, FL 33477

www.jonathanslanding.com/jl-cares.

RICHARD T. MILLER

We will be having a Celebration of Life for the love of my life Richard T. Miller at our home in Chicago, Illinois on June 23rd, 2018. If you are or will be in the area, please plan to attend. It is at 2:00 pm. Please text me (815-245-4036) for the address or any details you need. I look forward to seeing you there.

Dianne

**DALE R. MYERS**

Dale Myers passed away May 2, 2018. He was born September 24, 1929 at home in Clinton County IN. Dale grew up on a rural farm tending to the animals and milking the cows. He especially loved to ride his horse, Old Babe.



Dale joined the United States Air Force in 1952 qualifying on the B-26 Photoreconnaissance bomber. He left the Air Force and was later hired by Capital Airlines, which merged with United Airlines. There, Dale met his wife, Lynne Hurst, a flight attendant, on a flight to Atlantic City in 1963. They married two years later and eventually settled in Westlake Village. They celebrated 52 years of marriage this year.

Dale is survived by his wife, Lynne Myers, four children, grandchildren and great grandchildren. Memorial services to be held on Saturday, May 12 at 10:00am located at Pierce Brothers, 5600 Lindero Canyon Blvd, Westlake Village, CA.

JAMES C. NIST

James C. Nist, 87, passed away April 27, 2018 of natural causes. It was a peaceful transition for him.

Jim was born in Buffalo in 1930 and went on to serve in the Air Force for five years; then began his career with UAL in July 1956 – retiring in 1990.

Loving his Colorado, he always flew out of Denver – completing his career on the DC-10 HNL run.

Jim loved the outdoors, family, friends and always had a great smile and sharp wit.

He is survived by his loving wife, Terry, of 61 years, children and grandchildren.

His gentle and wise spirit and caring nature will be missed so many.

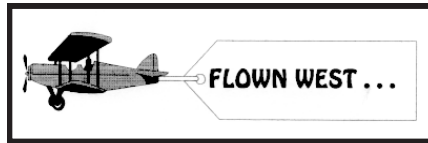
**ROBERT EDWIN SCHERMAN**

Robert Edwin Scherman, 80, died May 5, 2018 in Goodyear, AZ. He was born October 25, 1937 in Modesto, CA. He served in the US Navy from 1956 to 1962 as an officer and a pilot. Robert joined United in 1964 and retired in 1996 after a 32-year career.

Robert is survived by four children, two grandchildren and two great-grandchildren. He was preceded in death by his wife of 55 years, Rita Scherman.

Condolences for the family may be left at www.thompsonfuneralchapel.com.





Raymond P. Best	May 15, 2018
Herbert "Mack" Connelley	Apr. 29, 2018
Patrick J. Crahan	Apr. 19, 2018
Robert E. McGowan	Mar. 02, 2018
William M. Myers	Mar. 23, 2018
Charles H. Melbourn	May. 05, 2018
*Hans Muller	May 10, 2018
Dale R. Myers	May 02, 2018
James C. Nist	Apr. 27, 2018
Robert E. Scherman	May 05, 2018
Clifford M. Schutz	Apr. 01, 2018

**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 Ridge Road, Crystal Lake, IL 60014 (Website: uaprf.com)

June, 2018 Edition

From:

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RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
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 (2nd Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—303-364-8678

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Washington

Seattle Gooney Birds (3rd Thursday 11:00AM)—*Airport Marriott*—360-825-1016

Washington D.C.

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