
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Letter	Page 3	Articles	Page 18-46
Vice President's Letter	Page 4	Letters	Page 47-57
Editor's Letter	Page 5	In Memoriam	Page 57-59
About the Cover	Page 6	Calendar	Page 60
Local Reports	Page 6-16		

— OFFICERS —

President Emeritus: The late Captain George Howson

President: Bob Engelman.....954-436-3400.....rupapres@rupa.org
Vice President: John Gorczyca.....916-941-0614.....rupavp@rupa.org
Sec/Treas: John Rains.....802-989-8828.....rupasectr@rupa.org
Membership Larry Whyman.....707-996-9312.....rupamembership@rupa.org

— BOARD OF DIRECTORS —

President - Bob Engelman — Vice President — John Gorczyca — Secretary Treasurer — John Rains
Rich Bouska, Phyllis Cleveland, Cort de Peyster, Ron Jersey, Walt Ramseur
Jonathan Rowbottom, Leon Scarbrough, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Cruise Coordinator.....**Rich Bouska**.....rbouska1@comcast.net
Eblast Chairman.....**Phyllis Cleveland**.....rupaeblast@rupa.org
RUPANEWS Manager/Editor.....**Cleve Spring**.....rupaeditor@rupa.org
RUPA Travel Rep.....**Pat Palazzolo**.....rupapasstravel@rupa.org
Website Coordinator.....**Jon Rowbottom**.....rowbottom0@aol.com
Widows Coordinator.....**Carol Morgan**.....rupawidows@rupa.org
Patti Melin.....rupawidows@rupa.org
RUPA WEBSITE.....http://www.rupa.org

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners.....Ken Killmon.. flyawayk@cox.net
Tucson Toros.....Randy Ryan.....randvryan40@msn.com

California

Dana Point.....Ted Simmons.....tsimmons5@gmail.com
Los Angeles South Bay.....Sharon Crawford
captaincrawford@verizon.net

Monterey Peninsula..... Phyllis Cleveland
one747czi@redshift.com

SAC Valley Gold Wings.John Gorczyca.jsgorczyca@gmail.com

San Diego Co.....Mark Mayer.. ikakacaptain@gmail.com

San Francisco Bay-Siders'.Larry Wright.....Patlarry@aol.com

San Francisco North Bay...Bob Donegan.....fatherdon@aol.com

San Fransico East Bay Ruparians.....

Neil Dahlstrom 4tamdahl@sbcglobal.net

Rich Bouska rbouska1@comcast.net

The FAT Flyers.....Paul Nibur..p.nibur@gmail.com

Thousand Oaks.....Denny Fendelander ...dfend4@yahoo.com

Colorado

Denver Good Ol' Pilots.....Tom Johnston

Tom Johnston.....thomasjohnston2@hotmail.com

Stanley Boehm.....spboehm@comcast.net

Florida

N.E. Florida.....Lowell Johnston low1789@aol.com

The Ham Wilson S.E. Florida Gold Coast

October thru April,.....Lyn Wordell & Ned Rankin

Lyn Wordelllyndenw@aol.com

Ned Rankin.....nwrarkin@aol.com

May thru Sept.....Jim Morehead & Art Jackson

Jim MoreheadMoreheadjames@aol.com

Art Jackson.....arthjacks@aol.com

S.E. Florida Treasure Coast Sunbirds.....Bob Langevin

BobL34997@aol.com

S.W. Florida.....Gary Crittenden.....gicritt5@comcast.net

Tampa.....Matt Middlebrooks.....immbrooks1@verizon.net

Hawaii

Hawaiian Ono Nene's.....Larry Becker
beckerhi@hawaii.rr.com

Big Island Stargazers.....Linda Morley-Wells

Linda Morley-Wells.....lmwjet@earthlink.net

Beth Ann Raphael.....berapha@aol.com

Illinois

Greater Chicago Area Group

Bob Helfferich.....flybikebob@earthlink.net

Dick Kane.....Richaka4@aol.com

The Joe Carnes RUPA Group

Walt Fink.....ok3wire@joltmail.com

Nevada

Las Vegas High Rollers.....Andy Anderson - larssona@cox.net

Reno's Biggest Little Group.....Gary Dyer - Lyle U'ren

Gary Dyergdtahoe@att.net

Lyle U'ren.....captlylej@aol.com

New York

New York Skyscrapers...Pete Sofman....psofman@gmail.com

Ohio

Cleveland Crazyies.....Phil Jach...jach@gwis.com

Oregon

The Columbia River Geezers—Ron Blash—Tony Passannante

Ron Blash.....rblash@mac.com

Tony Passannante.....hotshotcharley@aol.com

The Intrepid Aviators of Southern Oregon

Bob Niccolls.....bniccolls@live.com

Washington

Seattle Gooney Birds...Henry P. Kerr.henrykerr41@gmail.com

Washington D.C. Area

Washington D.C.....E.K. Williams Jr...ekwjwr@earthlink.net

Williamsburg, VA.....Jim Krasno krasnojm@earthlink.net

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

Yesterday there were only three of us in attendance at the Ham Wilson S.E. Florida Gold Coast Luncheon. That's less than the number of words in the name...but we still had fun, telling stories and doing a lot of laughing. Our resident NWA retiree, Stan Baumwald, was there. I thought I had a lot of furloughs in my career, (Pilgrim, United, Air Florida and back to UAL after a stop at PEX) but he beat me hands down. The Counselor, Bill Garrett, was the third one there, and he didn't arrive by motorcycle as he usually does. That was for two reasons. One was the weather, with thunderstorms and heavy rain. The other was that he recently had an accident in a race, breaking four ribs and puncturing a lung! So, he gave his bike away, to his son, and no more racing. Good decision Bill. While we missed getting together with most of the usual suspects, with many Snowbirds now up north, we still had a great time.

Several RUPA officers and members, have been receiving "spoof" emails. For example, one may look like it's from me, and the subject is usually "Urgent." If you open it, the message says something like "Are you busy." Some of them go on to say that the sender needs some kind of help, usually asking for a money order. I'm sure you all know not to reply. Also, if you look at the "From:" box, right after my name, or someone else's, the email address is obviously bogus and nothing like mine or anyone else's you know. Our webmaster has looked at all of the XXX@rupa.org email addresses and there's no problem with any of them. I've also changed my password for my email log-in, but these phony emails are still being sent. I guess that since the RUPA.org website is public, anyone can get the officers' email addresses and try to use them for spoofing other people. How they're getting our other contacts' email addresses is not known. So beware, and be careful.

A word about active United pilot Dan Ward's campaign for Congress in the 7th District of Virginia. Unfortunately, Dan didn't win in the primary.

Also, if you've logged into Flying Together this month, you know that it's changed. It looks good, and the main thing to know is that to get to Employee Res you have to click on the "TRAVEL" tab at the top of the page.

Welcome to the following new members:

Capt. Ralph Moser (IAH) Cantonment, FL / Capt. Harlan Davis (ORD) Warrenville, IL

Capt. Scott Becker (LAX) Oceanside, CA / Capt. Monty Mendenhall (ORD) Thomasville, NC

Capt. Marc Isabell (EWR) Hamilton Square, NJ / Capt. Dan Delight (LAX) Rancho Palos Verdes, CA

Capt. JB Buch (LAX) Hermosa Beach, CA

Have a great summer!

~~Bob~~

Mail your dues check to:

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

Or

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

Vice President's Letter

It is well past the time for me to again thank the brothers and sisters of ALPA who supported the strike of May 17, 1985. It is now over 33 years since that unbelievable period of time. We must thank all those that did their part in demonstrating for a cause and keep our United Airlines viable from an employee stand point. I personally congratulate and thank those individuals who participated in the strike for their commitment to our employee values.

Since I have become a part of the RUPA organization, I am continually amazed at the fine letters of appreciation we receive from our young aviators. These young men and women will be the core of the commercial airline pilot profession some day. They are striving to be where we are with regard to our aviation careers. That is what RUPA is all about. I hope they perceive us as guiding lights in their career endeavors. The annual \$25 for a RUPA membership goes a long way with the camaraderie and friendship that we sustain.

If you have not gotten the word yet, the pass travel enrollment opened for retirees on June 1st. The election procedure of your enrolled friends is different from what you are used to. In short, you'll simply click on the "Manage Election" link next to the enrolled friend's name to enter the tool to make your changes. This coordination of pass travel is expertly accomplished by Michelle Pritchett who is the Employee Travel Policy and Procedures Representative in the Human Resources department of UAL.

As many you of may know, I took a trip to the Big Island of Hawaii recently. In conjunction with this trip, my wife and I were able to attend the Big Island Stargazers RUPA luncheon. We went to the Fish Hopper Restaurant in Kona and had a fantastic lunch and wonderful camaraderie with the Stargazer group. Their group is well organized and arranged by the likes of Linda Morley-Wells, Beth Raphael and Gerry Baldwin. I am sure I missed a few others and my apologies to those other individuals. Well, the earthquakes and volcanic action of Mount Kilauea were absolutely minimal as we were located at least 70 miles away from any activity. The Big Island of Hawaii is just beautiful and will always be a fantastic place to visit or make your permanent residence.

Lastly, I would like to mention that United is giving \$8 million in grants to Houston and other hub communities to support the areas where its employees live and work. United will also give \$1 million to the nonprofit Year Up organization in Chicago. This will provide young adults with technical and professional skills training. I congratulate United for doing this but, in my humble opinion, these funds could have been better spent for the retirees of United Airlines. I will never forget the devastation that was caused by the loss of our pensions during the one and only bankruptcy UAL experienced while other airlines maintained or had their pensions frozen. I will let you come to your own conclusions on this matter.

Please do not forget to read the Retired United Pilots Association web site. As a reminder, there is a great sub section entitled "History." Very interesting.

I would like to quote Luke Warfield who quoted Wilbur Wright and said, "There is no sport equal to that which aviators enjoy while being carried through the air on great white wings."

Still Flying High Here, *John Gorczyca*



From the Editor's Desk



As I am approaching my 86th birthday, Rose and I have decided to make a major life change. We are planning to move to the Rogue Valley Manor, a CCRC (Continuing Care Retirement Community) located in Medford, OR. Not only that, I've decided that it is time to turn over the position of Editor of the *RUPANEWS* to a younger member or members. I am in good health and will be able to assist whomever takes over the position for as long as they need my assistance, as Leon has done for John Rains our Sec/Treasurer.

I've served 10 years as Sec/Treasure, two years as President and am in my tenth year as Editor. Volunteerism is the heart and soul of our organization. With a membership of 3,000 members, I'm hoping there are some who will be

willing to step into the Editor's position.

To get some idea of just how important the *RUPANEWS* is to this organization, I went through the April magazine to get an idea of how many members attend the RUPA Luncheons. The exact day I did this, our active members totaled 3,000. The total attendance to the luncheons was 226, 7.5% of our membership. I broke it down by age groups, and they are as follows.

55	1
60	28
70	98
80	88
90	10
100	1

As you can see, we are an aging group, as all organized groups seem to be these days. In addition, the number of members who attend the luncheons is dwindling. We are getting some new members, but not many of them seem to be joining the luncheon groups. The *RUPANEWS* is the glue that holds this organization together.

These findings make me think that RUPA needs to strengthen its editorial staff. I've been doing it all by myself for just over nine years now and have loved it. But, in a way, I think that could be dangerous for our organization. If something happen to me, the *RUPANEWS* would be in a world of hurt. I think we should have two editors so that we have a backup. That would also reduce the workload. We should encourage members to contribute articles they find that would be of interest to the membership. Maybe we could have someone to help format pictures. These are just some of my ideas that I am proposing for consideration. I know when someone new takes over the position, they will have new ideas and will make our product better. With the speed at which modern technology is advancing, I know I'm not up to date, and new blood is bound to make improvements.

I'm not setting a date for my leaving the position, but it's time for someone new to take over the job of editor.

Anyone who is interested in taking over as Editor, please contact me for more details.

Cleve Spring

Telephone 650-349-6590
Email addresses rupaeditor@rupa.org
 clevespring@comcast.net

Sincerely, *Cleve*

About the Cover

Sad...Last Rites for United's last 747 N118UA

By Scott McCartney/The Wall Street Journal

United Airlines auctioned off the chance for five frequent fliers to cash in miles and bring guests for a tour and toast to the carrier's last Boeing 747, now at a recycling center in Tupelo, Miss. United hosted five 747 aficionados who bid frequent-flier miles, along with their guests and some employees, for a final tour and celebration of the airline's last one, tail number N118UA. The five winning bids totaled 1.3 million Mileage Plus miles, says Tara From, senior manager of loyalty redemption at United. The two highest bids were 420,000 miles each, or easily enough for \$10,000 or more worth of business-class tickets. "I never had a bad flight on it," says Ted Birren, a school administrator from the Chicago area who was one of the 420,000-mile bidders. Like many travelers, he says the physics of the 747 still boggle his mind. "To get something that big off the ground is amazing," he says. "This plane really set the pace for the airline industry as we know it today."



The 747's sheer size defies gravity. Its grace and elegance defy reason. It is six stories tall, with a wingspan more than 70 yards wide and the fully loaded weight of roughly seven M1 Abrams tanks—was a breakthrough in aviation when it entered passenger service in 1970. It revolutionized international air travel, bringing affordable tickets to the masses and making it far easier to jet between continents. The Boeing 747, mother of all jumbo jets, is in its twilight years for passenger service, leaving multitudes of travelers nostalgic for a time when air travel was comfy and exhilarating.

Only 180 of the original jumbo jets, dubbed the Queen of the Skies, remain in passenger service. Boeing Co. built more than 1,500 of the 747s—passenger and cargo—but is unlikely to be building any more of the passenger variety; the 24 orders that remain are all freighters. Delta and United, the last U.S. airlines flying the two-aisle humped giant, both retired their remaining 747s late last year.

Manassas RUPA Breakfast

Enjoyable, June Manassas breakfast, as usual, with good food and conversations. Stokes brought a model of the United 737-300, the first glass cockpit most of us flew, lots of war stories there.



L to R: Sim Stidham, Don Reinhard, Jim Turner, Gene Couvillion, Stokes Tomlin, Bill Davis, Hal Cockrill, E.K. Williams, Jim Foster with a new knee, Bob Wilkerson soon to be citizen of North Carolina.

Regards, *Gene*

SAC Valley Gold Wingers RUPA Luncheon

Spring is here and summer is almost upon us. Great turnout with excellent service by our renowned waitress, Julie.



Front row left to right: Herb Ermolik, Ken Ledwith, Judy Zari.

Back row left to right: Bill Authier, Joanie Mooneyham, Wayne Mooneyham, Sharon Gorczyca, Andy Fossgreen, Kathy Lynch, Dave Leippe, Dave Ulm, Lori Muir, Bob Lynch, Lance Engeldinger, Mike Kozumplik, Trudy Engeldinger, Karl Winkelbrandt, John Gorczyca.

The big winner of our monthly raffle was Andy Fossgreen with his aviation books and bottle of wine. A good combination for a double winner. His smile conveys his excitement! Ha ha.

The luncheon was kicked off with a few announcements which included the upcoming California Capital Airshow scheduled for Sept 21, 22, & 23 at Mather Airport and featuring the Air Force Thunderbirds.

We are making a concerted effort to have permanent name tags for our group. Lori Muir has taken the lead to make this happen. She has provided us with samples of various name tags with the RUPA symbol affixed. The vote was in and we decided which name tag to go with. Further, we had no "hanging chads" in our voting. So, the next time you see a Goldwinger RUPA member, you will know us by the exotic name tag that we decided upon.

We discussed the fact that the airlines are in desperate need of pilots filling their ranks. For example, Hong Kong Airlines is being extremely aggressive in looking for pilots. So, there you go RUPA retirees, you still have a second shot at working for a major airline in your retirement years if you qualify. Of course, you all know I am kidding you.

We talked about the Help Hub in the Flying Together web site which is replacing United Service Anywhere (USAW). This will provide a one stop resource for questions, answers and requests. It was pointed out that pass travel enrollment had opened for retirees on June 1.

And lastly, it is with great sorrow to report that Ed Akin, one of our steadfast Goldwinger members, had a stroke. He is recovering at the UC Davis Med Center in Sacramento. If any RUPA members would like to send a get-well card, please refer to the master RUPA address list that is released in January each year. And a thought on aviation, "The air up there in the clouds pure and fine, bracing and delicious. And why shouldn't it be? It is the same the angels breathe." Mark Twain. Still Flying High, *John Gorczyca*



I am starting to think I will never be old enough to know better

The Columbia River Geezer's RUPA Luncheon

June 13, 2018. The Wx outside was overcast and 60 degrees however we are looking forward to next week's Oregon and WA wx, forecasted to be 92 deg F. Ten Columbia River Geezers sat down at 1110 to a sumptuous lunch comprised of Pizza, soups and salads and of course plenty of hydrating, H2O and ice teas causing many trips to the blue room for several of us.

Rich Warden, in the single picture, had to depart early. After retirement in 2003 from UAL as #1 on the UAL pilots' seniority list Rich is now a corporate pilot flying several different types of aircraft. Rich had to head to PDX airport to DH to SEA to pick up his aircraft and jet off into the Wild Blue Yonder somewhere? Rich and Bill Park first in the group picture, live at Dietz airpark in Canby OR also known as OR40. What a great little grass strip. Me and my Carbon Cub dropped into Dietz several weeks ago to say hello and visited with Rich, Bill and several others pilots as well meandered out to say hello. I was graciously allowed to park the Cub on one of the resident's back lawn which is contiguous with their long grass runway.



L to R: Bill Park then Bill Englund, it's been a while since we've seen Bill. Bill retired out of SFO and prior to United he flew Sky Raiders in the military. Next is Ron Blash, Ron is anticipating a new family member arrival grandson # 2 in August. Lew Meyer had a dental appointment showing up a little late to take Rich Warden's chair. Lew brought us up to date regarding Dick Ionata who is still battling with a serious medical issue. We all wish Dick well. Next is Ken Crimm. Ken announced that yesterday day marked a year since his retirement as a 767 Captain based in ORDFO. We all commended Ken for making it through his probationary retirement year and is now fully certified as a full time Columbia River Geezer. Way to go Ken. Next Steve Barry, Steve was recently seen doing touch and go's out at Aurora airport in a DC-3. KUAO is located in Aurora OR. Both Steve and Rusty Harrison, an absent Geezer today, have been flying about in the lower altitudes with their DC-3 instructor in preparation for a down the road Type Rating ride with the FAA. Unfortunately, in the middle of their training, a gear in the accessory case of one of the engine's cracked in half and that put their training on the back burner for a while. Steve said he was having a great time flying the twin engine beast, however more challenging was taxiing in a quartering tail wind. Steve has plenty of tail wheel time as he is the proud owner of a very nice Cessna 170 which he has had in his hangar for 30 years or so. Next is Doug Howden, Doug was full of stories about his recent trip to Singapore "long Haul" he calls it. Doug retired off the 767 in 1993 and has become a travel-holic. He is now in the midst of planning a trip to Australia. Doug primarily wants to visit Tasmania and Ayers Rock in the middle of Australia's continent. I mentioned to Doug that Alice Springs located approx. 250 miles from Ayers Rock gets to 126F or 52.222 Celsius during their summer time. Doug said "good to know," "I'll go down under during our summer time." Next is Tony Passannante, Tony, the morning of the RUPA luncheon was up bright and early, 0300, heading out in uniform, slacks and a Polo shirt, to fly from Hillsboro airport (KHIO) to KSJC and back. Remember we use to call that a "turn-around." An easy one-day trip. However, several of us did catch Tony nodding off from time to time at the table. Tony is flying Corporate for Intel in an Embraer 145. This keeps Tony busy 3 to 4 days a week and he enjoys it very much. He says the flying is fun and he is home very night. Next is Mac Mc Croskey, Mac was first a United pilot, hired in 1955 and is the most senior hire in our group. Mac is now the Captain of his own boat, a large power boat which he

repositions every year from the south west coast to the most Northern west coast of the USA. Mac is a great story teller and has invited us on several occasions to listen to his stories about his time at sea. Our last Geezer at the table is Jay Donaldson. It's been a while since I've seen Jay. Jay lives in Woodland, WA and is quite the fly fisherman, "right from his back porch." Jay told us that he just became an Octogenarian. Jay looks in great shape and fit as a fiddle. Keep up the casting exercises Jay. A great time was had today by all of us. See you all and others as well on the second Wednesday of July.

Blue Side Up... *Ron Blash*

San Francisco North Bay RUPA Luncheon

The North Bay regulars met on yet another fine Sonoma County day on the first Wednesday of the month of June at the Petaluma Sheraton Tolay, our favorite watering hole. Turn out was light with 13 showing up but we were able to welcome a new member to the group. Jack Pulcheon saw our write up in the *RUPANEWS* and decided to check us out. He said he liked what he saw and would like to be a regular attendee.

Welcome Aboard Jack.

The meeting was filled with the usual cross table banter and tall tales of the past. Missing was our fearless, so he says, leader, Bob Donegan, due to ongoing health issues and a card was signed by all to wish him well. Our great waitress Wendy initiated the card to Bob and we look forward to his return.



Present were, going around the table clockwise, Wayne Heyerly, Bill McGuire, Jules Lepkowsky, Rick Saber, Bruce Milan, Bones Bride, Jack Pulcheon, Bob Grammer, Don Madson, Mike Tar, Richard Hanna, John Reed, and out of sight but never out of mind, fotografer xtraordinaire, and scribe for the day, Barney Hagen.

Ohio Cleveland Crazies RUPA Luncheon

The Cleveland Crazies May meeting was well attended with nineteen members, wives and family present. We would like to welcome a new member, Doug Eades, and his dog Heidi.



L to R standing: Phil & Linda Jach, Pat & Harvey Morris, John Cusick, John & JoAnn Pinter, George Bleye, Lisa & Rick Dubinsky, John Hochmann, Dawn Lang and our server Shalya Salmons.

L to R seated: Ken Wheeler, Denny Flanagan, Ken's daughter Beth Wheeler, Bob Lang, JoAnne Orr, Doug Eades and his dog Heidi. Jim Burrill was present but is not in the picture.

After a great lunch provided by our server Shayla, our discussion covered several topics. Phil Jach provided an update on the Medina 911 Memorial project. A brief summary of the Retired Flight Attendant meeting in April was given by Dawn Lang. JoAnne Orr described her upcoming move to Reynoldsburg, Ohio to be near her family. We were reminded by Rick Dubinsky that May 17, 2018 is the 33rd year anniversary of the United Strike back in 1985. And some great jokes were provided by Ken Wheeler but had Doug Eades, read them to us.

One reminder for all! Saturday, July 28th will be the dedication of the Medina 911 Memorial. We would like as many retired pilots to attend as possible. Cheers, *Phil Jach*

PNW Flyers RUPA luncheon

The second gathering of the new RUPA PNW Flyers lunch group met at W-10 (Langley Airpark) Whidbey Island, WA on June 7th.



Attending this meeting seated: Cort de Peyster, Steve Craig (active 787 skipper), Mike Jones, Rusty Harrison (Portland Geezer group), Mike Todd, Jon Steiner, David Webster and Bill Sanford.

Great camaraderie along with excellent coffee and lunch selections were enjoyed by all at the Mulkilteo Coffee Company. Most flew in, but two drove down from north Whidbey Island to join the group.

We hope to make this a monthly gathering at airports around the PNW accessible by car, boat, or plane when weather is cooperative. Dates to be announced within a week of the events via RUPA FB page or email.

If you would like to be on the list contact:

Mike Todd: Skywagon56@gmail.com or Cort de Peyster: CortReno@aol.com.

The Big Island Stargazers RUPA Luncheon

Even the event of a volcanic eruption couldn't keep the Stargazers from having lunch together at the FishHopper! Yes, that was the HOT topic which ERUPTED into fun conversations. For most of us the eruptions are 96 miles away, just our air quality has gone down.



From left to right: John and Sharon Gorczyca, Lex and Ebby Pinson, Roger Pickard, Beth Raphael, Joan and Gerry Baldwin, and Don Diedrick.

We did have a few new comers to lunch. It was LAVAlly to meet Lex and Ebby Pinson and RUPA's VP John and his wife, Sharon Gorczyca. Gerry and Joan Baldwin came from the Hilo side, though not by way of Volcano Park. With 3 former Air Force pilots that added to "...and there I was" topics. RUPA President Bob Engleman sent an email hoping we were all OK, very thoughtful Bob, thank you. *Beth Raphael*

San Francisco East Bay Ruperian's Luncheon

Our June luncheon had the best turnout so far this year, eleven warm, breathing bodies. The conversation covered the whole gamut of aviation topics, vacations, golf, cruises and the horrible traffic in the area. Two of us had recently returned from the RUPA Cruise to Normandy and almost every one at the table had been there at one time or another and admitted it was a very emotional experience to visit the area. Our hosts, Neil and Tammy Dahlstrom were absent due to having to take care of Grandkids in Sacramento.



L to R are: Lee and Shirley Francis, Bruce Milan, Rich and Georgia Bouska, B.S. Smith, Jerry Udolhoven, Terry, a special friend of Steve Filson, and Jim Trierweiler.

We hope all on the Big Island are safe, we send them our prayers. We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. Come By and give us a visit. *Rich Bouska*

Seattle Gooney Birds RUPA Luncheon

The Seattle Gooney Birds had an excellent turnout for our group in May. The Pilot Wives also had a wonderful turnout filling a table of 7. The wives continued their conversations well beyond the pilots usual adjournment.



Gerry Ackerson, Jim Barber, Alan Black, Kathy Black, John Bley, Mary Brevik, Jack Brown, Dave Carver, Alex Dunn.



Mark Gilkey, Jan Gilkey, Bud Granley, Carol Granley, Fred Hope, Sarah Hope, Bob Howard, Maureen Hurst, Rich Hurst.



Hank Kerr, Larry Knechtel, Herb Marks, Bob Possmore, Margie Reid, Bob Reid, Bill Stoneman, Chuck, Westpfahl, Vince Evans.

The after-meal jokes were supplemented with tales of cockpit memories from long ago. This month we learned it was possible for a DC 8 S/O to burn his arm on the oven while heating nighttime crew meals. We also learned that checking one's eyelids for light leaks on an all-nighter can be a somewhat longer episode if one neglects to leave a wake-up call. Shared stories were enjoyed by all.

Photos courtesy of Bud Granley. *Alan Black*

The San Francisco Bay-Siders' Luncheon

I had to fill-in for Larry Wright, as he and Pat had to go to a memorial for a friend. We had a extremely warm day for our June Bay-Siders' Luncheon, which may have accounted for the rather small turnout of 16. Many of our regulars may have been enjoying outdoor activities, such as the *Golden State Warriors* victory parade that day. Those of us who attended the luncheon were able to watch the parade on the big screen TV at Harry's Hofbrau. As usual, a good time was had by all.

In attendance were: Rich & Georgia Bouska, Gerry Delisle, Rich & Cyndi Erhardt, Carol Gillett, Bob Kallestad, Kal Kalpin, George Mendonca, Bob Norris, Craig Norris, Bill O'Connell, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube.

Our Luncheons are always on the second Tuesday of the month 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

I grew up living paycheck to paycheck, but through hard work and perseverance I now live direct deposit to direct deposit.

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Spring greetings to all from the Rogue Valley. Clear sky and warming weather, great adventures calling...time to get out and enjoy our area. And part of that 'enjoying' included gathering at our favorite haunt in Jacksonville, the Pony Espresso a few days ago. As always a good time at the Pony with a few laughs, a few stories and all mixed with good food and fellowship....a great way to enjoy the day. We're still missing our Florida contingent, but hope to see their smiling faces next month.



Seated L to R: Harvey Saylor, Marty Niccolls, LeeAnn and Steve Fusco, LaVera and Oak Porter and Scot Lee.

Standing L to R: Bob Niccolls and Jim and Cheryl Jaeger.

For me, shorter note this time cuz we leave in the morning for a 'road trip' to enjoy and savor several of the Oregon delights for the next couple of weeks. Cheers, *Bob*

Los Angeles South Bay RUPA Luncheon

Eight of us met to catch up with events and projects as well as latest doctor's visits. Sue and Arvi shared photos from a United event in the 90s that they found while reorganizing household treasures. It was nice to see some familiar faces from the past.

Judy and Bob Gillette missed the lunch as they are driving Bob's 65 Volvo, his commute car, to Wisconsin. He plans to do battle with the mosquitoes, mow his runway, and enjoy flying. Happy summertime activities.



Left to right are Don and Sharon Crawford, Dick McKay, Treva and Gary Forister, Tom Reidt, Sue and Arvi von Nordenflycht. *Sharon*

Dana Point RUPA Luncheon

Full sun under blue umbrellas so moved to shadier corner overlooking harbor. This gave us an even better view of the boats, paddle-boarders and seals!!



Thirteen lively folks included: Rusty Aimer, Ron Dye, Bob Fuhrmann, John Grant, Jim Grosswiler, Bill Rollins, Ted Simmons, Gwynne Simmons, Snuffy Smith, Bill Stewart, Joe Udovch and his daughter, Christy and grand-daughter, Bella.

Jim Grosswiler brought an old newspaper clipping and photo of 1985 strike reviving many memories. He and Karen were in Colorado in April for a shower and will return in July for their grand-daughter's wedding!! Bill Stewart is in process of down-sizing to a beautiful townhome when completed in the spring.

Everyone was so glad to see Snuffy Smith, who joined us from San Diego! He's staying busy and certainly doesn't look like he retired in 1988 (more like 2008...what's your secret, Snuffy? I think it is his wonderful humor and contagious laugh!! Hopefully, he will join us again next month!

Rusty Aimer told a fascinating story of a 707 Pan Am flight to Amsterdam with a stop in the Egyptian desert on Christmas Eve 1978. They were stranded for 3 days with no fuel, tumbleweed in the engines and cows in the cargo hold.

Ron Dye still very busy with real estate; told of his experience years ago sailing the Transpac to Hawaii and back. Also discussed how a split-second decision when flying could become so crucial, setting off many others to tell their stories!!

Note from Gwynne: I love hearing the myriad of conversations even as a non-pilot! I encourage other wives and/or friends to join us at these fun luncheons! Glad to have Joe Udovch's daughter, Christy and grand-daughter, Bella join us today!! Cheers, *Ted & Gwynne*

Denver Good ol' Pilots' RUPA Luncheon

On June 12th 35 Denver Good Ol' Pilots and guests assembled at The Tin Cup Bar and Grill for our monthly lunch and hangar flying session. The meeting began at 11:00 with lunch served at noon.

After lunch Ted Wilkinson provided some humor. Next Bob Blessin introduced his guest, lifelong friend Ed Hastings. They recounted some interesting anecdotes from their youth. Recently retired first time attendee Tim Patton spoke for a few minutes about his flying career. He said he was hired in 1988 and had flown all the Boeing Aircraft from 737 through 747 as well as spent time in the training center. We are getting new members attending almost every meeting now. We also welcomed long time Denver Pilot, Jimmy Allen, who lives west of Philadelphia back for a visit. Steve Jacques addressed the group to cover some statistics for The Jason Dahl Foundation. To date they have received over 700 applications from students enrolled in 66 different programs. They have awarded 144 scholarships to students from 38 different schools. \$289,000 in scholarships have been awarded to date. For 2018 they had 115 applicants from 39 schools and awarded 19 scholarships totaling \$38,000. Their vision is to expand the scholarship award each year and establish The Captain Jason Dahl Scholarship as the premier aviation scholarship in the country.

Attending were: Jimmy Allen, Al Bielanski, Bob Blessin and guest Ed Hastings, Stanley Boehm and Marilyn Gifford, Ray Bowman, Jon Carter and wife Kris, Jack Davis, Al Dorsey, Bill Ford, Denis Getman, Dick

Grant, Bill Hanson, Tom Hess, Nick Hinch, David Horwitz, Steve Jacques, Tom and Sue Johnston, Dick Kobayashi, Cliff Lawson, Jim Lee, Mark McGurk, Bruce Munroe, Tim Patton, Dan Romcevich, Joe Rozic, Rob Schmidt, Rick Steele, Tony Twardziak, Casey Walker, Ted and Rose Wilkinson.

Our normal monthly meeting date is the second Tuesday of each month. However, our July meeting will be held on the third Tuesday, July 17, due to scheduling conflicts with our caterer. In August we will be back to meeting on the second Tuesday. Your Co-Scribe, *Tom*

The Monterey Peninsula RUPA Lunch Bunch

June 13th was our mid-year luncheon at Quail Lodge! The weather was beautiful, but with just a little too much breeze, so we decided to dine “in” instead of on the lovely patio. Our host Pete Walmsley, Bob and Cindy Benzies, Ken and Cheryl Bohrman, Carlos and Judy Quintana, Sunee Jines, Diane Ellis, Brett Morris, and myself were the attendees. Family gatherings, vacations, and the usual life “busy-ness” kept our group small but still engaged with lively conversation.

Cindy briefed the group about her and Bob’s experience in getting their TSA’s “Global Entry” clearance. For those of us living in northern California, details below for using SFO.

Global Entry/TSA Pre-Check - (all the info is available on the website):

Apply online - \$100 fee at the Trusted Traveler Program - the official website of Department of Homeland Security <https://ttp.cbp.dhs.gov>

Within a week after applying you will receive a conditional approval.

You will then need to make an appointment for an interview to complete the process. Available appointments at SFO can take months to get, so make your appointment - keep checking back for new available appointments that pop up. Also consider the recommendation below to get completed by an earlier date.

(Recommendation)

Take your conditional approval number information, your passport and driver's license to the SFO Global Entry Office (International Terminal, Pre-security, Arrivals Level) and when you arrive put your name on the waitlist and then wait to be called. We only waited about an hour when we arrived at 11am on a Tuesday.

Closest parking - Garage G International Terminal - take elevator to the third floor and walk to the Global Entry Office. Office hours 7am-11pm daily.

Thank you, Cindy!

For all you out-of-town golfers, September 12th is our annual RUPA Golf Tournament at Quail Lodge! A beautiful and challenging golf course, come join us for a wonderful afternoon of golf and Happy Hour. Contact Pete directly for details and reservations at 831 624-7786.

Our next luncheon is Wednesday July 11th at Edgar’s! Please RSVP by noon the Tuesday before.

Phyllis Cleveland 

Pickles/Brian Crane



Leesburg, VA DCA RUPA Breakfast

Here we are again! This is the First Friday DCA RUPA breakfast at Bob Evans restaurant Leesburg Virginia. We are all in debt to Gary Cook who is the instigator of this nefarious event! We met on 1 June... Amazing!



I am sure by now that everyone is quite familiar with the faces around the table. But, just in case... I will mention that Bob Gilbert, is on the left... And next to him around the table will be, in order, Gene Couvillion, EK Williams, Roy Liggett, the blank chair belongs to Sim Stidham, who is taking this marvelous picture, on the right side Dave Anderson, Stokes Tomlin, Gary Cook, Hugh "Bugs" Forsythe, Fred Streb, and Charlie Schwab of Pan-American fame. Bugs claims he arrived in an Aston Martin, ...but I think it was just a kit car with a fancy trunk ornament!

We plan on another get together on the first Friday of July. We hope all will join us and add to the frivolity! Roy Liggett, always has a fabulous story to tell! Your faithful scribe, *Stokes Tomlin*

Williamsburg Patriots Rupa Luncheon

from: left to right: Gean Rockhill, Tom Galayda, JoBeth Lynch, Jim Krasno, Vic Shumaker.



We met at Victoria's at the corner of rt 199 / rt 5 in Williamsburg, VA on June 9th. We all shared jokes, stories, vacation plans and laughter during our gettogether.

Looking forward to the next meeting. Newcomers are always welcome to join us on the 2nd Saturday of each month at Victoria's at 11am, along with Retired UAL/CAL F/As. Plz RVSP at krasnoJM@earthlink.net 5-7 days before. Good company, food, service and laughter are always Standard. Get a FIRST CLASS seat to join us on July 14th. Look forward to seeing you then. *JB*

Am I the only one who has these nightmares? by Mike Ray



Since I have retired decades ago, I pretty much have forgotten what it was like to be a real-life functioning airline pilot. I say, "pretty much" because some nights I get this recurring dream. The telephone is ringing. I pick up the receiver and ... it is the crew-desk!

It is one of those dreams that are so real that you try to "pinch" yourself to see if you

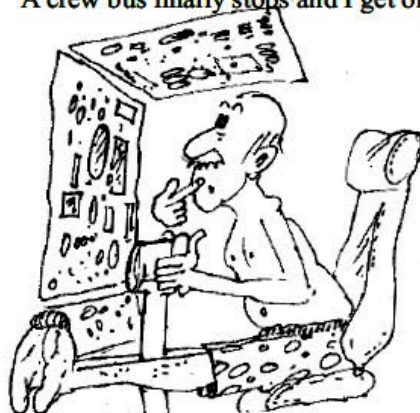
are awake or asleep ... and after you do this, you pass the pinch test. For all intent and purpose, you are awake. I can barely hear the voice at the other end of the line, but he is trying to tell me that my trip is ready to depart and I shouldn't be late. I try to break in and tell him, "I AM RETIRED."

He is not deterred and can't hear me. My mind is racing now, I have got to get ready and get to the Flight Office. I can't find my uniforms or my other stuff. I finally take what I have, my hat and my flight bag and race off to fly my airplane. I am dressed in my underwear, but I feel that it will be OK and I can probably blend in.

Finally getting to the airport, I can't find a place to park, I don't have any ID, I don't know the security code ... worse, I don't even know where the flight office is.

A crew bus finally stops and I get on. I figure that I will just follow the other crew members on the bus.

After wandering around the flight office I finally locate the gate and get on the airplane. Once in my seat, I look at



the instrument panel. It is completely unintelligible to my. I don't see anything familiar, I don't know how to operate anything, but somehow we are taxiing out to the end of the runway. The taxiway is very narrow and the wings are passing through the trees on either side. I am concerned, but there doesn't seem to be any damage.

I can hear faintly the tower talking in the background. I am



guessing that we are cleared for takeoff because the airplane starts to accelerate and we are hurtling down the mainstreet of a city, the wires from the power lines are above us and I am trying to rotate the nose so that we can start the climb-out without entangling and of the wires.

Then we are flying and we are very low. I have pushed the thrust lever full forward, but the airplane simply does not respond, we are barely climbing.

Ahead, I can see mountains and I can tell we are not going to be high enough to clear the trees. The airplane flies into the densely packed forest and comes to rest, undamaged among the trees. I get the passengers off and there is a bus that appears to whisk them away.

The hotel crew bus shows up and the crew gets aboard. I follow and we are soon in the lobby of a hotel. As it turns out, they don't have a room for me so I walk down the streets of New York, looking for a place to sleep. I don't have any money or credit card. I am still in my hat and underwear. I don't even know when the pick-up time is. I decide to walk home.



Hey, contact me: mikeray@utem.com

2018 RUPA River Cruise Report

The RUPA cruise for this year is now history and if you missed it, you missed a good one. This year's cruise was an eight-day river cruise from Paris down the Seine River to Rouen on the beautiful brand-new riverboat, S. S. Joie de Vivre. Many of our group arrived in Paris a day or two early to visit the sights of Paris and adjust to the time change. For many, the main interest of this cruise was the Normandy Beachhead, as most of us were old enough to remember World War II, or maybe had a family member who was involved in the war effort. And while Normandy was on everyone's bucket list, there were stops along the way that were fascinating as well.

We boarded the boat just downstream from the Eiffel Tower and spent the first night aboard getting situated and learning about the boat. The next morning we departed Paris and, as we departed, we spotted a very familiar sight, a replica of the Statue of Liberty. It was given to France in 1889 by U.S. citizens living in Paris to celebrate the French Revolution. This occurred three years after the original statue in New York was completed. It's about 40 feet tall and weighs 14 tons. Our first stop that day was at Vernon where we boarded buses to cross the river to visit the gardens and home of the impressionist painter, Claude Monet, in the town of Giverny. In the late 1800's, Monet was on a train passing through the town, looked out the window and fell in love with the countryside. He bought a home there, planted a very large flower garden, diverted a small stream to form a Lilly pond, and the rest is history. Some of his most famous paintings, such as the Japanese Foot Bridge and the Water Lily Pond, were inspired by his garden. A tour through his home illustrates the diversity of his paintings as all the walls are covered with his paintings. That afternoon the boat stopped at Les Andelys, a small town on a sweeping bend of the Seine and home to the ruins of Chateau Gaillard. The Chateau is a ruined medieval castle overlooking the River. Construction began in 1196 under the direction of Richard the Lionheart who was simultaneously King of England and the Duke of Normandy. It was an advanced design and used an early principle of concentric fortification consisting of three enclosures separated by dry moats. The castle changed hands several times in the Hundred Years' War, but in 1449 the French king captured it from the English king ending English rule in northern France.

The third morning of our cruise found us docked in Rouen, the historic capital city of Normandy, once one of the largest and most prosperous cities of medieval Europe. The city was seriously damaged during World War II and, on D-day, its famous Cathedral was almost destroyed. Most of the buildings along the river front were destroyed, but two or three blocks in from the river the old town with its timbered houses is all intact. The Cathedral of Notre-Dame, in the center of town, was a subject of Monet's, as he painted it some 30 times under different lighting conditions. The Cathedral is also famous because it houses the tomb of Richard the Lionheart and his heart. It was in Rouen that the trial of Joan of Arc took place. The Church of St. Joan of Arc is a large modern structure and is famed for its stained-glass windows. The cross in front of the church is exactly where she was burnt. There was an optional all-day tour, which I did not take, to Mont St Michel. I understand it was excellent but I had to pass.

The forth morning found us tied-up to the dock in Caudebec, another small town along the river with a beautiful church, but not the subject of our day. Instead, we boarded busses for Honfleur, a picturesque port and fishing village. It was here that Monet painted many of his seaport paintings. The Cathedral here is unique. It was built by boat builders, so the roof is built like an upside-down hull. And, since it is all wood, could not hold the weight of the Bell, so a separate structure houses the bell.

Day five, this is the day we bus to the Normandy beachhead. It's a long day, 12 hours. The weather up to this point had been good -- warm and muggy during the day, but thunderstorms and light rain almost every night. When we got to Utah beach it was raining and windy. The sea was rough, much like it was on D-Day, and the tide was high almost up to the sea wall. There was a monument here and a small museum, but the rain cut the visit short. The next stop was at Sainte-Mere-Eglise and the Airborne Museum. The church here is where a paratrooper got hung-up on the church steeple, and there is a parachute with a military dummy hanging on the roof. The Airborne Museum across the square from the church is extremely well organized and depicts the key role the airborne divisions played in the success of the D-Day landings. Highlights include both a C-47 transport from which paratroopers dropped as well as one of the gliders used

to deliver troops as a unit, surrounded by a myriad of artifacts, films and exhibits. From here we were bussed to Pointe du Hoc where U.S. Rangers scaled a 100-foot cliff in the face of heavy German resistance to take the point which overlooks both Utah and Omaha beaches. Almost all evidence of the war has been removed from the Normandy landing area but not here, this area is still pocked marked with bomb craters, with damaged and intact German bunkers still standing. After our visit we drove along Omaha beach to the American Cemetery. This is truly a sacred place. As we approached the Cemetery, fog developed enveloping the area in light fog. We each were given a white rose to place on the grave of our choosing. It was a very emotional time for us to say the least. The cemetery consists of 172 acres with 9,385 graves and the names of 1,557 missing, most of them lost during the landing. After our visit to the cemetery we returned to Omaha Beach. Since the tide was now all the way out, you could see how exposed the troops were when they came ashore and could appreciate what they had to go through. We closed out our visit to Normandy with a ceremony at the memorial on the beach. There was a short prayer, a moment of silence and then a trumpeter played while we sang the national anthem followed by taps.



Day six found us cruising back towards Paris with a stop at Mantes-la-Jolie where we again boarded buses for the Palace of Versailles. Most of us have been to Versailles before, but this tour took us through the public as well as the private quarters of the Royals. We visited the Hall of mirrors, the King's State Apartment's, the Royal Chapel and the Kings Private Apartment's. The richness and opulence was way over the top, no wonder there was a revolution.

Day seven finds the boat back at the dock in Paris for various city tours and we departed for home the next morning. Everything about this cruise was first class, food, wine, service, crew and furnishings. Uniworld does it right! The following twenty-eight RUPA members and friends had a very enjoyable time and indicated a desire to go on another RUPA cruise in the future:



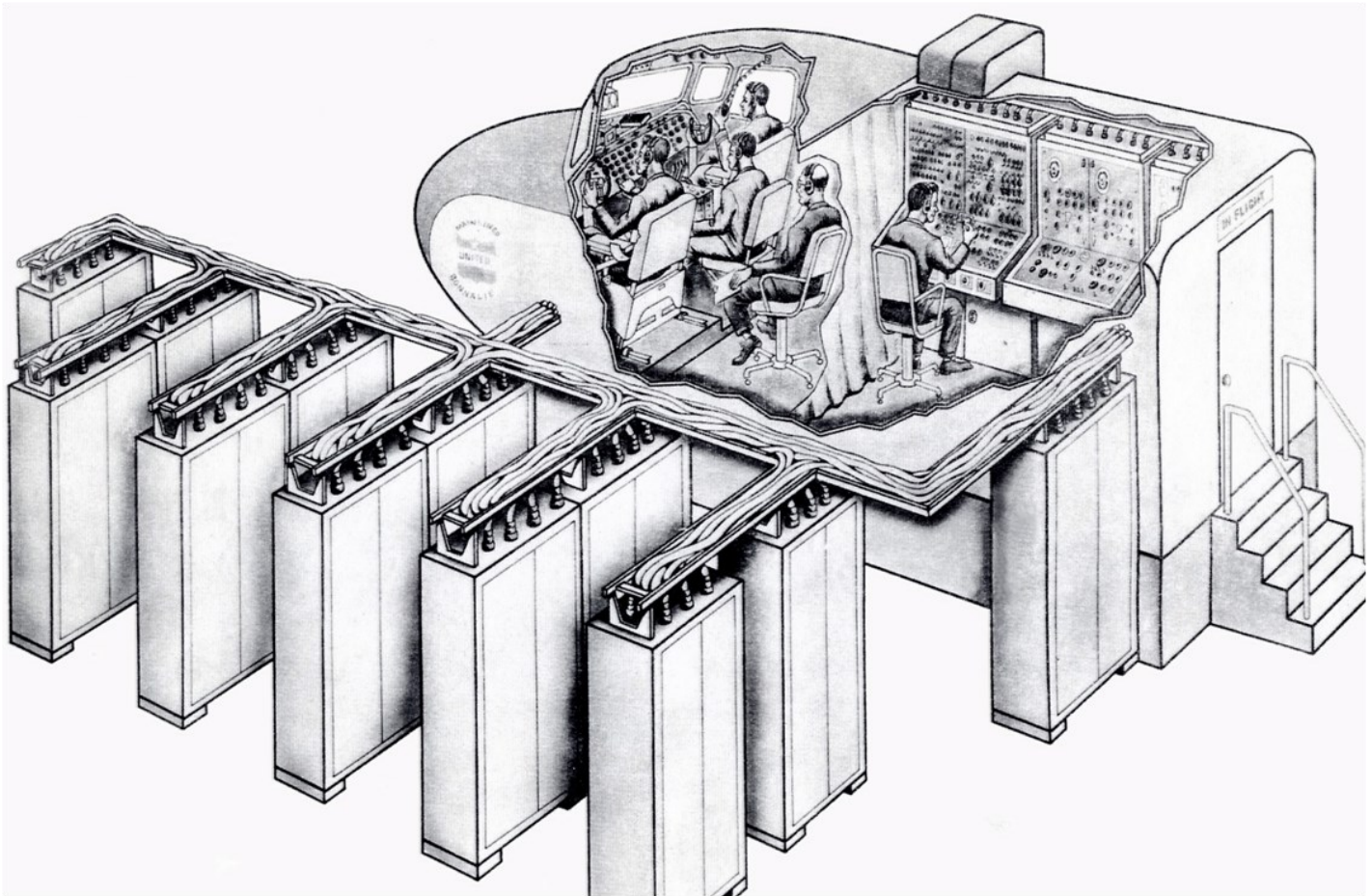
Rich and Georgia Bouska, Bernald Smith and Patsy Koester, Bob and Judy Bonfilio, Duane and Elaine Lucca, Barry and Frances Wilson, Al and Susan Hayes, Jim and Chrispy Peterson, Bob and Adele Sannwald, Jake and Cheryl Nelson, Sunee Jines and her daughter Si Herbers, Guy Sapp and Christine Blackburn Sapp, Barry and Carol Davidson, Terry and Regina Thomason, and Ken and Brit Lund.

Watch for the announcement of the next cruise and be ready to join with your friends. by *Rich Bouska*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Centers in Denver (Stapleton) and Chicago (Midway). The Convair 340 Simulator was the first of four electronic "Dehmel Trainers" built by the Curtiss-Wright plant in Carlstadt, N.J. for United Air Lines. The Convair "nose-sections" were purchased from Consolidated Vultee.

In 1954 United Air Lines installed two Convair 340 and two DC-6 Simulators at the Flight Training Center. The simulator cockpit was equipped with the same switches, pedestal, instrument panels and other flight controls used on United's "Mainliner" Convairs. The crew heard the roar of engine speed increase or decrease, propeller-tip noise and in-flight aerodynamics. When landing, the "screch" of tires was audible. The four Simulators were the first to be purchased by any Domestic Airline and the largest number of simulators purchased by any Airline. They were the invention of Richard C. Dehmel, Chief Engineer of Curtiss-Wright's Electronic Division. The four Simulators cost more than \$3,000,000 in 1954 dollars. They enabled United's Flight Training to proceed without the necessity of withdrawing Convairs & DC-6s from scheduled flights.

United continued using Link Trainers in addition to the four new Dehmel Trainers with four "Links" in Denver and two in Chicago.

Marvin Berryman DENTK A/V Retired - From the December 1954 issue of "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.

Next United Polaris lounge coming to IAH



We will be thrilled to welcome the fourth United Polaris lounge to our network – IAH – on Friday, June 29. The new lounge follows the opening of Polaris lounges in SFO in April and EWR in June, along with the original location at ORD.

“It’s been an incredibly busy two months for the Premium Services team,” said Premium Services Operations Senior Manager Evan Gray, “but we recognize the importance of opening these beautiful lounges to drive satisfaction for our customers and help deliver a product our employees can be proud of.”

The feedback – from media, customers and employees – has been overwhelmingly positive, and getting IAH open ahead of the busy July 4 holiday was a key goal. The IAH Polaris lounge will be located next to the Terminal E United Club near gate E12. A private entrance sets the tone for a lounge that feels like a boutique hotel and features a dedicated elevator to whisk customers up to the top floor, above the Terminal E United Club. The space features a bistro-like buffet space, dining room for a la carte pre-flight dining, a bar, six private shower suites and two quiet suites where customers can enjoy a nap before or after a long flight. The views overlooking the ramp are absolutely stunning, ensuring there isn’t a bad seat in the house.

Our IAH employees will be welcome to an open house next week. Stay tuned to Flying Together in the coming weeks for photos and a video of the brand-new space.

New, exclusive luxury experience comes to LAX



On May 22, we announced our new relationship with The Private Suite, which allows us to offer our customers access to a newly-built, private terminal at LAX.

This exclusive service will be available for purchase to customers traveling to or from EWR, ASE (Aspen, Colorado), Hawaii, LHR (London Heathrow), SJD (Los Cabos, Mexico), MEL (Melbourne, Australia), SYD (Sydney), PVG (Shanghai), SIN (Singapore) and NRT.

Members of our Global Services team will work in coordination with a Private Suite logistics team of eight people to ensure each customer has a seamless airport experience. Customers will be met at the aircraft and escorted through a private and personalized check-in and baggage handling as well as private screening by Transportation Security Administration and U.S. Customs and Border Protection agents.

Additionally, customers can spend their pre-flight time in the United-branded lounge at the new terminal, which offers the comfort of individual suites and restrooms and features a full bar and top-tier food service. Once it’s time to board, a Private Suite team member will drive customers directly to the aircraft in a BMW 7-Series sedan.

“We are excited to offer this new experience for our customers who are seeking additional efficiency, comfort, privacy and the ultimate service during their travels,” said California President Janet Lamkin. “The partnership with The Private Suite affords our customers the opportunity to enjoy a one-of-a-kind experience that makes travel through LAX the best in class. As California’s global airline, our customers expect the best, and United is delivering on that promise.”

Access to this luxury experience will be included in certain business-class fares. We have negotiated a highly preferential rate for use of this exclusive service. The Private Suite experience will initially be available through select corporate travel booking desks and travel agents, and it will be sold later on united.com or through the United app as part of a premium cabin ticket fare.

**I'VE REACHED THAT AGE
WHERE MY BRAIN GOES
FROM "YOU PROBABLY
SHOULDN'T SAY THAT." TO
"WHAT THE HELL, LET'S SEE
WHAT HAPPENS."**

An airline first: LAX United Club earns high praise for sustainability

Our commitment to clean air and running an environmentally responsible and sustainable operation extends beyond biofuels and eco-friendly aircraft – it’s changing the way we think about our brick-and-mortar spaces, too.

The environmental advocacy nonprofit Audubon International awarded our United Club in LAX’s Terminal 7 with a gold-level certification under its Green Hospitality Program, praising the club for its exemplary indoor air quality, its use of recycled products and for implementing an innovative composting program, among other efforts. We are the first airline to receive the designation from Audubon International, and we plan to continue working with the organization to similarly certify other clubs in our network, including our newest United Polaris lounge locations.



“As an industry-leading airline in green initiatives, we are constantly pursuing ways to reduce our footprint, whether through our use of low-carbon, sustainable aviation biofuel or our revaluation of onboard materials that resulted in keeping 30,000 metric tons of carbon dioxide out of the air each year,” said Corporate Real Estate and Environmental Affairs VP Gavin Molloy. “Teaming up with Audubon International enables us to further reduce our impact on the environment not just in the air, but also at our facilities across our system.”

In 2017, LAX’s Terminal 7 United Club earned “green” certification from the City of Los Angeles’s Green Business Program, becoming the first of our airport clubs and lounges to receive such a distinction. Since then, United Clubs at DEN and SAN (San Diego) have been awarded separate “green business” certifications.

Our involvement with Audubon International’s Green Hospitality Program demonstrates an evolution in our partnership with the organization. Last year, we enlisted its help with our Raptor Relocation Program at EWR, aimed at moving birds of prey from areas surrounding the airport to safer habitats, like golf courses, within the Audubon Cooperative Sanctuary Program.

For more information on all the ways in which we are striving to minimize United’s impact on our planet through our Eco-Skies program, visit our Earth Day page.

United announces \$8 million to boost eight hub communities



United Airlines announced a total of \$8 million in grants to help address pressing issues identified by local leadership in each of its hub market communities – Chicago, Denver, Houston, Los Angeles, San Francisco, Newark/New York and Washington, D.C. The announcement represents United’s commitment to invest in and lift up the communities where many of its customers and employees live and work.

In its inaugural announcement in Chicago, United shared that it will work with the nonprofit Year Up to help close the “Opportunity Divide.” This grant for \$1 million to Year Up in Chicago will enable the organization to provide hundreds of additional motivated and talented young adults in Chicago with in-demand technical and professional skills training, hands-on corporate internship experience at top companies including United, college credits and support necessary to achieve upward economic mobility and access to meaningful careers in just one year. United’s investment in Year Up Chicago is expected to grow the program’s reach by 25 percent while also contributing to launching a second campus in connection with Harold Washington College, one of the City Colleges of Chicago and the City of Chicago.

“Connecting our customers to the moments that matter most goes well beyond getting them from point A to point B,” said Oscar Munoz, United’s chief executive officer. “We have the opportunity to make lasting,

measurable change. We are proud to do our part to help our home here in Chicago and are excited to share more with each of our hub communities over the coming weeks.”

“Here in Cook County, more than 94,000 young adults are out of work and out of school, disconnected from the economic mainstream,” said Jack Crowe, Year Up Chicago’s executive director. “With United Airlines’ help, Year Up Chicago will be able to accelerate its expansion, strengthening our communities and Chicago as a whole.”

Following the announcement, United will be joining local community and city leadership in all of its domestic hub markets over the coming weeks to announce additional community grants. In each community, United worked with city leadership to identify a unique area of critical needs in the city as part of its larger efforts to lift up communities in crisis.

Throughout these four-year grants, United will work hand-in-hand with local organizations and engage with city and community leadership to create profound, sustainable advancements. Future announcements will include grant recipients in New York/New Jersey; Washington, D.C.; Houston; Denver; Los Angeles and San Francisco.

United Airlines announces \$1 million grant to nation’s largest food bank



United Airlines announced a \$1 million grant to the Houston Food Bank in support of their School Market program. The School Market program was specifically expanded to assist children attending Harvey-affected schools, which were among the hardest hit after Hurricane Harvey.

United’s investment in the Food Bank’s School Market program will provide nutritious food to students at 25 schools, each serving an average of 200 households a year. Among the 25 schools, 10 schools will receive new United-branded brick and mortar pantries onsite and 15 will receive mobile pantries. All pantries will be open this fall for the new school year and provide families the opportunity to shop for food throughout the academic year. By improving the quality of food and providing more access to fruits and vegetables, the Houston Food Bank expects to help increase students’ fruit and vegetable intake, improve their academic performance and school attendance.

“The Houston Food Bank made a tremendous impact on our community after the storm and United is proud to partner with them in providing additional support to Houston schools,” United’s Vice President of Houston Operations Rodney Cox said. “We understand that the Houston Food Bank is a life line for so many Houstonians and are confident that the School Market programs will create a positive and lasting effect on the community.”

“United Airlines has a special connection to Houston and they continue to be a wonderful partner with the Houston Food Bank,” says Brian Greene, president/CEO of the non-profit organization, the largest food bank in the nation. “Their latest grant will make it possible for us to provide food and nutrition educations to families, including many of whom were impacted by Hurricane Harvey. We thank United for making this important, substantial investment into one of its largest hub cities.”

The announcement is the second in a series of announcements United is making in all of its domestic hub markets over the coming weeks. Each grant is a part of a total of \$8 million in grants to help address critical needs identified by local leadership in each of its hub market communities – Chicago, Denver, Houston, Los Angeles, San Francisco, Newark/New York and Washington, D.C. The announcement represents United’s commitment to invest in and lift up the communities where many of its customers and employees live and work.

Throughout these four-year grants, United will work hand-in-hand with local organizations and engage with city and community leadership to create profound, sustainable advancements. Future announcements will include grant recipients in Washington, D.C., Denver, New York/New Jersey; Los Angeles and San Francisco.

Employees test next-generation Wi-Fi on 737 Max 9



Prior to the first 737 MAX 9s entering revenue service last week, more than 80 employees – representing groups that will work on or in the aircraft – got a chance to preview the plane’s much-anticipated and speedier new Viasat Wi-Fi system.

Our Digital Products and Customer Loyalty technology team conducted the test flight, using a total of 213 connected laptops, tablets and smartphones to gauge the Wi-Fi reliability. They then surveyed the employee participants and asked them to grade the overall experience.

Post-flight feedback was positive, with employees reporting 99.7 percent connectivity while in the air and noting faster-than-normal download speeds. That was music to the ears of Onboard Products Managing Director Tarek Abdel-Halim, whose team was closely monitoring the results. Afterward, Tarek felt confident that the new Wi-Fi has the bandwidth to reliably support web browsing and video streaming for a large number of customers.

“Testing the system in a live aircraft environment helped us uncover some things that needed tweaking, but there was nothing concerning,” Tarek said. “Everyone was pleased with the results.”

Along with kicking the tires on the Wi-Fi, employees also checked out the 737 MAX’s other in-cabin enhancements, such as larger overhead bins, LED lighting and sculpted sidewalls for greater comfort. IAH Station Operations Center Manager Robert Swartz liked what he saw during the flight. “The new aircraft is really beautiful,” he said. “The overall experience was good and I was really impressed with how quiet the MAX is both on takeoff and landing. I think our customers will be really excited.”

United Hub debuts a modernized design and user experience

The United Hub, our customer-facing website that shares inspirational travel content, useful tips, customer offerings and the latest in United news, just underwent a makeover.

The newly redesigned website has a different look and feel, brings the stories that matter most to our readers to the forefront and helps visitors discover more of what makes United unique.

Additionally, the United Newsroom is now part of Hub, making it easier to find our recent news and announcements in one place. Check out the updated Hub.



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

Letters of Appreciation

Dear Captain Bob Engelman,

As the 2018 Captain William S. Arnott Scholarship recipient I would like to take this opportunity to express my thanks to you and the Retired United Pilots Association. As anyone who has gone through flight training knows, it is by no means cheap. This scholarship will help to relieve some of that financial burden associated with flight training and allow me to focus on this first portion of my career as a flight instructor. For that I am very grateful.

With the help of RUPA and through Captain Arnott's vision and this scholarship, the United Airlines Historical Foundation has helped me and countless other students and aspiring aviators to achieve their dreams. One day I hope I am in a similar position where I am able to continue to honor the memory of Captain Arnott and do my part to "Inspire the Future." During my time at SIU I was lucky enough to be very involved with a few student organizations. One of those organizations was Aviation Ambassadors. The mission for Aviation Ambassadors was to help promote the SIU Aviation program and inspire future aviators through fieldtrips, workshops and airshows. One of our biggest events was the annual United Airlines Career Days. These days bring down 120 high school students from the Chicagoland area to tour the SIU Aviation facilities and learn about the different careers aviation has to offer. These career days were some of my favorite events because I could see the "aviation spark" being ignited in some of the kids. It was also through these days that I realized what I want in a future employer, and I believe United Airlines encompasses all of that. Although I don't have a crystal ball to see the future. I am very excited to see where aviation takes me as I hope to one day work for United Airlines.

Once again, I would like to say thank you so much to you and the Retired United Airlines Pilots' Association for showing their support to aspiring aviators like me through the 2018 Captain Arnott Scholarship. You all are the difference!

Sincerely,

Nicholas Higgin

Dear Retired United Pilots' Assn.

I am honored to be one of the recipients of the United Airlines Historical Foundation, Captain William Arnott Scholarship 2018. I cannot thank you enough for your generous contribution. I feel very fortunate to have been chosen as a recipient of this award. I appreciate your recognition of my efforts.

The Captain William Arnott Scholarship will be a tremendous aid for me. This scholarship will help me finish my instrument rating training and begin my commercial license training. I will be one step closer to achieving my dreams of becoming a professional airline pilot. I am very thankful for your support and all the wonderful things you continue to do for Mt. San Antonio College aviation students.

It is nice to know that other people believe in your dreams and want to help you achieve them. Thank you for investing in my future. I hope to one day be able to help other students achieve their dreams as you have helped me. Your generosity truly makes a difference.

Sincerely,

Sonia Jimenez

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

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

rupasectr@rupa.org

Boeing 747s Are Back From the Dead

By Julie Johnsson

The “Queen of the Skies” seemed doomed to the desert boneyards, but package haulers are rushing to snap up the aging jumbo jets.

A funny thing happened to an older generation of Boeing Co. 747 jumbo jets on their way to dusty oblivion in desert parking lots. Instead of being scrapped, the humpbacked planes are back in demand as workhorses of global shipping. Booming trade is stoking the need for big, long-range jets to haul time-sensitive goods, from Apple Inc. iPhones made in China to fresh flowers grown in Latin America.

Interest in Boeing’s 747-400 freighter family was already rebounding last year, even as Delta Air Lines Inc. and United Continental Holdings Inc. hosted nostalgic farewell tours to mark the end of U.S. passenger service on the four-engine behemoth nicknamed the “Queen of the Skies.” With Boeing’s factory-fresh models sold out through 2021, cargo carriers are snapping up jumbo freighters that were built from 1993 to 2009—if they can find them.

“It’s tightened up, that’s for sure,” said William Flynn, chief executive officer of Atlas Air Worldwide Holdings Inc., the world’s largest operator of jumbo freighters. The lessor is in the process of adding six 747-400 freighters to its fleet. “There’s just a finite number of aircraft,” he said. Demand is strongest for used 747s originally built as freighters, since they have hinged noses that flip open to load oversize cargo such as oil-drilling equipment. Lease rates have rebounded for the aircraft, while the number of stored models has shrunk to the point where almost every airworthy plane is spoken for, according to George Dimitroff, head of valuations for Flight Ascend Consultancy.

The resurgence is even starting to extend to cargo-haulers converted from passenger jumbos, which are heavier and can load only via doors carved into the side. Once written off as dead, the converted 747 freighters have shown new life over the last nine months, Dimitroff said. While it’s not quite a comeback, lease rates have climbed for older models.

One sign of the renewed interest: “We’re seeing aircraft get D-checks that were in storage for a long time that we thought were going to be parted-out,” he said, using an industry term for heavy maintenance. The cost, typically more than \$3 million a plane, is an indication they’ll fly again, instead of being chopped up. To be sure, the revival involves a small subset of the 1,544 jumbos that have flown away from Boeing’s Seattle-area factory since the four-engine 747 debuted in 1970. There’s no sign of a similar resurgence for brand-new passenger versions of the 747-8, or Airbus SE’s A380 superjumbo.

A global trade war could snuff interest in the older freighters. So would a big increase in oil prices.

“If we get to \$90 a barrel, it’s going to start getting really ugly for the four-engine aircraft again,” said Brian Postel, vice president for aircraft acquisition at Unical Aviation Inc., a San Bernardino, California-based supplier of aircraft parts and maintenance. A U.S. benchmark exceeded \$70 a barrel this month for the first time since 2014.

Still, the recent trend reverses the steady stream of 747s that had headed to boneyards this decade. Airlines switched long-range flying to more economical twin-engine models, and Boeing last year dropped the 747 from its long-term forecast for passenger planes. Package carriers parked early-build freighters amid whipsawing fuel prices and a prolonged air-cargo slump.

The total number of permanently retired or scrapped Boeing jumbos more than doubled, from 442 in 2010 to 890 this year, according to a Bloomberg Intelligence analysis of Flight Ascend data.

“Storage is your slow march to death,” Bloomberg Intelligence analyst George Ferguson said of the desert lots where old aircraft go to be raided for parts.



But starting in mid-2016, air shipments started to rebound slowly, and then in monthly leaps. United Parcel Service Inc. negotiated a freighter order that will keep Boeing's 747-8 assembly line open into the next decade. Atlas Air started lining up 747-400 freighters for customers such as DHL Worldwide Express.

The older models cost a small fraction of Boeing's \$403.6 million list price for a 747-8 freighter. In fact, Chinese package carrier SF Airlines Co. bought two of the youngest -400s for 320 million yuan (\$50 million) last year online via Taobao, China's biggest e-commerce platform. "That pays for a lot of fuel," Unical's Postel said.

While air-freight growth slowed in March, demand is still forecast to increase from 4 percent to 5 percent this year, according to the International Air Transport Association. That bodes well for all-new Boeing freighters, as well as for the used models.

Atlas Air, which has 10 of the planemaker's latest cargo version in its fleet, "would like to acquire a few more 747-8," CEO Flynn said. "We haven't said when or how many, but it's a great asset."

The cargo comeback has enabled Boeing Capital Corp., the manufacturer's financing arm, to shrink the amount of financing it had provided to help support 747-8 sales during the slump. As of the first quarter, the exposure had shrunk to \$481 million, from \$1.07 billion a year earlier, according to a federal filing.

"The return of the cargo market has been a factor, along with BCC's expertise in placing wide-body airplanes," Joanna Pickup, a Boeing spokeswoman, said by email.

There's little chance the resurgence will extend the lives of those final Delta and United passenger 747-400 planes parked over the last year. Boeing no longer retrofits the planes to haul packages instead of people, makeovers that used to cost as much as \$30 million.

One or two of the jumbos may wind up with a boutique lessor. The rest, more than likely, will be carved up into scrap metal and spare parts to help keep the freighters flying a decade or more, said Postel. His company purchased 77 aircraft to be parted-out over the past two years, including a half dozen -400s. "The passenger ones will be gone," he said of Boeing's best-selling jumbo variant. "The freighters have a chance."

A decade after debut, first A380 jumbos to be broken up



SYDNEY (Reuters) - A German investment company said it would strip two unwanted Airbus A380 superjumbo passenger jets for parts after failing to find an airline willing to keep them flying following a decision by Singapore Airlines not to keep them in service. The decision by Dortmund-based Dr Peters Group deals a fresh blow to the plane maker's efforts to maintain market interest in the double-decker, barely 10 years after it went into service hailed by heads of state as a symbol of European ambition. "Psychologically it is not good for Airbus, but this is a very large aircraft with a very small second-hand market," said UK-based

aerospace analyst Howard Wheeldon.

Despite strong reviews for its quiet and spacious cabin, demand for the 544-seater has fallen as many airlines drop the industry's largest four-engine aircraft in favor of smaller twin-engine ones that are more efficient, and easier to fill. "It's too big. There was a battle for airline fashions and it lost out," Wheeldon said.

Airbus says the iconic jet will eventually prove itself as travel demand saturates airport capacity at major cities. "We can't comment on the decision by Dr Peters, which is the owner of the aircraft," an Airbus spokesman said. "We remain confident in the secondary market for the A380 and the potential to extend the operator base."

Singapore Airlines launched A380 services amid fanfare in December 2007 but returned the first two aircraft to their German financiers when leases expired some 10 years later. The two discarded aircraft were repainted and flown to Tarbes in the French Pyrenees to be stored, and since then their fate has been uncertain as their owner looked for other takers.

“After extensive as well as intensive negotiations with various airlines such as British Airways, HiFly and Iran Air, Dr Peters Group has decided to sell the aircraft components and will recommend this approach to its investors,” the company said in a statement emailed to Reuters.

Airbus has been working for months to try to stimulate a secondhand market for the A380 to encourage new airlines to take the risk of investing in the plane, knowing the asset would be worth the right amount when they decide to sell it.

When it was launched, the A380 boasted highly customized interiors to help airlines promote a luxury feel, but the cost of replacing such bespoke fittings is now seen as a handicap.

“The problem is the cost of reconfiguration. It is \$40 million or more per plane,” a senior industry source said.

The planes will not be scrapped entirely, but their huge frames will be combed for valuable components such as landing gears and electronics, a Dr Peters official told Reuters.

Their engines have already been removed and leased back to manufacturer Rolls-Royce for use as spares. U.S.-based VAS Aero Services will be responsible for extracting and selling parts.

Dr Peters said the deal would yield a positive return for investors in funds used to finance the jets. It operates a number of boutique funds targeted at wealthy individuals and has two more A380s in Singapore that could face the same fate.

While dismantling the first two passenger-carrying A380s will embarrass Airbus and dismay the plane’s 3,800 workers, later examples of the flagship jet may not be as vulnerable.

Early copies of a new plane tend to be less efficient and Singapore Airlines recently ordered some new A380s. However, overall demand is thinner than Airbus expected, forcing it to slow production to a trickle while looking for more business.

Still, Emirates, the largest A380 customer, is keeping faith with the jet, which brings millions of passengers a year through its Dubai hub and is associated with the airline’s global brand.

Throwing the loss-making program a lifeline for a decade, Emirates recently ordered up to 36 more A380s and set out plans on Tuesday to install 56 Premium Economy seats.

Boeing's folding wingtips get the FAA green light

Kris Holt/Engadget



Passengers on Boeing's new line of 777 planes might not have to take a bus from the gate across the tarmac, despite much larger wings potentially making it difficult for the aircraft to navigate terminals. That's because the company received Federal Aviation Administration approval for its folding wingtips -- those will let the planes stop at airport gates big enough to accommodate typical 777 models.

Once the 777X lands, the wingtips will rotate until they point upwards. Bloomberg notes that the plane will be the only commercial model in widespread use to have such a feature. Some smaller planes have foldable wings, including military aircraft that have to take up as little space as possible on aircraft carriers. NASA, meanwhile, is testing folding wings that adjust midair for supersonic flights.

The 777X's wingtips are so novel that US regulators had to draw up new standards for them. The FAA rubber-stamped those measures.

The agency was concerned that the wingtips could cause safety issues -- some plane crashes occurred after pilots did not secure flaps on wings before takeoff. The FAA required Boeing to have several warning systems to make sure pilots won't attempt a takeoff before the wingtips are locked in the correct position. The FAA also wanted assurances that there was no way the tips would rotate during flight, and that the

wings could handle winds of up to 75 miles per hour while on the ground.

The new wings are made from carbon-fiber composites that are stronger and lighter than the metal Boeing uses in other wings. That lets the company increase the wings' width by 23 feet to 235 feet, which makes flying more efficient. These are the widest wings Boeing has attached to a plane, surpassing the 747-8's 224 feet. However, it doesn't hold the record for a commercial plane: the Airbus A380 has a 262-foot-wide wing, which forced some airports to install gates specifically to accommodate it.

The FAA's decision moves the 777X closer to a commercial reality, four and a half years after the plane was announced. There was a setback recently, though: there was a three-month delay in starting trials of the engine, which General Electric is supplying, largely because of a compressor problem. There's been a delay with the wings too over a longer-than-expected process in crafting structural ribs, though Boeing hopes to be back on track by summer. Despite the hitches, Boeing is still working towards the 777X's first flight, which is scheduled for Q1 next year. Commercial departures won't take place until at least that December

Airline Customer service in USA is getting better and better

By Juergen T Steinmetz



Overall satisfaction with U.S. airlines in 2018 increases by 6 points to 762, continuing a seven-year trend of steady performance increases. Both traditional and low-cost carriers have improved.

Airline investments in newer planes, improved customer satisfaction with overhead storage compartments and cheaper fares have driven a seventh straight year of improved customer satisfaction, according to the J.D. Power 2018 North America Airline Satisfaction Study, SM released. Overall passenger satisfaction with airlines improves to 762 (on a 1,000-point scale) in 2018, a record high.

“With a single exception, airlines in North America show consistent improvements across all the factors, from booking a ticket to handling luggage,” said Michael Taylor, Travel Practice Lead at J.D. Power. “Operationally, it’s never been a better time to fly. Passengers perceive greater value in ticket prices, checking in has never been easier, passengers are more satisfied with the actual aircraft and airlines have improved their baggage-handling performance.

Among traditional carriers, Alaska Airlines ranks highest for the 11th consecutive year, with a score of 775. Alaska Airlines performs particularly well in all seven factors of the study, with a great deal of improvement coming from investments in new overhead bins that fit roll-aboard bags better than traditional bins. Delta Air Lines (767) ranks second.

Among low-cost carriers, Southwest Airlines ranks highest for the second consecutive year, with a score of 818. Southwest Airlines performs particularly well in all seven factors, driven in large part by investments made in fleet improvements. JetBlue Airways (812) ranks second.

The carriers showing the most improvement in overall customer satisfaction from last year are Allegiant, which increases 58 points to 725, and Air Canada, which increases 25 points to 734.

The North America Airline Satisfaction Study, now in its 14th year, measures passenger satisfaction with airline carriers in North America based on performance in seven factors (in order of importance): cost & fees; in-flight services; aircraft; boarding/deplaning/baggage; flight crew; check-in; and reservation.

The study measures passenger satisfaction among both business and leisure travelers, and is based on responses from 11,508 passengers who flew on a major North American airline between March 2017 and March 2018. The study was fielded between April 2017 and March 2018.



“We’re looking for someone with the wisdom of a 50-year-old, the experience of a 40-year-old, the drive of a 30-year-old and the pay scale of a 20-year-old.”

America is running out of people to fly its planes

A low-salary, high-barrier-to-entry job is hardly an attractive prospect for people thinking about starting a career in aviation.

REPUBLIC AIRWAYS recently filed for bankruptcy, and hardly anyone noticed. That's because hardly anyone has heard of Republic Airways. But many people unwittingly fly on it all the time. Republic operates flights for Delta Connection, United Express, and American Eagle—the big airlines' affiliates for shorter and less popular routes. As many as half of all Delta-, United- and American-branded flights are actually outsourced to so-called regional airlines like Republic. If you've spent any time flying around the United States, you have probably flown with Republic or one of its equally obscure rivals.

The underlying problem behind Republic's demise could soon affect other, more famous names. The carrier's boss cited several reasons for the bankruptcy filing, but chief among them was the "grounding aircraft due to a lack of pilot resources". Republic isn't alone in struggling to find people to fly its planes. In October, another regional provider, Seaport Airlines, cut most of the routes it flies from its Memphis hub, due to a pilot shortage. SkyWest, which also operates flights for Delta, United and American, reduced its flight capacity last year as its president admitted the airline was "not immune" to pilot shortages.

Those outside the industry might be surprised by this. A common assumption is that piloting aircraft—with its high salaries, perks and glamour—must be one of the most competitive professions there is. So, what is going on? Aerospace types point to regulations enacted by Congress in 2013 that upped the minimum number of hours of cockpit experience a pilot must have in order to fly for a commercial airline, from 250 to 1,500. (Most commercial pilots used to come from the military, but they now come largely from aviation schools, where enrolment has dropped significantly in the past decade and a half. That much training takes not only time, but also money. And while salaries at the big commercial airlines are competitive, at the regionals new recruits can earn as little as \$20,000. Consolidation among the big carriers has given them more negotiating power over their regional partners, making it harder for these smaller operators to raise wages.

A low-salary, high-barrier-to-entry job is hardly an attractive prospect for people thinking about starting a career in aviation—and with regionals operating nearly half the country's flights, some flyers' working lives begin and end at these lowly carriers. For many young pilots, signing up for a foreign airline can mean a higher salary and lower requirements.

Forbes explains why this is not a short-term deficit, but a structural issue that will affect airlines for a long time to come:

"Here's some hard reality that's now firmly in place. There is no "pilot shortage"—that term implies a situation where there is the possibility of correction. It isn't "correctable"—the new regulatory barriers to entry to the pilot profession are effectively permanent. And that means that the availability of this resource will be different than in the past—read: a lot less. Result: less flying of smaller airliners. Less service at smaller local airports."

For now, the effects are mostly being felt on routes involving smaller planes and airports. But with the pipeline to the top pilot jobs shrinking, it is likely the major carriers will start to feel the effects. According to one analysis, in the next 20 years the supply of people to fly America's planes will meet just two-thirds of the demand. That could force the big operators to slash routes.

Congress is unlikely to reverse its 1,500-hour requirement, for fear of being accused of prioritizing airline profits over passenger safety. But the Regional Airline Association is trying to boost its recruitment efforts by pitching aviation careers to high school and college students. With luck, the wisdom of the markets should prevail: fewer candidates means salaries will eventually have to rise, and more people will enter the field. Until that happens, regional airlines will continue to feel the pinch—and travelers who heretofore had never heard of the regionals will, too.

Airlines need 600,000 new pilots globally



The aviation industry is looking to gain 637,000 new pilots worldwide by 2036. North America alone will need 117,000 new pilots to reach the demand. As more passengers gear up for the busy travel months ahead, there's one thing that probably isn't on their checklist: Who's going to fly the aircraft?

Carriers have long relied on military pilots to enter into commercial careers but that dependability has been an issue as the Air Force struggles to find pilots of their own. "If you look at the number of pilots needed and divide it by the next 20 years, currently you're looking at tens of thousands of pilots per year. I don't think any one agency can do it all," said Keith Cooper, vice president of training and professional services at Boeing. Fewer flights, higher demand, higher prices; A looming pilot shortage could affect us all. A bubble of upcoming mandatory pilot retirements has airlines looking at flight schools, where student pilots can't get into the system fast enough.

Growth of aircraft production and a steady rise in passenger air travel have contributed to this demand. Statista notes that airline passenger growth from 2017 to 2036 is expected to increase by 4.7 percent.

"There are currently 120,000 active pilots. They're saying that in the next 10 years, 42 percent of these pilots are going to retire," said Dr. Fred Barez, department chair of aviation and technology at San Jose State University.

Aviation colleges, like the one at SJSU, are trying to address this need, but that's been met with some challenges. Barez said that typically at the start of the bachelor's degree, 95 percent of freshmen are interested in becoming a commercial airline pilot. As time goes, that number radically drops for those that complete the program. "The students who continue to pursue the career to become a commercial pilot is 15 percent. It's a significant drop because of finances and the time they have to devote," Barez said. Tuition at SJSU's department of aviation costs around \$28,800 for all four years. On top of that, there's an added \$45,000, not included in the tuition cost, that students need to pay at flight schools to accrue 120 to 200 hours of actual flight time.

Additionally, to become a certified commercial airline pilot, students need to accumulate a total of 1,000 hours in flight time, compared to students who enroll directly through flight schools require 1,500 hours. The difference is based on the degree earned.

SJSU does offer a few scholarships to aid the cost of tuition that range from \$2,000 to \$10,000. Cooper thinks that despite the high cost, the career is still worth pursuing. "Even if you accumulate a little debt going along that training path, knowing you have a position at the end where you know you could be working in a phenomenal field and ultimately have income coming in right away [is] almost worth the offset of the debt," he said. Barez explained that once students gain their commercial airline pilot license they can get paid \$175,000 to \$200,000 annually and work at regional carriers like Surf Air, Signature Airlines, Horizon Air, and Western Airlines.

Barez believes that student interest is still there. He said that the department recently gained a boost in enrollment, thanks in part to a new ranking that placed SJSU as the fourth-best aviation college in the county. "Things are improving. When I came in, enrollment in aviation was 190, and we have 265 students now," Barez said.

One way Barez and Cooper want to approach the pilot demand is by stressing the importance of reaching out to students at a young age. "We have to do a better job about getting the interest at a younger age, getting them involved in middle school and early high school activities, to show them the benefits and the greatness of what it's like to be a pilot," Cooper said.

If flying is so safe, Why do they call the arirport the teminal?

The Rich Are Planning to Leave This Wretched Planet

By Sheila Marikar

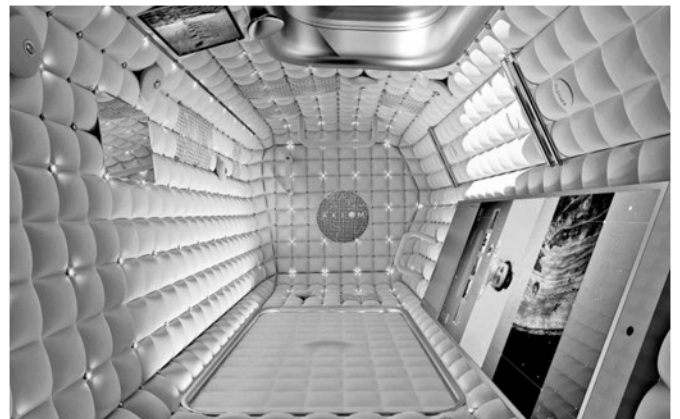
Here comes private space travel — with cocktails, retro-futuristic Philippe Starck designs and Wi-Fi. Just \$55 million a trip!

HOUSTON — In an era in which privileged individuals search constantly for the next experience to obsess over and post about on social media, space truly remains the final frontier, a luxury that only the one percent of the one percent can afford. Brad Pitt and Katy Perry are among those who have reportedly plunked down \$250,000 for a ride on one of Richard Branson's Virgin Galactic spaceships, undaunted by a 2014 test flight that crashed and killed one pilot.



Now a company called Axiom Space is giving those with piles of money and an adventuresome spirit something new to lust after: the prospect of an eight-day trip to space that is plush, if not entirely comfortable, and with a bit of the luster of NASA as well.

Circumambulating the floor of his gray carpeted office on a recent Wednesday, Mike Suffredini — NASA veteran, Houston native and the chief executive officer of Axiom Space — stopped in front of a wood compartment about as big as a telephone booth. “It’s no New York hotel room,” he said with a shrug, as if apologizing for its size. “It pretty much is, actually!” said Gabrielle Rein, Axiom’s marketing director. “It” was an early mock-up of a cabin that will reside inside a commercial space station, among the first of its kind, that Axiom is building: a mash-up of boutique hotel, adult space camp, and NASA-grade research facility



designed to hover approximately 250 miles above the earth. Axiom hired Philippe Starck, the French designer who has lent panache to everything from high-end hotel rooms to mass-market baby monitors, to outfit the interior of its cabins. Mr. Starck lined the walls with a padded, quilted, cream-colored, suede-like fabric and hundreds of tiny LED lights that glow in varying hues depending on the time of day and where the space station is floating in relation to the earth. “My vision is to create a comfortable egg, friendly, where walls are so soft and in harmony with the movements of the human body in zero gravity,” Mr. Starck wrote in an email, calling his intended effect “a first approach to infinity. The traveler should physically and mentally feel his or her action of floating in the universe.”

At NASA, Mr. Suffredini spent a decade managing the International Space Station, the hulking, 20-year-old research facility in low Earth orbit. This gives him a certain edge over Mr. Branson and Jeff Bezos, the founder of Amazon, who is overseeing Blue Origin. (The majority of Axiom’s 60 employees also hail from NASA.) At least Mr. Suffredini thinks so. “The guys who are doing Blue Origin, and Virgin Galactic are going to the edge of space — they’re not going into orbit,” he said. “What they’re doing is a cool experience. It gives you about 15 minutes of microgravity and you see the curvature of the earth, but you don’t get the same experience that you get from viewing the earth from above, and spending time reflecting, contemplating.”

“There will be Wi-Fi,” Mr. Suffredini said. “Everybody will be online. They can make phone calls, sleep, look out the window.” Maybe it will be so nice they’ll want to stay there. But the Cost! And the Claustrophobia!

The Starck-designed station will supposedly open in 2022, but Axiom says they can start sending curious travelers into orbit as early as 2020. (Note: nearly everything space-related is delayed by years, sometimes

decades.) They'll just have to make do with the comparatively rugged accommodations of the International Space Station, which is working with Axiom in addition to other commercial space station outfits.

Axiom's station can house eight passengers, including a professional astronaut. Each will pay \$55 million for the adventure, which includes 15 weeks of training, much of it at the Johnson Space Center, a 10-minute drive from Axiom's headquarters, and possibly a trip on one of Elon Musk's SpaceX rockets. Thus far, three entities have signed up for on-the-ground training, which starts at \$1 million, Mr. Suffredini said, though he declined to name them. The inaugural trip will be only \$50 million. "It's a bargain!" he said. "The lion's share of the cost comes from the flight up and down," Mr. Suffredini went on. "Rocket rides are expensive. You know people" — meaning competitors — "don't know what they're talking about if they're quoting prices substantially less than what we're stating."

In the land rush to space, as it were, Aurora Station, a luxury space hotel being built by Orion Span, another Houston-based aerospace company, announced in April that it would charge \$9.5 million per passenger for a 12-day trip, but did not mention the cost of the rocket ride there and back. (Meanwhile, NanoRacks says they'll build space "outposts" from spent rocket stages and will create "near space" habitats, including for tourism, and Bigelow Aerospace says they're putting big inflatable space pods into orbit, though tourism isn't their focus.)

Phil Larson, a former space policy adviser to President Barack Obama who also worked for SpaceX, doesn't expect travel prices to drop dramatically in the next few years. "These habitat and outpost companies are great, but we need to solve the launch cost and transportation problem," said Mr. Larson. "It's like the biggest elephant in the room nobody talks about."

The barriers to entry, beyond cost? Being 21 or older — there's no age cap — and passing a medical exam, administered before the rest of training begins, as well as "The Right Stuff"-like tests of mind and mettle, like a spin in a human centrifuge (even the YouTube videos are hard to stomach). "Not only do you experience the Gs, you get put into a can that's really — I mean, if you're going to be a little claustrophobic, this is where you're going to feel it," said Mr. Suffredini. "About half the people who fly get sick for the first two or three days. Going with us for eight days gives you a chance to get over that. If you don't get sick, you have all this time!"

Axiom guests will be required to wear a NASA-grade spacesuit for the rocket ride to and from the station. (Features include a fiberglass torso and a drink tube for consuming small sips of water. Also, a diaper.) Years after Pierre Cardin, Paco Rabanne and Andre Courrèges envisioned space-age fashion, Axiom is also in talks with a high-end European fashion house it also declined to name about custom-designing leisure suits travelers can wear once they dock. "They will be tailored to each person and can be customized with their own logo, if they want," Ms. Rein said "It's a very special keepsake and part of their luxury experience."

To understand the grand scale of Axiom's plans, it helps to know that astronauts have, thus far, largely been roughing it up there. The Johnson Space Center contains a life-size mock-up of the ISS, whose drab, beige interior is lined with drab, gray handholds to tether down things and people, necessary given the lack of gravity. A tour guide quaintly referred to the onboard bathroom as a "potty." There are no showers.

"The few folks who have gone to orbit as tourists, it wasn't really a luxurious experience, it was kind of like camping," said Mr. Suffredini. The Axiom station will still have hand holds, but thanks to Mr. Starck (who Mr. Suffredini hadn't heard of before Axiom's branding consultant suggested they hire him) they will be plated in gold or wrapped in buttery leather, like the steering wheel of a Mercedes. Axiom's private cabins will have screens for Netflixing and chilling — there's not a lot to do up there, although going outside to do a spacewalk is a possibility — and there will be a great, glass-walled cupola to gather with travelers and take in a more panoramic view of the earth, perhaps with an adult beverage. "Wine and cocktails work well," said Michael Baine, Axiom's chief engineer. "Beer and carbonated beverages do not. You don't have the gravity to separate the carbon dioxide in your stomach so it causes a lot of bloating." (Shades of the Fizzy-Lifting Drink scene in "Charlie and the Chocolate Factory.") You'll want to pack deodorant. "There's a hygiene compartment where you do kind of a sponge bath," said Mr. Suffredini.

Fond of folksy sayings (he referred to wine as “fruit of the vine”) and thorough explanations, Mr. Suffredini, who is 59, retired from NASA in 2015 with the intent of starting a commercial space venture. Soon after leaving, he became the president of the commercial space division of the engineering firm Stinger Ghaffarian Technologies, and in 2016, launched Axiom, which has raised more than \$10 million in funding so far.

“We’ve met their engineers, we’ve seen their plans, we hired domain experts that grilled them and did a deeper dive,” said Lisa Rich, a founder of Hemisphere Ventures and an early Axiom investor. “Everything came up with ‘This is a big go sign, we’ve got to get in on this.’” “At the Johnson Space Center, when Mike walks down the hall, they’re all practically saluting him,” Ms. Rich said. “He’s a legend in his own right.”

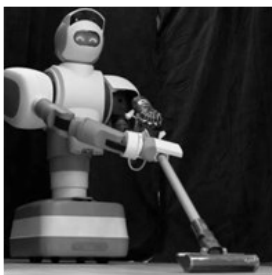
Suffredini’s professional life has revolved around space. “I was like everybody who watched Neil Armstrong walk on the moon and decided that NASA was cool and wanted to work there,” he said. But while he’s overseen many missions, he hasn’t been in orbit and has no plans to see Axiom for himself. (“We’d have to work out who’s going to cover my cost,” he demurred, when asked.)

Still, Mr. Suffredini sees Axiom as a necessary step in continuing scientific research and development in space, which he believes is crucial to the survival of our species. His company may cater to rich thrill seekers, but he insists he is an idealist. “If you just go visit and come back, you’re not pioneering,” he said. “You’ve got to pioneer.”

Pioneers include countries who have yet to send someone to space (a German organization seeking to get that country’s first female astronaut in orbit is in talks with Axiom), material-science researchers, and biologists trying to understand how the human body adapts outside earth’s atmosphere. Also, maybe, Tupperware. “They’re interested in working with us,” Mr. Suffredini said, “testing different types of containers, seeing how you can cook in them in a sort of clean way. But with this idea, this grand idea that we have, comes cleaning dishes and cleaning a microwave, and who wants to do that? Pretty soon we’re going to be flying a butler with every crew.”

Amazon is reportedly building a home robot

By Peter Holley



Robots are already being used to build cars, perform surgeries and look after the elderly, but domestic robots may be coming to a home near you faster than you imagined. That’s because Amazon.com has set in motion a “top-secret” plan to build a robot for the home, according to a stunning new report from Bloomberg. The project — already several years old — is being run out of Lab 126, a division of the company known for creating products like the Echo and the Kindle.

Known as “Vesta,” the domestic robot project is in the midst of a hiring frenzy that could result in a purchasable product as early as next year, Bloomberg reported. The robots’ potential skill set remains unknown, but the machine could behave like a “mobile Alexa,” the virtual assistant developed by Amazon.

Bloomberg reports that prototypes of the robot include cameras and software that allow the robot to navigate a home, leading some to speculate that Vesta will function like a roving Alexa. We’re still years, perhaps decades, away from Rosey, the iconic housekeeper from “The Jetsons,” according to Siddhartha S. Srinivasa, a professor of robotics at University of Washington’s Paul G. Allen School of Computer Science & Engineering. How long exactly, is impossible to predict, he said. That’s because he expects robotics innovation to continue unfolding along a ramp, with gradual advances in ability and functionality abetted by unexpected breakthroughs experts can’t foresee. “The Holy Grail,” Srinivasa said, is the robot that not only moves around, but physically interacts with the world around it.

“Rosey is not a passive observer of the universe, she’s an active participant,” he said. “It’s maddening how hard that is to create. Just getting a robot to pick up a coffee mug is incredibly hard while being incredibly easy for humans.” The challenges ahead are many. Among the big ones, Srinivasa foresees: designing homes that are compatible with robot movements. It’s much easier to design a robot that moves around a factory floor, he said, than it is to design one that can sidestep an ever-changing landscape of dirty clothes piles and children’s toys.

Next up: Creating a robot that offers meaningful interactions with humans inside the home, adjusting to cultural differences and social norms. Understanding how human behavior differs from household to household, Srinivasa said, is “incredibly hard problem” that researchers are still unpacking.

Finally, he said, companies like Amazon will have to tackle to privacy questions that arise when a robot enters a home and begins collecting data — a more sensitive version of the questions currently swirling around tech companies like Facebook. People are much more protective of their homes than any other space, he said.

“But I’m actually incredibly hopeful and confident, particularly when it comes to robots being used for assisted care,” he said, noting that the supporting technology for robots is moving at a rapid pace. “My hope is that they’ll be a useful physical robot in the assistive care domain in the next 10 to 15 years.”

Amazon is uniquely positioned to develop a domestic robot because their business model already tracks customer purchases inside homes and some of their products already include voice recognition. Amazon may be one of the first prominent tech companies to seriously embark on the quest for a domestic robot, but the tech giant already has competition.

One of the most popular displays at the Consumer Electronics Show Las Vegas this year was Aeolus Robot, a child-size machine that wowed onlookers by performing domestic duties such as mopping, picking up stuffed animals off the floor and moving furniture. The robot was even able to retrieve drinks from the fridge using an intricate-looking grabbing arm — a deft move that occurred without human assistance.

Aeolus may have cleaning skills, but the makers of Pepper — a doe-eyed robot on wheels from SoftBank Robotics — claim their machine possesses the ability to read people’s emotions by deciphering facial movements vocal tones.

There’s also Jibo, a 12.5-inch-tall stay-at-home robot that can help out around the house, tell you the weather or answer trivia questions.

“He can also dance and tell some pretty corny jokes,” according to CNET, which calls Jibo a “social robot” with “limited functionality.”

Medicare.gov

What to know about traveling with Medicare

Planning to travel abroad this summer? Before you go, remember to look into Medicare coverage outside the United States.

If you have Medicare Part A (Hospital Insurance) and Part B (Medical Insurance), your health care services and supplies are covered when you’re in the U.S. However, in general, Medicare won’t pay for health care services or supplies if you travel outside the U.S. (except in rare cases).

That doesn’t mean you have to travel abroad without coverage. Here are 3 ways you can get health coverage outside the U.S.:

- 1) If you have a Medigap policy, check your policy to see if it includes coverage when traveling outside the U.S.
- 2) If you have another Medicare health plan (instead of Original Medicare), check with your plan to see if they offer coverage outside the U.S.
- 3) Purchase a travel insurance policy that includes health coverage.

Find out more at Medicare.gov. Safe travels!

RUPA Pass Travel Report July 2018

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Hello fellow aviators,

The bad news: United doesn't give retirees Companion passes.
The good news: You can still take Companions to Europe and all points beyond, as well as to parts of Asia. How?

The Star Companion benefits offered by 11 Star Alliance carriers to both active and retired employees. You can take up to two companions at a time, and you have a total allotment of 8 one-way legs per year for all airlines combined offering this benefit (not for each airline). But remember, these can go fast. For example, if you fly two friends from Chicago to Frankfurt to Rome and back again, that's 4 legs per companion and you've used up your annual allotment of 8 legs already. There's one slick trick to this and that is that the annual allotment doesn't expire until the end of January, so you can theoretically burn two years' worth (16 legs) of Star Companion tickets during the month of January.

Here are the additional restrictions:

- * The Companion must accompany the retiree or employee (no exceptions).
- * The Companion is charged the High ZED fare, which is still a good deal.
- * Tickets can be purchased on MyIDTravel Purchase website along with your own tickets. Your Companion's tickets can't be purchased separately from yours. And some airlines won't let the Companion ride in Business Class.

As of today, only 11 airlines participate in the Star Companion benefit.

Agean, Air Canada, Austrian, Avianca Brazil (Not Avianca), Eurowings, LOT Polish, Lufthansa, SAS, South African, Swiss and TAP Air Portugal.

Notice there are no Asian Star Alliance carriers offering this benefit. Don't ask me why.

And you're wondering about your Enrolled Friends? As best I could tell by culling through the 99 Airlines we have agreements with, only two airlines offer flight benefits to our Enrolled Friends, Swiss and Hawaiian (see the charts below).

AGEAN

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED Medium	ZED Medium
Star Alliance Companion	ZED High	N/A

AIR CANADA

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED High	ZED High
Star Alliance Companion	ZED High	ZED High

AUSTRIAN

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED High	ZED High
Star Alliance Companion	ZED High	N/A



AVIANCA BRAZIL

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED High	ZED High
Star Alliance Companion	ZED High	ZED High

EUROWINGS

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Medium	N/A
Parents	ZED High	N/A
Star Alliance Companion	ZED High	N/A

LOT POLISH

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED High	ZED High
Star Alliance Companion	ZED High	N/A

LUFTHANSA

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED High	ZED High
Star Alliance Companion	ZED High	N/A

SAS

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED High	ZED High
Star Alliance Companion	ZED High	ZED High

SOUTH AFRICAN

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	N/A
Parents	ZED High	N/A
Star Alliance Companion	ZED High	N/A

SWISS

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED High	ZED High
Enrolled Friend	ZED High	ZED High
Star Alliance Companion	ZED High	ZED High

TAP AIR PORTUGAL

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Medium
Parents	ED High	N/A
Star Alliance Companion	ZED High	N/A

HAWAIIAN (Not a Star Alliance member)

Traveler	Economy	Business Class
Employee-Retiree/Spouse Children	ZED Low	ZED Low
Parents	ZED Low	ZED Low
Enrolled Friend	ZED Low	ZED Low

Update June 4, 2018

Enrolling Friends for July-December flying: 3 TIPS!

Retirees may change their current Enrolled Friends for July-Dec flying by visiting their Dependent Management System (DMS) screen; access it via FT > Travel > "Manage pass riders."

The enrollment period ends June 28th at 11:59 PM CT.

1) Can't register a new enrolled friend? You have 4 Enrolled Friends listed in your DMS.

Before you can add a new EF you must first **remove** an "INACTIVE" EF by clicking the purple "i" button to the left of their name. Then click "Remove Dependent" on the screen appearing below.

Now add a new EF to your DMS by clicking the blue "+" sign and follow the 5 steps to "certify" them.

2) To add or change your Enrolled Friends for July-December:

On your DMS screen, click the "Manage Election" link next to any Enrolled Friend's name (far right) to view the Election page.

Current Enrolled Friend(s) will already be checked for the next travel period. If you do not need to make any changes, no action is needed. Current EFs will automatically roll over on July 1.

If you want to make changes for the next travel period you must:

- 1) Uncheck current Enrolled Friends in the Jul-Dec column (far right) to leave that slot open to name someone later.
- 2) Or put a check mark in the Jul-Dec column (far right) to any inactive EFs to fly July-December.
- 3) Or add new Enrolled Friends to an available slot by clicking the plus "+" sign.
- 4) Be sure to finish all the steps by clicking SAVE at the end of the process.

3) Don't know who you want as EFs for July-December yet?

No problem, just *uncheck* your current EFs before June 28th at 11:59 PM CT; you may add Enrolled Friends to those empty slots later. Keep in mind that once a new travel period begins, your current Enrolled Friends that rolled over can be removed but cannot be replaced within the same travel period.

Remember: we only have two "current" Enrolled Friends at a time, but now we can change them twice per year. The next enrollment period for Jan – Jun 2019 Enrolled Friends opens Dec. 1 through Dec. 28. You'll follow the same steps by going to DMS and click on "Manage Election" next to any EF.

Want to learn more? Check out United's [Pass Travel Enrollment for Retirees](#) page on Flying Together which includes a step-by-step user guide on DMS and questions and answers.

Here is a direct link to the PDF:

https://ft.ual.com/-/media/ual_intranet/documents/travel/pass-travel-enrollment-for-retirees-user-guide.pdf?la=en

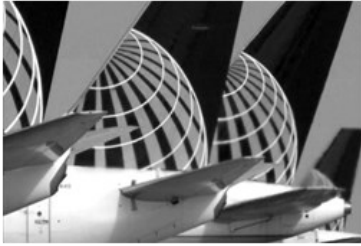
Still have a question? Use [Help Hub](#) to contact the Employee Travel Center.

Kirk Moore (RAFA Travel Benefits Committee)

Laws They Don't Teach in Physics

Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible place in the universe.

United Airlines is testing a new boarding method this summer



Human bottlenecks abound at airports: security checkpoints, bathrooms, immigration, and on jet bridges and in airplane aisles. (How long does it really take to put a bag in the overhead bin?)

United Airlines is trying to get passengers on board faster, but it will require travelers, especially those with the cheapest tickets, to be very patient. The airline is testing two-boarding lines, instead of the five separate lanes it has currently, one for each boarding group. Spokeswoman Maddie King said the

change was based on feedback from gate agents and customers.

United will use monitors to show which boarding group is being called. Read: no need to crowd the gate before your group is called. The airline is also getting rid of the upgrade list it shows on monitors since passengers are already told they've been upgraded beforehand.

United is using the two-line system at Chicago O'Hare International Airport, Houston George Bush Intercontinental Airport, Los Angeles International Airport, and it will expand the system at other airports this summer.

United used to use this system but switched to five lanes in 2012. Since then, the airline has introduced restrictive basic economy tickets, which for domestic routes, don't include access to overhead bins. In theory, that means that those travelers don't even need to compete for overhead bin space and if gate agents spot them with a large carry-on bag that wouldn't fit under the seat, they can charge travelers \$25 for the gate-handling fee plus the \$25 to check the bag.

The change at United aims to make the boarding process easier and the change also makes it faster because there is less crowding near the gate, said King. The airline ranked fourth for on-time arrivals in the 12 months ended in March, behind Hawaiian Airlines, Delta Air Lines and Alaska Airlines, according to the Department of Transportation.

United's reduction in boarding lines would bring it more in line with American Airlines and Delta. Southwest does not assign seats ahead of time but separates passengers into groups based on when they've checked in or their level of airline loyalty.

If this sounds unpleasant, airlines, including United, sell early boarding as a ticket add-on.

New Hotel Travel Scam



As you are traveling for the summer, keep in mind of this new hotel scam. This is one of the smartest scams I have heard about:

You arrive at your hotel and check in at the front desk. Typically, when checking in, you give the front desk your credit card (for any charges to your room) and they don't retain the card. You go to your room and settle in. All is good. The hotel receives a call and the caller asks for (as an example) *room 620* - which happens to be your room. The phone rings in your room. You answer and the person on the other end says the following: "This is the front desk. When checking in, we came across a problem with your charge card information." "Please re-read me your credit card numbers and verify the last 3 digits numbers at the reverse side of your charge card." Not thinking anything is wrong, since the call seems to come from the front desk you oblige. But actually, it is a scam by someone calling from outside the hotel. They have asked for a random room number, then ask you for your credit card and address information. They sound so professional, that you think you are talking to the front desk. If you ever encounter this scenario on your travels, tell the caller that you will be down to the front desk to clear up any problems. Then, go to the front desk or call directly and ask if there was a problem. If there was none, inform the manager of the hotel that someone tried to scam you of your credit card information, acting like a front desk employee.

This was sent by someone who has been duped.....and is still cleaning up the mess.

Airline Checkins: Automatic check-in service now available as an app



When does the check-in start? What is my booking code? How do I get my favorite seat on the plane? Users of the AirlineCheckins check-in service no longer have to ask these questions. As of now, the solution is also available as an iOS and Android app in the respective app stores. The app, which was developed by the Lufthansa Innovation Hub, makes the service more transparent and easier to use, and forms the basis for further travel services related to passengers' flights.

Specifically, this means that AirlineCheckins will continue to check users in automatically for their flights, taking into account their individual seating preferences. The service works for every airline that offers online check-in. Once you sign up for the service, you will never have to worry about checking in again. With the new app, airline passengers can now monitor the check-in status of their flights and manage their flights at all times.

Personal information such as seating preferences, frequent flyer programs or travel partners can all be updated in the app. The app also has an alert feature that automatically notifies you of the current flight status and gate changes. The functions of the app are now to be continuously expanded and extended by additional services. The launch of a subscription model that gives app users access to lounges at airports and free Wi-Fi access on board is currently in the planning stage.

Fares based on your travel habits? Welcome to the future.

By Cailey Rizzo

It's common knowledge that passengers pay different prices for their seats. Someone who bought well in advance is likely to have paid a different airfare than a passenger who purchased their ticket at the last minute, while those who set flight alerts have a good chance of scoring a deal. But according to one software company, airlines may soon begin charging passengers different prices based on who they are.

Revenue management software company PROS — which works with more than 80 international airlines — said that select airlines have already begun implementing “dynamic pricing” structures on their websites.

“2018 will be a very phenomenal year in terms of traction,” John McBride, director of product management for PROS, told *Travel Weekly*. “Based on our backlog of projects, there will be a handful of large carriers that move toward dynamic pricing science.”

Dynamic or “surge” pricing is an economic strategy wherein companies price services based on demand (think Uber charging more for rides in the rain or at rush hour). And although airlines have already implemented this type of fare — for example, making flights around the holidays more expensive — using new technology, they can tailor fares to specific passengers.

Airline websites will be able to identify customers by their IP addresses and mine data for their flying history. The revenue management system would then create a person-specific fare based off criteria like loyalty status or business/leisure traveler. Loyal customers and leisure travelers would likely pay less, while those who are willing to pay more — like business travelers with a company credit card — would likely see higher prices.

However, before airlines implement a “pure” version of dynamic pricing, reports *Travel Weekly*, they have to move away from the legacy distribution system put in place after 1978 deregulation. Airline pricing has a limited number of fare classes, each with their own price points and restrictions. Airlines rotate which fare classes are available through their sale cycles. While current customers may believe their fare is unique, they've actually fallen into a specific fare class.

If airlines switch to dynamic pricing, each customer on the plane could, theoretically, pay a completely different price. As George Hobica notes in *USA Today*, dynamic pricing could make finding a good price on airfare even more confusing than it already is.

Do You Have A Landline Home Telephone?



Landlines could soon become an endangered species. And what does plummeting usage mean for landline users? Skyrocketing prices. But there are other options out there. According to a CDC study conducted in May 2017, nearly 46% of American homes still have a landline telephone. Because the number of landlines is decreasing rapidly, companies are charging higher rates to sustain revenues. For those still with a landline telephone, it may be time to look into a new option.

What's Happening to Telephones? While many people abandoned their landline telephone service years ago, some are now coming around to the idea that their cell phone shouldn't be the only means by which they can dial out of their home. Yes, landlines still exist, but its infrastructure can hardly be supported and is often failing. With the landline exodus when cell phones came to market, today's pricing has become unsustainable so these landline companies can stay alive.

But, this isn't the only option! Even though smartphones dominate today's telecommunications, there's now a smarter, more efficient solution that carriers don't want you to know about.

What is This Technology? This industry is one that's changing fast. While the vast majority of individuals and companies still rely on conventional phones, the Harvard Business Review found that an estimated 10% of international phone traffic now travels over the Internet using voice over Internet protocol, or VoIP. Most telling, this year, for the first time, U.S. companies bought more new Internet-phone connections than conventional phone lines. It's called VoIP and it's changing the way we use phone services in our own homes.

How big is this change? Millions have already switched over to this new phone service. More than 200 airports are utilizing VoIP internationally, and 79% of businesses are as well, according to market research firm In Stat.

We Tested VoIP for Ourselves. As VoIP has become increasingly popular, we were a little skeptical. How could international calls truly come without an expensive cost? So, we tested out VoIP for ourselves. Setting up any VoIP service is actually pretty quick and easy. Connect any service, such as Skype or Vonage, via your internet. Within seconds, you're able to call any friend, any family member, or anyone else as long as you have their number. The best part; you only (sometimes) have to pay a minimal fee if you call out of the United States (some services offer free international calling as well).

Instead of paying per minute, some services let you buy VoIP credits in bulk or a small one-time membership fee. Additionally, you don't have to sacrifice any call quality. As long as you have a good internet connection, you'll be able to chat as easily with someone in New York as you would with someone in Mexico or Greece. It's as if you're getting a traditional landline phone service for either mere dollars or for free (as long as you have an internet connection).

Our Verdict of VoIP. We firmly believe there's no reason to have a landline phone service for your home or business anymore, VoIP is clearly a better service and technology. You can save hundreds of dollars each year by switching to VoIP, and you won't miss a single call.

Where to Find the Best VoIP Deals. Setting up a new VoIP service is very easy because it connects to your high-speed internet. Better yet, when you cancel your landline, you may even keep your current phone number.

Whether you have Spectrum, Comcast, or one of the other major cable companies in North America, you almost certainly have the option for VoIP service today. That said, you most likely will be able to find deals anywhere where you look for VoIP. If you're interested in affordable VoIP, start a search today.



Choosing a Retirement Community: It's a Journey

By Peter Finch/The New York Times

Dawn and John Strumsky agree about most things, a tendency that has served them well in 45 years of marriage. But there was one subject where they did not see eye to eye for the longest time: their retirement future. Mrs. Strumsky wanted desperately to move into a retirement community, to live as “a princess” unburdened by the cooking, cleaning or yardwork required at their Maryland home. Mr. Strumsky didn't just resist the idea, he detested it. During one argument with his wife, he shouted, “By God, I'll sit in the burned-out, firebombed ruins of this home before anybody pulls me out!”



Mr. Strumsky, 78, tells that story with a laugh. Because, as he puts it, “I've done a 180 on this.” He finally gave in to his wife's wishes, and in 2011 they moved to Charlestown, a retirement community outside Baltimore. Today, it might have no bigger fan than John Strumsky. One measure of his devotion: He's the author of an exhaustive, 364-page history of Charlestown that management hands out to prospective residents.

His reluctance to move into a retirement community was not unusual. People often vow they'll never do it, for any number of reasons. They fear giving up their independence. They can't bear leaving their home. They don't like confronting their own mortality. This can lead to bitter squabbles with members of their family and other loved ones who want them to move. “I've heard more than one adult child say, half-jokingly, ‘If Mom doesn't check in to a retirement home, I'm going to need to,’” said Katherine Pearson, a specialist in elder law and a professor at Pennsylvania State University's Dickinson Law School.

So how do you persuade an unwilling senior to at least consider it? The key is to be patient, said Tom Neubauer, executive vice president at Erickson Living, which operates 19 retirement communities. “Inherently there's a sense of denial, particularly as it relates to aging, and you're trying to defeat that.” He likened the process to helping a high school student choose a college: “You can't just hand them a brochure and say, ‘This is where you're going.’ It's a journey.”

Mr. Neubauer's mother, Betty, moved into a retirement home three years ago. He had started encouraging her about three years before that. The discussion, he said, was less about “You need to do this” and more about “How do we maximize your years in retirement?” He focused on “really getting her to reflect on her life as she knew it,” he said. “I got her to recognize that the stairs in her house were pretty steep, that the weather had more of an impact on her ability to get out and do things, that she wasn't pursuing all her hobbies as much anymore because people weren't driving at night. It ended up being very easy.”

It's best to start the retirement-home conversation with broad, open-ended questions, said Brad Breeding, founder of myLifeSite.net, a website that helps consumers research retirement communities. “What does peace of mind mean to you in this stage of your life?” he suggested. “What kinds of concerns do you have for your future?” Let's say a senior's No. 1 goal is staying in her home. “O.K., in the next conversation I'll start to talk about ‘What would we do if you had a fall in your home?’ Or ‘What would happen if you had a stroke?’” Mr. Breeding said.

One way to make retirement communities more attractive is to frame the move as a gift to their children. “It's really removing the responsibility of caring for the parents, of not having to make frantic, last-minute arrangements if something changes in their health,” said Lesley Sargent, a residency counselor at the Sagewood retirement community in Phoenix.

Part of the problem is that many people hear “retirement community” and think “nursing home.” Today’s typical continuing care retirement community, or C.C.R.C., is a far cry from the sterile nursing-home environment of previous generations. While the communities usually have some hospital-like rooms for people who need more advanced care, most of their residences look and feel like ordinary apartments. The best way around that objection is to let someone see firsthand. “You can always go for a meal just to experience what it’s like,” said Lindsay Hutter, chief strategy and marketing officer at Goodwin House, a senior living and care organization in Virginia. The ideal approach: Create a social occasion where the senior you’re trying to convince can dine with friends, or friends of friends. With seniors, Ms. Hutter said, “our observation is that peers have a much greater influence than their children do.”

Some retirement communities let potential residents spend a few nights to see how they like it. Others offer rental programs that let seniors stay longer. Like a lot of C.C.R.C.s, Goodwin House will let nonresidents join a waiting list — known as its “priority club” — that allows them to use its restaurants and participate in activities. If they decide the community is not for them, the \$1,000 waiting list fee is refundable.

Another common objection is the price. Indeed, C.C.R.C.s are expensive, with entrance fees generally equaling about what people would pay for a home in the local market. Sometimes these fees are partly or fully refundable if the resident decides to move out, though often they are not. On top of that, there is a monthly maintenance payment.

When Mickie Zatulove started urging her husband, Paul, to consider retirement communities a few years ago, he argued that they were “way overpriced.” He was “totally wrong about that,” Mr. Zatulove acknowledged recently from their apartment at Sagewood. What Mr. Zatulove, an 86-year-old former investment adviser, failed to take into account: “Half the cost is the physical plant they provide,” he said. “The dining rooms, swimming pools, classrooms, fitness centers, beauty shops, spas, clinics, all within walking distance, with no stairs. And this is very important. Your purpose as you age is to keep your quality of life and participate in activities with companions in a safe environment.”

Remember, too, that maintaining a single-family house isn’t exactly cheap. Expenses like routine upkeep, security and yardwork will disappear once you move into a retirement community, said Frederick Herb, a Seattle retiree and author of the book “Holistic Living in Life Plan Communities.”

Still, the thought of leaving the family home is the biggest stumbling block for many retirees. This is partly because they have grown accustomed to their house and also because they are rattled by the thought of moving into someplace smaller.

A specialist in senior moving might be the answer to that problem. A cottage industry of these consultants has sprung up in recent years, and today the National Association of Senior Move Managers has more than 1,000 members. They don’t just move boxes. They’ll create digital floor plans to show clients how everything will look and fit in a smaller home. They’ll ship leftover items to relatives or to auctions. They’ll even come into the new home and hang photos just the way they were before.

“Our goal is to re-create their old space,” said Joel Danick, co-owner with his wife, Susie, of TAD Relocation in Maryland. “The more familiar we can make the new space, the quicker they’ll make the transition and get comfortable.”

What’s the secret to finding that comfort zone? People living in retirement communities agree that the best approach is to get out of your room, meet your new neighbors and allow yourself to enjoy their company.

For the once-skeptical Mr. Strumsky, it took only days for him to start feeling certain that he and his wife, who is 72, had made the right decision. About a week after moving in at Charlestown, he went out to walk the dog at night and ran into a pair of women he didn’t know who were chatting amiably in the parking lot. About 25 minutes later, he returned home and saw the same women, still talking. “They were so unconcerned about their personal safety, they were oblivious to anything going on around them,” Mr. Strumsky said. “And it just hit me: I really wished my mother or my sister or my aunt could have had this experience, to feel that safe and secure. At that point, it was like a light bulb going on. It was an instant turnaround for me.”

Alzheimer's? Your Paperwork May Not Be in Order

By Jane E. Brody/The New York Times



I had hoped that by now most adults in this country would have completed an advance directive for medical care and assigned someone they trusted to represent their wishes if and when they are unable to speak for themselves. Alas, at last count, barely more than one-third have done so, with the rest of Americans leaving it up to the medical profession and ill-prepared family members to decide when and how to provide life-prolonging treatments.

But even the many who, like me, have done due diligence — completed the appropriate forms, selected a health care agent and expressed their wishes to whoever may have to make medical decisions for them — may not realize that the documents typically do not cover a likely scenario for one of the leading causes of death in this country: dementia. Missing in standard documents, for example, are specific instructions about providing food and drink by hand as opposed to through a tube.

Advanced dementia, including Alzheimer's disease, is the sixth leading cause of death overall in the United States. It is the fifth leading cause for people over 65, and the third for those over 85. Yet once the disease approaches its terminal stages, patients are unable to communicate their desires for or against life-prolonging therapies, some of which can actually make their last days more painful and hasten their demise.

End of Life Choices New York is trying to change that and has created an advance directive that it hopes will become a prototype for the rest of the country. (Washington State has already developed its own, though a somewhat different, document.)

Judith Schwarz, clinical director of the New York organization, said that New Yorkers seeking the organization's advice were the genesis of the new document. "They said things like, 'Oh my God, what can I do? I've just been told I have Alzheimer's disease. I saw my grandfather die from it and I don't want to die that way,'" she told me.

"People should at least understand what the normal process of advanced dementia is about," Dr. Schwarz said. "Feeding tubes are not the issue — they're not done when dementia is terminal. Instead, a caregiver will stand patiently at the bedside and spoon food into your mouth as long as you open it. Opening your mouth when a spoon approaches is a primitive reflex that persists long after you've lost the ability to swallow and know what to do with what's put in your mouth."

While trying to provide nourishment for a terminally ill person nearing death is commonly done in the name of comfort and caring, if that person cannot benefit from food or drink, it can become quite the opposite. When patients can no longer swallow what they are fed, they may choke and aspirate food or drink into the lungs, resulting in pneumonia that adds to their misery and hastens their death.

Dr. Schwarz's advice: Complete her organization's Advance Directive for Receiving Oral Food and Fluids in the Event of Dementia.

"While you retain decision-making capacity," she explained, "you have every right to decide that you would want to stop all life-prolonging measures, including food and fluid, when they are no longer wanted and can do no good."

Unlike those with terminal cancer or amyotrophic lateral sclerosis (A.L.S.), diseases in which cognitive function usually remains intact, people in an advanced stage of a dementing illness cannot determine and effectively communicate what they do and do not want done for them. These choices, Dr. Schwarz says, must be made well in advance, especially if they wish to avoid prolonged dying that causes undue suffering for themselves and their loved ones.

Dr. Anne Kenny, a geriatrician and palliative care specialist at the LiveWell Alliance in Plantsville, Conn., said, "With dementia, by the time you get to the point of having to decide what you want done, you've largely lost the capacity to do so. Many people don't realize that making these choices in advance does not cause people to lose hope. It creates more hope because patients know their wishes would be heard and

respected instead of deferring to the default position of the medical system, which is longevity at all costs. “Interviews with families have shown that 90 percent want comfort care at the end of life,” she said. “Only 10 percent would opt for longevity.”

Dr. Kenny said three characteristics define the late stages of dementia, indicating that the patient is nearing the end of life: losing the ability to use the toilet, walk and swallow independently.

“Most deaths from dementia are very peaceful, even beautiful. People slowly shut down,” she explained. “Families are relieved because dementia is so difficult at the end. The second-best gift you can give your family is showing them the path you want to follow so they don’t have to choose it for you.”

The new directive not only asks that you record your wishes on the form about oral feeding and hydration near the end of life but also suggests that you create a video — perhaps on a cellphone — that can show institutional caregivers and others that the choice is what you wanted and is consistent with your values.

The patient, when completing the directive and appointing a health care agent, must be cognitively sound. The document is witnessed by independent people and notarized.

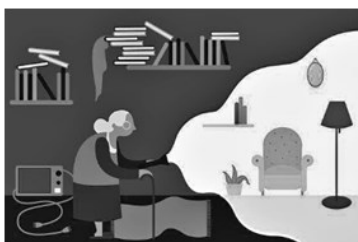
The document and its background are available online at End of Life Choices New York; scroll down to the “featured documents” section. It offers two options for patients when they are no longer able to feed themselves or make informed decisions about their care.

Option A asks that all medications and treatments to prolong life be withheld or withdrawn and that the patient not be fed artificially or by hand “even if I appear to cooperate in being fed by opening my mouth.” Option B asks that assisted oral feedings be done only when the patient appears receptive and cooperative and shows signs of enjoying eating and drinking. Only foods that are enjoyed should be given in any amount wanted and that the patient should not “be coerced, cajoled or in any way forced to eat or drink.”

Dr. Timothy E. Quill, professor of medicine in the Palliative Care Division of the University of Rochester School of Medicine, said that “if the directive leads to families and caregivers erring on the side of comfort and dignity for the patient, it’s a real step forward. It encourages them to follow the guidance of the patient’s ‘now’ self, not the past self.” Providing nourishment in end-stage dementia “should be all about the pleasure of eating, not force-feeding,” he said. “If patients show a strong interest in eating and drinking, it should be given to them.”

How to Age Well and Stay in Your Home

By Jane E. Brody/The New York Times



Barbara Ehrenreich, popular author and self-described mythbuster, has written about how, having reached her mid-70s, she has lived long enough and now forgoes regular medical exams. And Dr. Ezekiel Emanuel, a 60-year-old oncologist and bioethicist, argues that we might all be better off, himself included, if he dies at 75. But many who have reached that age — yours truly included — may prefer to think our lives are but three-quarters over. We may hope to see grandchildren graduate from college, then perhaps marry and have

families of their own. We may have projects to fulfill and a “bucket list” of places to visit. And we’d like to continue to live independently — albeit with hired help on occasion for overly challenging tasks — as long as possible.

Which raises the inevitable question: What will it take to age well in place, in the surroundings we’ve long cherished that bring us physical, social and emotional comfort? What adaptations are needed to assure our safety and comfort and relieve our children’s legitimate concerns for our welfare?

Of course, aging in place is not for everyone. Some seniors may prefer to leave the dwelling long shared with a now-gone partner. Some may want the security of knowing that physical and medical assistance is but a bell-ring away. Others may simply be fed up with having to care for a home. But for those of us who relish the familiarity of the status quo and perhaps cannot afford the \$50,000 a year or more that assisted living would cost, our current homes may require some adjustments to postpone — and perhaps obviate — any

need to move to safer if not more pleasurable dwellings.

Much has been written by organizations like AARP, and many volunteer and nonprofit services now exist, to help people like me age in place. But too often, the needed adaptations don't happen until there's an accident that may shorten or even end the life in question. Meanwhile, friends and relatives fret, wheedle and cajole — often to no avail — to get their aging loved ones to adopt important modifications to make their homes safer. I recall how upset I was with a dear friend, then in her early 80s and 14 years my senior, who refused to replace, secure or remove throw rugs in her kitchen and hallway that were a serious trip hazard even for me.

So, for those of you with similar concerns about aging family members and friends, I recommend a very helpful, comprehensive yet not overwhelming book, "Age in Place: A Guide to Modifying, Organizing, and Decluttering Mom and Dad's Home," by Lynda G. Shrager, an occupational therapist for the last 37 years who has worked with seniors in their homes for more than 13 years. Ms. Shrager has good reasons to believe that addressing the challenges of independent living can help keep seniors safe and their kids sane.

"It's cheaper to stay in your home, even if you have to make some renovations and get an aide a few days a week to help," Ms. Shrager said in an interview. "It's money well spent and a lot cheaper than assisted living. But it's important not to wait until there's a crisis — a parent falls and breaks her hip."

She knows that the most common response of aging parents to their children's concerns is, "I'm fine" when they insist, "You're not fine." She's found that things usually can work out if the parties are willing to meet in the middle. "Spend a few days in the house with your parents, watch how they get around and identify changes that can make things safer and easier," Ms. Shrager suggests. "It's a win-win situation to make the home safe and parents can stay there. Then everyone's happy."

Her book navigates the aging person's dwelling room by room, starting with how the home is entered and ending with the basement, and for each offers many tips on issues that often put seniors at risk and how to orchestrate the needed adjustments.

Ms. Shrager, who lives in Slingerlands, N.Y., outside of Albany, is well aware of weather-related hazards like snow and ice, which may make it difficult to pick up the mail or get to the street for a ride. The entryway, for example, may need a resurfaced path to reduce trip hazards, improved lighting, railings on the stairs, or a ramp and wider doorway for a wheelchair. Once inside, is the furniture designed and situated to accommodate someone with mobility issues? Identify trip hazards like wires on the floor or furniture legs that protrude, even pets with a habit of lying on the stairs or in the middle of the floor. Get rid of items long unused, piles of magazines and other forms of clutter, a problem I desperately need to tackle myself. Clutter collects dust, creates stress, and takes up space better used, say, to place a phone or a hot pot.

I plan to use Ms. Shrager's approach: "Categorize items into five groups: (1) keep, (2) give away, (3) sell or garage sale potential, (4) charitable donations, and of course (5) the all-important throwaway pile." There is no "maybe" pile, no postponing a decision for any item. To avoid feeling overwhelmed by this task, tackle it piecemeal, a room, closet, shelf, drawer at a time.

Kitchens are a special challenge for seniors with physical issues. When mine was built 50 years ago, I was nearly three inches taller and my husband (now deceased) was a foot taller than I. We wisely had cabinets built with pullout drawers. I store most-used items on lower shelves, but now reaching even the bottom shelf of some cabinets is a challenge for me. I often use a grabber, but sometimes I need a stool. Ms. Shrager suggests one with wide steps and treads and perhaps even a safety bar handrail. "Avoid folding stools that have the potential to collapse," she warns. She also suggests that cooking in a toaster oven or microwave can be a lot safer than using the stove for many seniors.

The bathroom, however, is probably the most dangerous room in the home. Here, safety changes like installing grab bars and easy access in and out of the tub or shower are critical. Grab bars don't have to look institutional; many brick-and-mortar and online stores sell attractive ones.

You get the idea. "Don't avoid the conversation," Ms. Shrager urges. "Tell Mom, 'We're really concerned. Please let's talk about it. We want this to work so you can live your life and be safe and we can stop worrying.'"

LETTERS

BOB AHRENS—Belmont, CA

Hello Cleve. Not much change from last year. Just a year older.

Regards, **Bob** LAX 1946-1982 SFO '94

ALLAN C. ANDERSON—Honolulu

The big news this year in Hawaii is the volcano. Madame Pele decided to add new land to her home island of Hawaii and began erupting on the third of May. Since then she has added over six hundred acres to the island and destroyed over 600 homes. Molten lava still spews several hundred feet in the air and ash soars to thousands of feet. The river of red hot lava flows eight miles to the ocean and has completely inundated a bay where it meets the sea. So far, we on Oahu have been spared the resulting Vog by the absence of Kona winds, but stay tuned to the news.

Last year, the big news here was the incoming missile attack warning that sent panic through the island. After sending many running to find some kind of shelter, it was all declared a mistake. Deciding there wasn't anywhere to hide, it sent me back to the Hale Koa Military Hotel breakfast for another cup of coffee.

The last two years has been a very eventful time for our family. Without boring everyone with the particulars, I will just mention that it included the marriage of both of our forty something children, where we gained two wonderful young ready-made grandchildren in addition to a collage age one and a very nice son and daughter-in-law.

All was not good news, however. My first and only

**If I am ever on
life support,
unplug me...
Then plug me back in..
See if that works..**

wife and soulmate, Mary Ann, was struck with a serious illness while on the mainland that required two surgeries - one to fix the problem and a second to put everything back together again. Due to complications, she was gone for nine months. This prompted many United flights. Having to be sure I got on board, I used the 20% rate on United, both coach and first class. We had good results, even though neither live up to what we have lost from the old days - including Polaris. We were treated very well by passenger agents everywhere.

Our latest trip was a fifteen-day Panama Canal cruise in May to accomplish a bucket list event. We booked through vacationstogo.com. They always give us great discounts. Celebrity was the only cruise line that fit our east-west schedule. We enjoyed the cruise and the ship and our upgraded cabin. The canal certainly is an engineering marvel. Food was a disappointment, and there aren't any very interesting stops along the way.

Our thanks again to all the RUPA volunteers

Allan, LAX, DCA, EWR, ORD, HNL

BILL EADS—Mesquite, NV

Not a lot of interesting news this year from my little piece of 'flyover country USA' so I will include a poem I wrote a few years ago. It's titled:

ODE TO SEVENTY FIVE!

*Never thought I would survive
to reach the age of seventy five.
The life style I chose and led
surely suggests I should be dead!
Yet the years continue to fly -
I look in the mirror and say with a sigh,
Who is that bald-headed old guy?
Then I cast my eyes again
and recognize that silly grin.
There's still a fighter pilot within!
My doctor used to whisper clear,
Eat more lettuce, drink less beer.
Now he shouts into my ear,
Hope to see you again next year.
Along with the good, there's always some bad.
It's been a long time since I was a lad.
My 'willie' used to watch me shave -
now he's not quite so brave...
He bows his head and seems to choose
to watch me as I tie my shoes!*

DENNY FENDELANDER—Newbury Park, CA
Greetings to all. The article in the April issue about O-2s brought back some memories of my 2nd tour in Vietnam.



My first tour in Vietnam was spent in C-130A's. I was PCS to Naha AB, Okinawa for 18 months but hardly ever there. I flew a lot of resupply missions out of Cam Rhan Bay into bases throughout South Vietnam. On one of the combat airdrops I was involved in a big operation called "Operation Junction City" out of Bien Hoa Air base. I found that a combat briefing given by an Army bird colonel in combat fatigues, shiny boots and wearing a fancy scarf was really a red flag. Fortunately, we just suffered holes in our airframe from small arms fire on our 2nd run in to the drop zone. I spent about 8 months flying the "Blindbat/Lamplighter" missions out of Ubon, Thailand. We had 150 flares in the cargo compartment. We dropped a string of about 5 at a time and directed night time fighter strikes on targets on the Ho Chi Minh trail in Laos. We learned how to evade most of the slow 37 mm AAA but the 23mm AAA had a very high velocity and rate of fire and was very difficult to evade. I got a pretty good orientation in the SEA for my next tour in the O-2.

I was in Hurlburt Airfield, FL going through FAC training in the O-1 and missed the Tet offensive. When I got to Vietnam they needed O-2 FACs so I got checked out in Phan Rang. I went to Nakhom Phenom AB, Thailand (aka NKP) for a month and then Ubon Air Base for another month flying as a "Nail" FAC. We wore a very practical floppy camouflaged "go to hell" hat with a nail stuck in the front. We had daytime missions over the Ho Chi Minh Trail in Laos finding targets and directing fighter strikes, trying to slow the flow of supplies south bound. The AAA gun sites were pretty quiet during the day so they wouldn't reveal their position but 50 caliber guns were pretty active if you got too

low. The sharper the "wap wap" sound the closer the shells. We cut a lot of roads that were quickly plowed level again.

I spent the final 10 months of that 2nd tour flying the O-2 out of Bien Hoa Air Base under the "Sleepytime" call sign. We flew night missions around Saigon to prevent rocket attacks on the city. We also had special missions. One was a night POW rescue attempt with another Army full colonel sporting a scarf while briefing the mission. It was a "mission impossible" situation. The army inserted two Special Forces teams under complete darkness. We were able to coordinate their escape as they were surrounded as soon as they hit the ground. When the team has to whisper on the radio you know they are in trouble. I marked their position with burning logs and directed rescue helicopters for their run in to their position for pickup. It took a long 45 minutes to get the extraction helicopters back there after insertion. What a relief to get the two teams out. We had help from an AC-47 Spooky, "Puff the Magic Dragon", aircraft and others.

I thought the O-2 was a pretty good airplane for what we needed. The 2nd engine was necessary for us to get out to the trail from Thailand and still be able to stay on station for a while. It also helped to get over friendly territory if we lost an engine. It had enough power to climb out of most situations. On the missions out of Bien Hoa we had a Navigator with us who used a primitive night scope, the "green eye", to search for activity. The O-2 was easy to fly and we taught the Navs how to land the airplane just in case.

The O-2 turned out to be a tough bird. We survived a very near miss from the Nha Be Navy Artillery Base when they commended firing without notifying the Saigon Artillery Control. Saigon coordinated all firing in the area. We always checked in with "Saigon Arty" on FM and monitored their frequency when on station. While in orbit we felt the "whumpf" of a big shell passing by. Saigon Arty had "nobody firing" so we circled but couldn't see anything on the ground. About a half hour later in the same area we had another wakeup call. I called the nearest artillery base a few miles west on the other side of the river on their FM freq. An apologetic Nha Be Artillery base verified their azimuth and elevation revealing that they had been firing through our orbit.

One night after we finished our mission of 4 hours near Saigon we landed back at Bien Hoa just as the base came under rocket attack. There were no bunnies to taxi to so I took off again. Rockets impacted just to the left and right of the runway on takeoff and I hoped they wouldn't hit the runway in front of us. Trying to find the launch site, we ended up climbing over the base and ammo dump when it was struck by a rocket. A thousand 500 lb bombs imploded. The crew that relieved us over Saigon saw a huge orange fire ball and shock waves coming from Bien Hoa and thought maybe the base had been nuked. We were about 2,000 AGL over the dump and the airplane was knocked around a lot but not damaged. Unfortunately, the rockets ceased before we got to the launch site northwest of the base. I guess it's good to be lucky when you're not too bright.

It's been 16 years since I retired under the age 60 rule. I've been battling MDS for about 8 months. Chemo doesn't seem to help. I spent a couple months in the hospital where I caught other life-threatening complications. I rely on red cell transfusions every two weeks. My wife, Som, takes pretty good care of me and has to do a lot of things I can't do anymore.

I think Dick Russell is right in suspecting oil leaks in aircraft engines for various ailments. My brother was an Eastern pilot till the strike and he passed away from Pulmonary Fibrosis a few years ago.

Hydrocarbons are definitely linked to MDS, specifically benzene but it could be others. Engine manufacturers are switching from using bleed air for a reason. Can you imagine the liability for health problems for flight crews, frequent flyers and all of the other flying customers if bleed air was a source of many health issues?

I really enjoy reading the magazine every month, it's great that we can stay in touch and find out what's happening. Thanks to Cleve and everyone who helps put it together.

Regards, *Denny*



BOB AND JUDY GILLETTE—Stone Lake, WI
Another year has quickly slipped away, with "Retirement" an elusive dream! We keep so busy it doesn't feel like we're retired, except for the lack of a pay check.

I still fly the Maule and Luscombe from our little airport back in the woods in Northern Wisconsin (Ident. 14WS), and go to Oshkosh every year, for the "Pilgrimage"! I'm still president of my EAA



Chapter.

We are in the process of finally finishing our move to Wisconsin (that started 18 years ago) by bringing the old cars from Long Beach. We purchased a building in town so that the cars can be near us, but not have to make the trip down five miles of rough gravel road. When I got hired by United in 1966, I bought a Volvo P-1800 for myself, and drove it to new hire school, and to work most of my career. I finally finished the restoration, and we drove it from Long Beach to Wisconsin in May. Kind of a long trip in an old car with no Air Conditioning, but we're tough old-world travelers, right!

Now we are back to Summer Mode. Fix mowers, mow, then, fix mowers, and MOW! Sometimes we slip in an airplane ride, then annual inspection, and more mowing. We live on a lake, but never have time to fish. We do get out in the canoe now and then and sit on the dock a lot. That part is easy!

Oh, I almost forgot! One of my pastimes is knocking down Beaver Dams! The beaver think our lake should be deeper, so keep building a Dam at the outlet. That floods our driveway, and threatens our basement, so I get exercise moving all of the mud, sticks and weeds that they expertly weave into an unmovable mess, almost every night!

Aches and pains, yes a few, but can't complain when others are so much worse off! So, till next year, God Willing,

Bob and Judy, (Mostly LAX)

JACK HITES—Chandler, AZ

To all my former friends at UAL a big HELLO. Betty and I are still married after 63 years and doing nicely as on can in their late 80's. But to move on to an interesting landing at Moline, Illinois one summer evening about 10PM.

There were thunderstorms in the area, but we were under them and not having to dodge around. There was no traffic, it was after all Moline at night. We were cleared to land by the tower and had the field in sight about two miles ahead of us. The lights on the runway could not have been brighter. Landing check list is done. The old B727 was just about flying itself on the glideslope, when to my amazement there was a blinding flash of light off the left wing. You could not help but jerk your head over to see what caused it. It was gone. When we looked back at the airport there was nothing but black. Not a single light at the airport or any house below. Nothing. Reminded me of a night carrier catapult on a dark night in mid Pacific. Geez, what happened to everything. Mind racing to remember if this had ever been brought up at the training center. Finally, I figured out what had happened. That flash was a bolt of lightning hitting the electric substation for this area and all electric power on the ground was gone. More quick thinking led me to realize that we were all set and cleared to land and with those 4 very powerful landing lights we should see everything we needed to. Only thing that still bothered me was it legal to land an air carrier A/C on an unlighted runway in the middle of the night. Well, if so I would write the required letters to the FAA, and I could still go-around if need be.

Soon we were able to pick out the ground as we got lower and then the end of the runway. Worked out just as I had planned. And the emergency lighting for the field came on just as I was parking. And I never heard a single word about it from anyone.

Thanks guys for putting out such a wonderful magazine. *Jack*

JOE JENKINS—Palm Beach Gardens, FL

Being a member of RUPA has been one of the fun parts of retirement. Sincere thanks to all the generous folks who keep the organization and publication humming and so interesting....you fill a large hole in our hearts from the good years at United.

Retired now 15 years, I well recall my last flight

arriving MIA from SFO after 36 years of service. My wife and sons were onboard. Two ALPA pilots stood at the gate at midnight with their hands extended to congratulate me on the completion of my career. Ret Captain Bob Engelman (RUPA President) and Captain Mike Warde. Thanks to both of you gentlemen for representing the best of UA. It is encouraging to read UA is getting back on track thanks to Mr. Munoz and his new team. I wish them continued success for the sake of all the employees.

Retirement years have been spent traveling around Europe from condo homes in Florida and Oslo, Norway. It seems the years have flown by. Norway is a special country. If you have not visited it yet, it is well worth putting on your bucket list. Voted the happiest country in the world, the fjords and coast lines are spectacular.

It is enjoyable to attend the local monthly RUPA Ham Wilson Gold Coast Chapter and visit with past colleagues to catch up on their lives. MIAFO pilots have a good turnout for a small domicile that was closed too early years ago. Tennis has provided much enjoyment for me over the years. With the new RUPA retiring members coming on board and the blending of the best of Continental, RUPA should be in good shape for many years to come.

Joe, ORD, DCA, CLE, MIA

MRS. SUNEE JINES—Carmel, CA

My daughter and I went on the Uniworld Cruise on the Seine River from Paris to Paris presented in the *RUPANEWS*.

We visited Claude Monet's home and gardens, Palace of Versailles, Mont St. Michel, wonder of the Western World (the Pilgrimage Centre with its Romanesque Church) Paris with a spectacular light show on the Eiffel Tower at night.

Though we had some rain, the highlights were Utah and Omaha Beaches in Normandy. Walking through the museums and bunkers were an eye opener and increased our compassion as to what the young soldiers must have had to endure. At the American Cemetery, we were given a white rose to put by a cross of our choice. A bugle ceremony was held as we sang the National Anthem. Very emotional.

Service and food on Uniworld exceeded our expectations. A terrific trip with lots of memories to savor.

Thank you for offering it in the outstanding RUPA magazine.

Sunee & Si Jines-Herbers

P.S. If traveling international, be sure to have the Global Entry pass!

LEIF JONASSEN—Payson, AZ

Thanks for the many years that I have enjoyed the *RUPANEWS*. It's been 18 years since setting the brakes in LAX. Spent 8 years flying Citation 10's for Net Jets and lost my medical.

Jan aka January Jones and I moved from Westlake Village, Calif in Sept of 2009 to Payson, AZ. Were in a golfing community at 5,000 ft in a Ponderosa Pine forest.

From a health point of view, I wish to advise any of you dealing with elevated PSA that a year and a half ago I had an 8.6 PSA. I found a cure by accident. I had 5 days of 45 minutes of radiation treatment, no side effects no cutting. I now have a PSA of 0.1. look up CYBER KNIFE for a wonderful solution!

So life is good, now 78.

Best regards, *Leif*

BOB & KATHY LYNCH—Roseville, CA

Postage paid online. I'm a little late again this year but better late than never.

23 years this year since setting the parking brake for the last time. Kathy and I are thankful to still be enjoying good health and enjoying life. I've had a couple of hiccups this year, shingles in Feb and had to have gallbladder surgery at the same time. All is well now except, unfortunately, I have had the con-

The Dalai Lama, when asked what surprised him most about humanity, answered "Man. Because he sacrifices his health in order to make money. Then he sacrifices money to recuperate his health. And then he is so anxious about the future that he does not enjoy the present; the result being that he does not live in the present or the future; he lives as if he is never going to die, and then dies having never really lived."



tinuing Post Herpetic Neuralgia or PHN pain that continues after the shingles is over. We're using all the usual remedies without much success so will be going to a Neurologist who specializes in dealing with this kind of pain.

If any of you or your loved ones are dealing with shingles, a tip for you. An over-the-counter product, Neosporin with Pain Reliever Cream, that we usually use for minor cuts and scrapes is one of the best temporary topical pain relievers that I have found for shingles pain relief. Just rub it on the area and it will absorb into the skin leaving very little residue.

I'm told there are several longer-term treatments available including one which is an injection that temporarily numbs the primary nerve bundle (usually around your waist) responsible for the pain. The objective is to wipe the "memory" of the nerve and reset it to a normal level. We'll see.

Per my doc's recommendation, I have now had the first of two shots of the new Shingrix preventative vaccine that is very effective in preventing a new outbreak of the shingles infection. I highly recommend to everyone over age 50 to have this vaccination, whether or not you have already had a shingles outbreak. Trust me, you DON'T want to get this one.

One further note on the shingles issue. I had the Shingrix shot at Walgreens and, although you have to pay the \$168/per shot out of pocket, we are told that the Pilot's Aetna medical insurance program will pay 100% when you send in the receipt for reimbursement. And, for those who have already had the old shingles immunization, Zostavax, like me, please don't delay getting the new Shingrix shot. The old Zostavax shot is less than 50% effective even after only a year or two. Thankfully, the Shingrix shot is generally 80 to 90% effective.

The May 2018 *RUPANEWS*, page 36, has a great article on shingles that I recommend reading, FOR EVERYONE. Several publications are reporting that nearly half of those of us over age 80 will have at least one bout of shingles so it pays to educate ourselves to recognize the early symptoms and get the oral medication treatment ASAP to minimize the severity of the outbreak.

We are both really enjoying Kathy's time at home after she retired last year. No big plans or trips. Just enjoying the time together and all the friends

and family here and in the Bay Area. That leaves us with just our usual treks to Carmel, Kauai and family in AR, TX & FL. And we're ok with that.

Our kids are all healthy and busy doing their own things. We make regular trips to the Bay Area to see our kids there, especially our only granddaughter, Mikaila, who is now 6 and growing up fast it seems. Between normal school activities, karate and dance classes, she's keeping her parents hopping.

Other than family & friends, my time seems to be occupied with the usual honey do's and maintaining proficiency on the shooting range at the Capital Gun Club here in Roseville. As I've said before, no, I don't own an assault rifle or belong to the NRA. If you want to, it's fine with me. I do support sensible gun regulation and am not worried about my 2nd amendment rights to own one. If you want to shoot long guns with 100 round mags, my advice, join the military. If you're too old, you probably shouldn't be shooting those things anyway. :-)

On behalf of all the RUPA SAC Valley Gold Wingers, please join us, first Monday every month at noon, at the Cliff House in Folsom, CA. We have a growing number of RUPA members, FA's, and others who would like to share some laughs and good times with us. John and Sharon Gorczyca have been doing a great job putting the meetings together. Many thanks and all hats off to them.....

Well, that's it for this year. We feel very lucky to have such great family and friends. We are blessed & thankful for our good health and good fortune.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. And, thanks as well to all of you who work every month putting together the local RUPA meetings around the country so the rest of us can come and enjoy the comradery. Great job all the way around!!

Good luck and good health to all of you during the next year. Best regards – *Bob & Kathy*

HOWARD LYSNE—Evergreen, CO

First thanks to all you folks who put out the great magazine, I keep looking for my obit, as I am sure others are as well.

I've been reluctant to send a letter as I don't have a little airplane, a motor home or a boat. I don't have auntie violet to visit or any in-laws, as they are all

dead. But as luck has it, I am still stroking.

I just saw the article about the last flight of General Electric's 747-100 test bed in the October issue. I was lucky to have been the flight engineer on that last flight. I have been flying for GE as flight engineer and copilot in Victorville, CA. Started in 2014 and ended in 2016. Flew around 400 hrs. I still have my 1st class medical and have been working with the GE pilots for many years with various part 142 companies, including UAL. I stay current and qualified as a TCE at both Capt and F/E, whoopee, 4 check rides every year.

I had the good luck to fly with UAL during what I call the "golden years."

Had to quit playing hockey when I turned 80, had two shoulder surgeries, two knee surgeries and a hip replacement.

I spend my time between Oregon and Colorado. Since 1996 I have been on 9 African safaris, two hunts to Spain, one each to Romania and New Zealand. Have also hunted many times in Alaska. On my last trip I was lucky to get A Great Dall Sheep. Just sold my hunting place in Canada, so that is an end to an era.

My passion now is restoring old English cars, this time it was a 1964 MG Midget MK I. I don't know how to let go of it, took 4 years to redo.

I am involved in bench rest rifle shooting and varmint hunting. Retirement is really boring. Smooth sailing and following winds, good luck to all.

Howie

LEN MARTIN—San Antonio, TX

As I write this San Antonio is in the middle of FIESTA. A celebration unique to what has become my hometown. It is similar I suppose to Mardi Gras; in New Orleans and it is the second largest daylight parade in the US "Battle of Flowers" and the largest night lighted parade "Fiesta Flambeau." I learned quite by accident that my wife was atop a military themed float in both of these parades and several others as "Miss Fort Sam Houston 1958." San Antonio knows how to throw a party without murder and mayhem. Another



starts next week celebrating the 300th anniversary of its founding.

The year 2017 had several life changing events for us. My first wife and the mother of my two children passed away on Valentine's Day. I had more conversations with my son as the executor in two weeks than I had in the previous two years. It got me to thinking that maybe I ought to make sure my affairs are in order and maybe we ought to think about downsizing. The long and short of it is that we moved from our 2,600 sq ft garden home on the golf course to a 1,300 sq ft apt in a 23-story co-op right outside the gate of Ft. Sam Houston. It was originally built by USAA as a retirement home for senior officers in the military. It is built solid as a rock and has pool, fitness center, dining room, libraries, and social events that you just can't keep up with. They park your car, load and unload your groceries, take you to shopping centers, entertainment venues, appointments etc. Enclosed parking protects your car from Texas hail storms and summer sunshine. The Ft. Sam golf course is just across the street. The food and adult beverages are unbelievably cheap and no tipping until the annual employee's gift collection.

I have been a docent at the Ft Sam Houston Museum for several months. It has been great to catch up on some military history. I was a History major in college like a surprising number of pilots I have met including my step-son who flew F-14's in the Navy. Ft Sam, as it is affectionately called by the locals, has had a decisive part in US Military history. It is the home of the beginning of US military aviation. On March 2, 1910, Lt. Benjamin Foulois US Army Signal Corps flew the first flight in a plane owned by the Army. The leg lasted 7 1/2 minutes. He flew two more legs but crashed landed on the third. It cost something over \$800 to repair it. It surprised me to observe just how much aviation advanced in 4 years before WWI began. The Academy Award silent film "WINGS" was filmed here. I was surprised to learn that the principal actors had to learn

to fly the aircraft they were pictured in.

Teddy Roosevelt enlisted troops here who eventually charged up San Juan Hill. MG "Black Jack" Pershing Assembled his troops here to chase Poncho Villa. His 15,000 troops never did find Poncho's 1,500 troops even with help from the first "combat flights" by Army aircraft. The last Cavalry charge in the history of the US Army wasn't much help either. He also had his first Headquarters at Ft. Sam as he began to assemble the American Expeditionary Force to fight in France during WWI. For you "Jar Heads" I would note that there were two Marine Corps Regiments that were part of the Army's 2nd Inf Div and a Marine General was the first and only Marine to ever command an Army Division. By the end of WWII Ft Sam had evolved into the major military medical facility in the free world. It is now undoubtedly the prime burn treatment center in the world. I got acquainted with Ft Sam early in my Army career with the weekly commissary/PX run while I was taking Army primary flight training about 40 miles up the road at Gary Army Airfield in San Marcus. Class 58-3 had 3 members who got their wings at Ft. Rucker, AL, flew Hueys in Vietnam and retired from United while flying the left seat of the B-757/767. By the way, the Huey (UH-1) was the second most produced aircraft in the free world. The B-24 was the first. The B-17 got more publicity but the B-24 was faster, had heavier payload and longer range.

I have been on a few flights in the last several months that were staffed by Newbie flt attendants. I told them I wanted to pass along a little United history to them. I said "Ladies when I first started working for United they were still doing girdle checks." "What's a girdle?" I learned a few things recently about flying SA. Never try it during Spring Break. Spring Break was over for San Antonio but not the rest of the world. I missed 5 flights by one seat trying to get back to SAT from a high school class mini reunion. I also found out that they now list revenue standbys on the same list as employee stand-bys. As I checked the list on my cell phone I saw one or two people get placed ahead of me on the standby list just minutes before departure. I heard some scuttlebutt recently about a class action suit to return to the pre-Continental UAL seniority boarding systems. It would seem to have a chance if it was part of a labor or employment contract before the merger with Continental.

**IF GUNS KILL PEOPLE,
then PENCILS Misspell Words,
CARS Make People Drive Drunk,
and SPOONS Make People Fat.**

Medical news good and bad: my cardiologist has been hounding me about my cholesterol for years. He put me on a new drug that is a self-administered prefilled pen, PRALUENT. I punch myself every two weeks. In one three-month period between appointments my cholesterol went from 307 to 159 and all of the rest of the elements were in the normal range. I haven't played a round of golf in almost 2 years. The chronic fatigue syndrome is still hampering me from playing more than 3-4 holes at a time. I can sleep 12-14 hours some days. Any major time zone changes disturb my sleep cycles immensely. A lot of MDs still think it is all mental.

The recent Southwest accident reminded me of United 232 in Sioux City. They were both GE engines. My son fresh out of Ohio St graduate school with a MS in welding engineering went to work for GE in their jet engine division 2 weeks before the accident. I had always thought that it was a blade that failed and hit a critical point where all three hydraulic systems converged. A couple of years ago I attended an FBO meeting at SAT. The guest speaker was the principal FAA inspector heading the NTSB investigation. He had some great pictures of the reconstructed empennage. It looked like a huge shot gun had hit and put enough holes in it to find the lines of all 3 systems. It was a hub that had a fatigue crack that disintegrated and threw shrapnel in every direction. The lady Southwest pilot lived in the same neighborhood that I just moved from. Knowing what could happen, I am always a little antsy sitting right in line of the fan blade on any aircraft I am riding in, especially the window seat.

I can't record the day I set the parking breaks for the last time. I spent about 4 more years riding side saddle on the "classic 747", a position I held along with a few other low seniority guys for about 15 years in the doldrums of airline growth. I did have one hilarious episode on my last leg in the left seat of the 757 BOS-IAD. Some Delta guy came on the frequency as I was getting the fire hose shower and said, "What is that for?" Ground Control Replied, "United Capt. Len Martin is flying his last leg before retirement." "Well they will never do that for me!! *Len*

BOB ODGERS--Western Springs, IL

If you are looking for One of the geezers about to be 89, try the Twilight Zone. A "Stop at Willoughby" pretty well sums up my mistake in getting into a

young marriage while heading to KOREA. (I'm sure that I'm not the only one who has tried to share the love of FLYING with a proverbial wrong mix.

I was a Naval Aviator on SEAPLANES (I already had a Private License, so I decided that MULTI-ENG would look better in the olde log book for my ultimate goal of Airline Pilot!) Actually, four of my shipmates also followed me from VP-40 to United!

Since I never went to Korea, via Formosa Patrol via PBY, PBM @P5M. I thought being lucky would save my personal life.

WRONG...I gave it 20 years (slow learner?) Till I turned my "QUIT CHIT!" (remember CADET days?) Cost \$\$ Big Bucks!

I now enjoyed all the Good things about United, promotions, flying with professional airman, salary, pension, Flight Manager (Viscount), MEC Hotel Chairman, and so on...you all know the schtick. Flew everything and based wherever I could advance. I loved every minute, including Denver Publicity during our days?

But my life was about to really get LUCKY! I found my jewel who was a F/A in EWR! I found my Life Co-Pilot, no rushing, just lots of teamwork. After several years of romance and joint fun times...learning about real marriages trial periods. We have now logged over forty years together and I have found the joy of a marriage team with 2 sons. #1 Naval Academy Graduate with a masters and #2 Marine Pilot in JAPAN. (Both happily married) We are very proud of them!

W-2 and Captain Bob took my final flight in the 747 and I am one happy dude. I was not setting records as a student at the U of Utah and was sent to a lady in a wheel chair (polio) and she turned my life around. "What do you REALLY want to be??" Hmm? I replied "If I told you you would laugh at me. She says try me! "A Pilot! She says "WHY DON'T YOU?"

Think of how many people we have encountered that help us Live, Love, and direct us ...to safe Landings. *JB*

KUDOS TO OUR CONTACTS WITH RUPA!

JOHN PINTER—Vermilion, OH

Another busy and fun filled year. In Ohio we are still playing with a traveling couples golf group once a week and last year I joined a 9-hole league

that plays twice a week on two different courses. I like the 9-hole league because I will walk instead of riding in a cart since the courses are relatively flat. Also, I'm beginning to exercise more and have a personal trainer (my CG's too far forward) now. I'm very healthy (just a cholesterol pill a day) and want to stay that way. Must be good genes.

All those years on the golf course are catching up with me. Last fall I had good news and bad news from the doctor. The bad news is I had Basel Cell Carcinomas on my face and underwent three Mohs Procedures to remove them. The good news being that it is a very slow growing cancer and easy to remove if caught in time. The one on my nose required plastic surgery to repair. I told the doctor that if I needed a skin graft not to take it from my butt because I didn't want to have people look at me and say, "look at that ass." However, he told me "the real problem with using skin from the butt area was that every time I would sneeze guess what I would smell." Great doctor! I was going to send along a picture of what I looked like after the surgery with the stiches but decided against it because I didn't want you all to get nightmares. Now you would never know I had cuts and stitches in my face and nose.

We flew on Jet Blue (GREAT AIRLINE) to Ohio from our Florida home during Christmas. First time I shoveled snow in YEARS! We had a good time though going to our granddaughter's activities at school, going to parties we missed in prior years and hosting a party at our home for neighbors. We even built a fire in the fire place and had a fireside chat with a glass of wine every night... nice.

Had another great experience with the Quiet Birdmen again this year. Besides the fly-ins and air-shows I attended they hosted a weekend with the Astronauts at the Kennedy Space Center in January and I was there. On Friday night we had an introductory dinner with the astronauts who would be

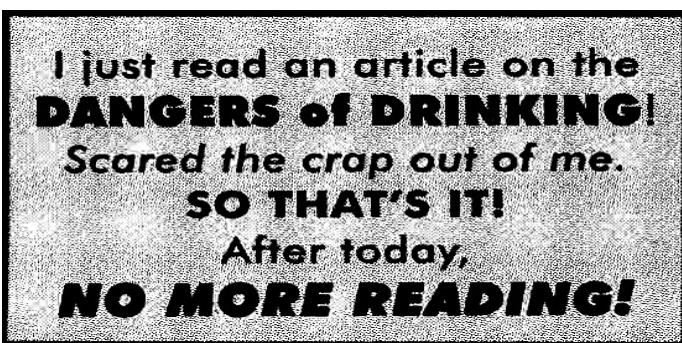
our guides and speeches from Bob Cabana, various astronauts, and also the top honchos of SpaceX and Blue Origin who are developing space ships and using the Cape's launch facilities. In fact, Blue Origin is designing AND building them at the cape. On Saturday after the tour with the astronauts and the visitor center was closed we had a cocktail party on the balcony facing the shuttle hanging from the ceiling. Then, after the cocktail party we had dinner with more speeches under the shuttle on the ground floor. This is the second time I've attended this event and will do it again. Al Worden, who flew Apollo 15 to the moon, is a QB and one of the organizers.

What made this occasion so special is that I met up with one of my favorite copilots from way back when. I hadn't seen Dan Petrovitch for years, but we met up for this adventure. He hadn't changed a bit and we had as much fun as we did when we flew together. I'll tell you what... If you don't know Dan (now a Captain) you've missed a lot. I feel very fortunate that I've flown with the whole family. I crewed for Dan's dad, Ed on the DC-8 and his brother also flew copilot for me on the B-727. They are a great flying United family.

Last June Bob Langevin visited us and we went to Rich McMakin's Cleveland Crazies "Summer Do." It was such a great party he is coming back again. Also, Drew and Ann Steidinger are coming in for the party and will stay with us so it will be a GR8 weekend all around! That party is a real happening and what's special is some of the Cleveland Crazies who have moved away come back in town for it.

This year marks our 55th Wedding Anniversary. How lucky can one man be! JoAnn backed me against all odds making great sacrifices and encouraging me to apply to United. I had Cancer as a kid and was 4F for the military, but it had been over 5 years previous and I was considered cured. When I applied I had a Private Pilot's license and an Aeronautical Engineering Degree with airframe and powerplant experience, so I applied for the "Pilot Advance Acceptance Program" at United. To make a long story short, after FAA and UAL physicals, the infamous "Stanine" and aptitude tests and interviews for 6 months, I was hired.

Life is good! But it's even better with all the effort put forth by the RUPA volunteers. You guys are very much appreciated- THANKS! – *John*



RICHARD ROBERTS—Belfair, WA
Molly and I are still living in our retirement home on the water near Belfair, WA. We are in good health and are in our late 80s now. We are here May thru Oct. then spend the winter in our small home in Chandler AZ.

Our oldest son is a teacher and lives next door in Belfair, takes care of our home when we are gone. Two of our daughters work for Costco, one for Zillow, and one of our kids went astray and flies for American. He lives in AZ and takes care of or home there when we are in Belfair.

I am forever amazed at some of the things you retirees do. Molly and I had a Mooney for a while then an Aztec, but that was a few years ago. We did some traveling for a while. Europe and Australia and New Zealand, but I have become a stick in the mud and Molly can't get me on an airplane now. I really dislike being treated like a second-class citizen by TSA and the airlines. I would rather sit on the deck, drink beer, watch the sea life, and listen to jazz or the Mariners. I keep saying I will go to a Gooney Bird meeting but either forget or think about the traffic and stay home. My bad because they are a great group of guys.

If you get down our way stop by. The beer is usually cold and I promise to laugh at all your jokes and not talk too much.

Thank you for the *RUPANEWS*. It is a highlight and read cover to cover when it comes.
May the wind be at your back and the WX CAVU.

DICK RUSSELL—Port Orange, FL
My annual letter which appeared in the *RUPANEWS* generated responses from two retired captains and both mentioned lung scarring. Two local pilot friends have recently passed away with pulmonary problems and it is my belief that more pilots and probably flight attendants may be affected. We rarely know the cause of death of our fellow crewmembers and if known we may find others have the same problem.

Each year, I get an invitation to attend the annual ALPA Air Safety Forum to welcome the new Air Safety awardee. Because of my situation, I sent my regrets in an email telling them that I would be unable to attend this year and the reason. In about 30 minutes I received a call from Captain Joe DePete, ALPA VP Air Safety. He told me that ALPA and

IFALPA are aware of the bleed air contamination problem. I got the impression that, although the problem is known, not much is being done to correct it.

The B-727s are gone but I can recall that just passing through the rear air-stair exit exposed many of us to the strong smell of hydraulic fluid. Once the lungs are damaged there is no cure nor remedy to fix this problem. Flight crews are exposed to bleed air fumes from the pressurization system and it is possible we all should expect to have problems as we age. I don't know if the incoming air could be filtered or if there is any solution to keep this poison from those who spend long periods breathing this obviously contaminated air. *Dick*

CURT SIMPSON--Port Orange, FL
Again, this past year has been very good and healthy for us (number fourteen since my last B-747-400 trip and number four since my last NetJets Cessna Citation flight). Nancy and I celebrated our fourth anniversary in May and I'm happy to report that all of our children and grandchildren are busy, well, and happy.

As usual, we made several flights north in our Bonanza last summer which included a July 4th visit to Mackinaw Island, MI, to vacation with Nancy's daughter, Julie, and family. Then a short flight to friends who own an island in Ontario, Canada. We also got to see my son, Ted, and his wife in Grand Rapids on another trip that included my 55th high school reunion in Oberlin, Ohio. One other notable flight was to Bloomington, IN to escape our early September hurricane. Fortunately, we had no damage to the house.

We left the airplane at home for our trip in October to Seattle see my daughter, Nicole, and family and on to San Francisco where my sister lives. We used the 20% employee discount and it was good we did as the flights were all oversold.

There likely won't be quite as much traveling this summer, as I have had total knee replacements in both knees. One was done in February and the other in mid-May. Recovery has gone fairly smoothly, but I'm told that it will be six months or so for full recovery. It wasn't as bad I had imagined, but I'm glad it's behind me.

I think that this letter is a month late (sorry), but at least the dues have been paid on time on line. As

always, thanks to all for the tremendous job you do in getting the *RUPANEWS* out each month.

Curt(EWR, CLE, ORD, LAX--1967-2004 UAL)
(MCO 2004-2014 NetJets)

BERNALD 'BS' SMITH—Fremont, CA
Folks, where were you all? We just returned from the RUPA Paris/Normandy River Cruise and there were less than 30 in our group. But I think it went well.

Omniworld's onboard staff were all very excellent, responsive, being there when needed, helpful to me and service without complaint.

I realize my UAL financial retirement is different from later retirees since I didn't get hit with any reductions, but I very much enjoy being with the RUPA group travel and look forward hopefully to being around for the next one. I got to meet up with some new UAL folks and heard some incredible stories. What UAL folks had done and are doing makes for more than just sitting around, telling lies to each other!

I would be remiss if I didn't tell you that walking into the USA Normandy Beaches remembrance building and site was an emotional experience for me, nearly the anniversary of the same day I graduated from high school to go on active duty with the US Navy, realizing what all those folks had gone thru oh those many years ago and the loss of not just them but all their unborn heirs because they were not alive to marry and procreate. It's unquestionably a sacred place. The walk from the building to the grave sites was just too much for me even with my 2 canes so I just got to the overlook near the foot of the steps up to the graves, which was awesome enough in itself looking down that very steep, long hill to the beaches.

I had a private driver who took me and my friend Patsy to the Canadian gravesite where the crosses were much more accessible for me so I got to see those seemingly endless lines of gravesites. They have planted the rows of crosses with small bushes and flowers between each cross which greatly enhances the site. Our driver also took us right to the edge of the Omaha and Utah beaches so my friend could get out and walk onto the beach rocks but not the sand since it was high tide. Normandy is overwhelming!

Thanks to Rich Bouska and Jerry Poulin for putting

Paris/Normandy/Paris together.

BS, '55-'93 SEA, SFO, LAX, SFO, TK, SFO/TK, SFO, SEA, SFO, LAX, SFO

IN MEMORIAM

JOHN JAY CHYLE

John Jay Chyle, 85, passed away May 12, 2018 in Jenner, CA after a valiant long-term battle with cancer.

John was born in Milwaukee, WI September 19, 1932. After graduating from University of Wisconsin-Madison in geology, he studied at the University of Arizona-Tucson to obtain a master's in Architecture. He served in the US Airforce and the Reserve as a fighter pilot on the F-86 and the F-100. His first career was in civil engineering, but he missed flying so much that he joined United in 1967 and retired in 1996.

The outdoors and adventure were John's major passions. He loved to travel where he could pursue both. He was a natural jock, an avid tennis player and collector of rocks.

John is survived by his wife of 35 years, Lena Warness Chyle, three daughters, four grandchildren and one great-granddaughter.



PHILLIP RONSTADT DAVIS

Phillip Ronstadt Davis was born on January 30th, 1930, and flew home on January 18th, just shy of his 88th Birthday.

Phil joined United in 1956 and retired in 1990 on the 747 after a 33-year career. He had a passion for flying which lasted throughout his life. When Phil was a young boy, the flight of airplanes was still so new and exciting that airports were found everywhere throughout Los Angeles. On weekends his parents would park at the LA Airport and watch the planes land and take off. This fueled his extreme interest in mechanics as well as his fascination with flight. He would spend hours building model planes and gliders and for a period of time, he even owned and bred homing pigeons which he competed in flight races. Although Phil was raised around financial hardship, and having very little, his passionate



spirit and intelligent mind molded and shaped his adult life to be continuously filled with the freedom of flight.

He attended college briefly before being drafted into the Army. Upon returning from the Korean war, he used his GI bill to become a licensed A+E Mechanic and landed a job at Whiteman airport where he worked as a mechanic and later received his private license to fly. His first passenger after being handed his license, was a young lady by the name of Shirley J. Nance who would soon become the love of his life. He married Shirley in 1955 and spent the next 62 years by her side. Phil continued at Whiteman airport as a flight instructor until being hired by United.

In 1961 he moved to the small town of Thousand Oaks where he built a house and raised his four children, commuting to LAX airport. Phil's down time was filled with his many hobbies such as fishing, running, and golfing but most of his time was spent with the vehicles that gave him flight. He decided to purchase a project: a Luscombe taildragger, his first private plane, and completely rebuilt it in his driveway. After logging many hours in it he decided to sell it and move on to other planes. Over the years, he owned a 6-seater Baron Beechcraft, a Cessna 152 and 182, and a Ryan PT-22. He even had a Skybolt biplane kit which he was building in his garage.

After Phil retired, he kept his Cessna 182 and moved to the town of Llano, CA. Phil continued to fly his Cessna over the years, often giving friends and family sightseeing flights. He and Shirley, traveled across the United States in their motorhome enjoying all his favorite fishing spots. Most years, in the spring, they would drive up through Oregon, Washington, Canada and into Alaska for Salmon fishing. In the fall they would head back down and over to Fish Lake, Utah just in time for the trees to be turning and fished for trout.

In Recent years Phil sold his airplane and house in Llano and they moved back closer to family where he spent the last of his days in Camarillo, close enough to the airport to see the planes fly over and, on occasion, attend an airshow.

Phil was a gifted aviator, voracious reader, loved new technology, talented photographer, excellent bowler, lover of nature and all dogs, barbershop singer, and in his mind a scratch Golfer but most of

all, he loved to fly.

Phil is survived by his wife, Shirley, four children, seven grandchildren and one great, grandchild. He was the rock of his family, a devout Catholic, who lived his life to the fullest. Phil was deeply loved and will be forever missed.

CHARLES H. MELBOURN

Charles H. Melbourn, 80, died May 5, after a long battle with prostate cancer. He was born on November 11, 1937 in Perth Amboy, NJ. He was known to his airline friends as "Chuck" and to his family and others as "Herb."

Herb graduated Perth Amboy High School in 1955 and Franklin & Marshall College, Lancaster PA, in 1959. Upon graduation, he was commissioned in the US Air Force and earned his pilot wings in 1961. After being discharged in 1965 he was hired by United and retired in 1997.

After retirement, he spent his summers in Bridgewater, NJ, but Herb and his wife, Linda, moved to Jonathan's Landing in Jupiter, FL, where he was active in Jonathan's Landing Golf, Book Clubs, and was the President of West Bay and Hidden Cove neighborhoods. In Bridgewater, 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.

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

RUSSELL T. WILLIAMS

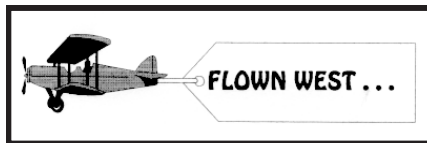
Russell T. Williams, 77, flew west on May 15, 2018 after a losing battle with Alzheimer's. He was born in St. Louis, MO. 24 July, 1940.

Russell attended Wisconsin University on a ROTC scholarship and was commissioned an Ensign in the United States Navy on June 6, 1962. His duty stations included Argentina, Newfoundland and Barbers Point, Hawaii. He had a tour of duty to Viet Nam.

Russ joined United Airlines in 1967 and retired in 2000 after 33 years.

He is survived by his wife of 56 years, Barbara Sue, 2 sons and 6 grandchildren.

In Lieu of flowers, a contribution to the Alzheimer's foundation would be appreciated.



Eric D. "Rick" Blake	Feb. 21, 2018
John Jay Chyle	May 12, 2018
*David T. Connelly, Jr.	Jun. 03, 2018
*Donn F. Foreman	May 21, 2018
*Herb Jellander	Jun. 05, 2018
Charles "C.B." Leeser, Jr.	May 21, 2018
Ronald O. Locken	May 29, 2018
Charles H. Melbourn	May 05, 2018
Russell T. Williams	May 15, 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)

July, 2018 Edition

From:

RUPA
P.O. Box 757
Stowe, VT 05672-0757



\$25 Subscription—**Check Renewal Date on Label**

To:

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*—psfoman@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