
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Letter	Page 3	Articles	Page 14-39
Vice President's Letter	Page 4	Letters	Page 40-45
About the Cover	Page 4	In Memoriam	Page 46
Local Reports	Page 4-13	Calendar	Page 48

— 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 Dyergtdtahoe@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...ekwj@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

Hello all RUPArians-I hope everyone is having a great summer, and that this finds you well.

The first thing I want to report on is that a current UAL Local Council officer gave me a call wanting to discuss ways in which we can support each other. That was a breath of fresh air, to say the least. He was surprisingly aware of what was done to retirees regarding pass travel boarding priority. I had to fill him in on some of the details of our pension termination, including who the real players were back then. He already knew quite a bit about it, though. He reads the RUPANEWS and is quite impressed. I'll update this as we work together on issues we face.

We've had quite a number of active pilots join our ranks this year, which I've noted before, and many of them say it's because they enjoy reading the RUPANEWS. So...another huge thank you to Cleve Spring, our editor. If you didn't read his article in the July issue, he will be setting the brakes on that job in the not-too-distant future, so we need to find someone who's willing to take over for him, maybe even two people to divide the effort. Please contact one of us officers if you're interested in giving back to your fellow retired pilots by continuing Cleve's work.

Pat Palazzolo has written terrific articles about pass travel, and he works with RAFA's (Retired Association of Flight Attendants) Kirk Moore to get as much information to our respective members as they can.

Cort de Peyster continues to add to the RUPA Facebook page he created, and the number of members using it keeps growing. At the same time, Jon Rowbottom has made several great improvements to our website, www.rupa.org. The new "History" tab has only one article right now, so if you have something you think has significance to our group, send it to one of us and it just may get added. Use the website. It's for all of you, and where you can find contact info for all the officers, as well as the local area reps. There's even a RUPANEWS Archive where old issues can be found, if they're three months old or older. If you have any requests and/or suggestions, contact one of us.

Welcome to our newest members, thirteen new and one returning!

Capt. Bill Loeffler (DEN) Seneca, SC Capt. Phil Irwin (SFO) Parker, CO
Capt. Jan Kind (SFO) Henderson, NV Mike Moreland (EWR) Breezy Point, MN
Capt. Dave Mandolini (DEN) Castle Rock, CO Capt. Dean Chantiles (LAX) Palm Springs, CA
Capt. Jeff Spolarich (ORD) Williams Bay, WI Capt. Ron Geer (SFO) Stanwood, WA
Capt. Bob Christensen (SFO) Eagle, ID Joe Gentile (SFO) La Quinta, CA
Capt. Phil Bethards (DCA) Isle of Palm, SC Capt. Randy Trujillo (LAX) Sedalia, CO
Capt. Tim Albert (LAX) Palm Springs, CA

Welcome back to Capt. John LeRoy (ORD) Pensacola, FL

Take care everyone. *Bob*

How to pay your RUPA dues

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

Or send your check to:

RUPA
PO Box 757
Stowe, VT 05672-0757

About the Cover

An Airbus A330-200 is landing, I don't know where.

Vice President's Letter

I trust all RUPA members are having a great summer. It is that time of year that most people are traveling, enjoying backyard barbecues, attending July 4th celebrations, attending sporting events, enjoying family and the list goes on. It is in that vein that I am happy to report that United is starting to offer access to flight status information for all Star Alliance member flights within the United app and through Google Home and Amazon Alexa. This will assist us in making travel determinations and final arrangements. Travel during the summer months can be daunting. As shared by the UA HR department, it is helpful to join United's Mileage Plus program, review pass travel attire, purchase tickets ahead of time for travel beyond the United network, and, of course, arrive early and anticipate long TSA security lines. Michelle Prichard of UA HR reports that in April, 82% of pass riders who listed for a flight and checked in were awarded a seat. So, our customer service agents are working very hard for us and we appreciate their actions. I am very happy to report that United is now offering seasonal service to Zurich from San Francisco and will resume service from Guam to Narita.

Someday, I may write a summary to my family of the wonderful people I have met both in the aviation community and some of my associations I have had throughout my life. One prime example of such was meeting the daughter of a gentleman, Clinton A. Burrows, who attended flight school with Charles Lindbergh. Mr. Burrows knew Charles Lindbergh very well and, needless to say, I was very impressed with their association. I am sure most of you have met many influential people in your life which could also be documented. It is these type of missives that would be appreciated to be forwarded to our news editor by our RUPA members that would be included in our *RUPANEWS*.

My best to you all and please have a continued wonderful summer. Still Flying High, *John Gorczyca*

Leesburg Breakfast Undergoing Renovation

Service at Brother Evans place has deteriorated and, just short of mutiny, it was determined to change venue. Gary Cook has made arrangement with IHOP.

Plan on First Friday, August 3rd, Leesburg Breakfast at IHOP in Leesburg, Virginia. Located in the shopping area with the Leesburg WalMart. 980 Edwards Ferry Road NE.

E.K. Williams

Attention Snowbirds

It has been brought to our attention that some of you are not aware that the Post Office will only forward magazines to your new address for 60 days. That is why you must notify John Rains, our Sec/Treasurer, when you head to your seasonal residents. Both your addresses are kept in our database, so it is easy for him to switch them. Please let him know by E-mail or by Snail Mail.

E-mail

rupasectr@rupa.org

Or mail to:

RUPA

PO Box 757

Stowe, VT 05672

SAC Valley Gold Wingers RUPA Luncheon

What a tremendous turnout today! We had all smiles and no frowns. I must admit that it is always the gold standard with our Goldwinger group. We could not be more pleased.



Left to right: John Gorczyca, Deb Leippe, Dave Leippe, (picture to the Right showing him with his distinguished raffle prize) Ken Ledwith, Herb Ermolik, Bill Authier, Kathy Lynch, Bob Lynch, Judy Zari, Andy Fossgreen, Gary Redmann, Steve McBride, Lori Muir, Ann Blalock, Jerry Blalock, Karl Winkelbrandt, Joni Cordova, Jeff Greco, Rod Violette, Marv Alexander, Rod Farley, Jan Farley, Jim Harty, Mary Harty, Lance Engeldinger, Sharon Gorczyca and not pictured Trudy Engeldinger.



My tidbits for discussion included and were not limited to the Jet Blue founder, David Neelman, is raising funds for a new low-cost carrier in 2020. NASA is awarding a contract to build a quieter supersonic aircraft that reduces a sonic boom to a gentle bump. I hope the technology can be developed for such a project. A couple United flights that are on the horizon include the 777 flying from GUM to NRT and seasonal service from SFO to Zurich. I could not pass up the opportunity to talk about jobs for our pilots who are not ready for the rocking chair. They include flying a SE Piper Mirage turbojet out of Denver, a Falcon 900 job out of Allentown, a Falcon simulator instructor out of Whippany, NJ and lastly XOJET pilot jobs available. DHS will now subject passengers to additional security to prohibit passengers from carrying powder-based substances greater than a soda can. So, be on the watch out for that. I briefed our group about Alliant Credit Union closing many of its branches.

I was able to visit our esteemed colleague, retired UAL pilot and friend, Ed Akin, in the hospital after his stroke. We are hoping for the best and can only have good thoughts for his recovery. You are welcome to send cards to his home. His wife, Linda, would greatly appreciate anything we do for him. He is one super person. Linda always brought eggs to our monthly raffle and it was always appreciated by all.

On June 14th, United began offering access to flight status information for all our Star Alliance partners. I think this will be a positive thing for anyone who travels space available.

We thank Lori Muir for developing and coordinating our new RUPA badges. They turned out extremely well and I have included a picture. Thank you, Lori!



For enjoyment as part of the retired community, I noticed many of our group take either river boat cruises or oceanic cruises. So, I provided a list of companies that offer inexpensive cruises. The list was not all inclusive and did not provide the most significant deals. But, I think, most were interested in my talk and many, including Steve McBride, gave their personal experiences of ocean and river cruises.

And lastly, "The airplane has unveiled for us the true face of the earth." by Antonine de Saint-Expupery. Enjoy your summer! Still Flying High Here, *John Gorczyca*

I think people my age are much older than me.

Greater Chicago Group RUPA Luncheon

Described by Bob Helfferich as a “Hot and Dusty Lunch,” we had a pretty cool crowd of forty-seven RUParians and guests show up with their appetites at Nick’s Pizza & Pub in Crystal Lake for our July Eating Meeting.



Not content with the hot weather in the Sunshine State, three of our guests---Bob Burns plus Burt and Suzi Olson---dropped in to “enjoy” much those same climate conditions on the sultry steppes of northern Illinois. It was nice to see some first-time attendees this month along with a couple folks who were there for their second RUPA lunches too. Terry Cubberley brought her guest Teri Kuhn, and Mike and Diane Webb were in attendance---Diane being President of the local RUAEA chapter, The Chicago Skyliners.

The full lunch roster listed: John Anderson, LeRoy & Eva Bair, Ken & Muriel Bergsma, Bob Burns, Mats Carenback, Norm Clemetsen, Terry Cubberley, Barry Davidson, Jim Downing, Carl Eberle, John Eddins, Walt & Jan Fink, Bruce Green, Bob Helfferich, Mike Hepperlen, Jim Higbea, Jim Huemann, Herb Hunter, Dick Kane, Jim Kehoe, Russ Kuhlen, Teri Kuhn, Chip Little, George & Jacquie Mathes, Bob McCormick, Jack Mumaw, Steen Munter, Howard & Marj Nelson, Burt & Suzi Olson, Tom Roskens, Ole Sindberg, Gene Stepanovic, Dave & Linda Strohm, Jim & Mary Jeanne Trosky, Gus Tuit, Ken Voelker, Mike & Diane Webb, and Tom Workerger.

Thanks, and a grateful tip of the RUPA hat to our server, Tammie, and to Nick’s manager Monica for handling the Loud Crowd with their usual efficiency and order. They had some serving help in the trenches too, whose names I unfortunately didn’t get, but whose efforts are deeply appreciated just the same.

Our next scheduled Greater Chicago Group luncheon will be held at Nick’s on Tuesday, November 13th, 2018---when we expect the weather to be---well, maybe cooler. RUPA members, active employees, spouses, significant others, and guests are more than welcome. Ye Olde Scribe, *Walt*



Williamsburg Patriots RUPA Luncheon

Three of our members met at Victoria’s restaurant in Williamsburg, VA at the usual time of 11am on the 2nd Saturday of July. The food was great but, as you can see the waiter was a little stiff.

L to R: Tom Galayda, Vic Shumaker and our fearless leader Jim Krasno. We are inviting other crew members i.e. Flight Attendants to join our group which normally runs about seven members. *Vic Shumaker*



Dana Point RUPA Luncheon

Trying a different approach to writing the monthly report for the Dana Point Group by asking for individual notes for the magazine. This was the response emailed to me after the lunch.

In attendance were: Ross “Rusty” Aimer, Cheryl and John Arp, Ron Dye, Bob Fuhrmann, Denny Giesea, Bill Rollins, Rico Santamaria (still active), Ted Simmons and Bill Stewart.

From Rusty Aimer: With an “extreme” OAT of 78F and a little humidity, the spoiled Southern Californians decided to move indoors to an air-conditioned part of the joint rather than roughing it outdoors. After all, most of us old farts have a tolerance level of 75F. Below which we freeze and above, we overheat!

Rico (who is still flying the 777 and will be bumping into the Dreamliner shortly) talked about the very small bathrooms on UAL’s new 737Max. The joke is that they are so small, you’d better make up your mind if you have to do #1 or #2, before you enter. If you change your mind, you won’t be able to turn around!

Bill Stewart talked about Howard Hughes and TWA Supper Connie’s. John Arp actually flew them and Rusty started the ground school at TWA but, half way through, he was moved over to the 707’s as TWA sold the last of them. Bill also mentioned that United actually lost a DC-8 for a few days, after the ferry crew parked it in the back of some hangar and went home without talking to anyone. Thank goodness for the Flight Tracker, these days.

We also talked about getting rid of our junk before our kids have to haul them into trash once we’re gone. Such as Rusty’s 707 Manuals and Denny’s two Navy P-3 Models. Brain Bags and shrunken uniforms, anybody?

Ted says he is getting too old and lazy to write this. So, the rest of you have to suffer with my terrible grammar and spelling!

From Bill Roland: Nothing much was talked about except idle chatter. I did mention a trip I flew to London that my wife was on. She was unable to get on my trip back to LAX and had to fly to EWR and then to LAX, and got home a couple of hours after I arrived. Like I said, nothing else but idle chatter and how we are losing our ability to remember things. I hope this helps a little.

From Rico Santamaria:(our associate member with 3 years to retirement). Here are some of the topics and conversations that I can recall.

We talked about having to leave dependents behind while working a trip. I shared my recent experience pushing back and leaving the wife and daughter at the gate in HNL. Bob recalled having to leave his wife in Tokyo. Both stories had happy endings with alternate travels plans working well.

We all chuckled at Ron Dye’s story of being on probation and sneaking into a 747 to take a peek at the cockpit. He went the jetbridge stairs, entered the cabin, moved towards the front, opened the door and walked right into the forward closet.

The group talked about home solar panels and batteries. I told them that I had a home battery put in my house. A week later the unit malfunctioned, causing one home circuit to go to 240v and frying my wife’s electronic bidet. She wasn’t happy about having to wipe her behind manually again.

Told the guys I was going to 787 school in August due to the closure of the LAX 777 base. Said I’d see them again September.

From Ted: As you can see, this allows more folks to participate in the magazine and helps me a lot! We’ll try this for a while and see how everyone likes it!!! Cheers, *Ted*

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

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

rupasectr@rupa.org

The Big Island Stargazers RUPA Luncheon

We enjoyed a nice turnout for our June luncheon in Kailua-Kona and extended a warm welcome to this scribe's brother, Richard (retired American Airlines), and his son, Michael.



L to R: Bill & Linda Hayes, Jon & June Boucher, Walt Wells, Michael Morley, Linda Morley-Wells, Richard Morley, Gerry & Joan Baldwin and Don Diedrick.

Richard and Bill Hayes had a great time talking about their flying careers with the USMC, while those of us living on the leeward side were a tad envious to hear about the nice air quality on the windward side. We criticized Madame Pele and her on-going lava flow and hope that it will soon subside.

On a positive note, our local cruise ship reinstated its weekly stops in Hilo and Kona, which helps the island's economy. Not helping the economy is the overall drop in tourism, evident by the fact that many of our members have been flying in first class to and from the mainland.

If you are in town on the third Thursday of the month, please join us at The Fish Hopper for excellent island food, libations and comradery. *Linda Morley-Wells*, Scribe

The Monterey Peninsula RUPA Lunch Bunch

Luckily the 100-degree days were a few days before our RUPA lunch on July 11th. Fog was back along the coast helping to cool down the valleys making for a comfortable day at Quail Lodge.

Those enjoying our table at Edgar's were: Diane Ellis, Brett Morris, Lee and Nancy Casey, Sunee Jines, Bob and Cindy Benzies, Carlos Quintana, Jack Cowles, Diane Emerson, our hosts Pete and Donna Walmsley, and yours truly.

We talk briefly about Alliant Credit Union (formerly the United Credit Union before bankruptcy) closing their offices all around the United system. It will certainly be inconvenient for working employees and retirees.

Pete and Donna shared photos of their recent cruise on Regent and highly recommend the cruise line! The weather was perfect, unusual for June, catching the cruise at Rotterdam for a 12-day cruise. Pete used the 20% discount for air travel on B-777s.



In and out-of-town golfers – September 12th is our annual RUPA Golf Tournament at Quail Lodge, Carmel Valley. Contact Pete directly for details and reservations at 831 624-7786.

Thank you all for RSVPing! Next lunch is August 8th at Edgar's. Always, RSVP by noon the Tuesday before.

Happy lazy hazy days of summer! *Phyllis Cleveland*

"Live your life and forget your age."

Cleveland Crazies RUPA Summer Do

On a perfect warm summer day on the North Coast the Cleveland Crazies gathered at the beautiful home of Carol and Rich McMakin for our Summer Do. Everyone brought something to share for dinner and Rich provided his wonderful grilled brats. The talk was lively, the stories fun, and the dinner was excellent.

On August 25 Mary Serpentini is having a gathering at her home in Richfield, Ohio for all flight attendants and pilots. More information to come for event.



L to R top row: Vickie Getz, Joe Getz, Dick Sanders, Mary Lou Sanders, Dawn Lang, Bob Lang, Anne Steidinger, Dannie Cavallaro, Al Cavallaro, Monica and Jim Burrill.

Middle row: Phil Jach, Harvey Morris, Neil Bretthauer, Skip Irwin, Pat Morris, John Cusick, Bob Olsen, Dan Seiple, John Hochmann, John Pinter, Mike and Teri Holmberg, Len Chamberlain and Drew Steidinger.

Front row: Linda Jach, Vickie Bretthauer, Carol Cusick, Bev Seiple, JoAnn Pinter, Mary Serpentini, Isabelle Chamberlain, Sandy Ruggiero, Bob Langevin, Rich and Carol McMakin

In front of everyone is Peggy the dog. Cheers, *Phil Jach*

"Old Words And Phrases Remind Us Of The Way We Word"

Back in the olden days we had a lot of moxie. We'd put on our best bib and tucker and straighten up and fly right. Hubba-hubba! We'd cut a rug in some juke joint and then go necking and petting and smooching and spooning and billing and cooing and pitching woo in hot rods and jalopies in some passion pit or lovers' lane. Heavens to Betsy! Gee whillikers! Jumpin' Jehoshaphat! Holy moley! We were in like Flynn and living the life of Riley, and even a regular guy couldn't accuse us of being a knucklehead, a nincompoop or a pill. Not for all the tea in China!

San Francisco Bay-Siders' RUPA Luncheon

It was a beautiful summer day...maybe too beautiful to be cooped up in a restaurant. I can only blame the weather and the summer cruises for our rather light turnout. For those that did attend, there was plenty of lively conversation while watching the World Cup.



L to R: Larry and Pat Wright, Jeri Johnson, B.S. Smith, Bill Madsen and Gerry DeLisle.



L to R: Check Stamschror, Bob Norris, Jerry & Krista Terstiege, Rose and Cleve Spring.

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

The Columbia River Geezer's RUPA Luncheon

An outstanding summer's day found 5 Geezers at the Clackamas California Pizza Kitchen on July 11.

Present were: Bill Englund, Doug Howden, Walt Ramseur, Jake Jacobsen and Tony Passannante. Ron Blash sent his regrets that he was unable to make it account an overriding commitment.

This was a first time visit for Jake, always wonderful to see a new face at our get togethers. Jake spent the large majority of his career flying out of SEA.

We all enjoyed Doug and Walt sharing their memories about USAF pilot training, circa 1951. Interestingly, Walt went through as a serving Officer account his having flown in the USAAF as a B-24 Navigator assigned to the 13th AF (Far East) during WWII's last year!

This segued into comparing the training in days of yore and how it dramatically evolved onto what we have today. Then the usual humorous anecdotes circulated around the table, including hard landings we and others may (or may not have) made or witnessed over the years and the very often funny ways in which they were, ummm, debriefed.

There was even mention of a rumor regarding one of our members parking at the wrong gate at ORD, which the powers that be apparently did not find particularly amusing.....well, excuuuuuse me! Speaking in defense of this anonymous and errant aviator, I mean, really, "E6, F6", how much difference could one lousy

letter make? And besides, the heck with 'em if they can't take a joke! And that's assuming that this actually happened.....

We adjourned at roughly 1300 in "one's and two's", and look forward to our next luncheon on August 8, 2018, at 1100 hours, at the Clackamas Center California Pizza Kitchen, Clackamas, OR, Sunnyside Road exit off

I-205. Remember, drop-ins always welcome! *Tony Passannante & Ron Blash*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Cheers to all in the land of RUPA from Southern Oregon. Yup, summer's here. Warm and getting warmer...a far cry from our winter months and well received along with the clear sky. Beautiful time of the year.



L to R seated: Leeann and Steve Fusco, Walt Ramseur, Cheryl Jaeger, Harvey Saylor, 'Tiny' Chris Keasbey (Banjo Bob's little boy), 'Banjo' Bob Keasbey and Scot Lee.

L to R standing: Bob and Marty Niccolls and Jim Jaeger.

Busy and fun this month with several of us venturing on the local Water Commission tour. We here in the Rogue Valley are really fortunate in having a wonderful, abundant and pure source of water....springs in the high mountains that have, since 1927, provided the valley with a pure treasure. Really interesting day.

Also, this month, we were most fortunate in having Walt Ramseur join us at our gathering. A quick check in my log showed Walt the Capt., I the F/O on a -61 in 1972 SFO-EWR....now where the h--- did all those years go? And so quickly! Really nice to see him and have him with our group.

Oh, a funny thing on our pic this month. The Pony got rather busy and all the help were occupied so I asked a young lady standing in line to take the pic. She agreed and in hearing it was a group of old United pilots asked if any of us knew Phyllis Cleveland. Several knew of, all knew her....whereupon 'Susan' said Phyllis was her great and dear friend. So Phyllis, if you ever get to Medford and visit Susan, do plan the trip to include a stop with the Intrepids at the Pony in Jacksonville...third Thursday of any month!!!! A really good time with stories, tall tales and abundant laughs.... Our thanks to Walt for stopping by..been too long...come back! Cheers, *Bob*

WHEN INSULTS HAD CLASS

"I am enclosing two tickets to the first night of my new play; bring a friend, if you have one."
- George Bernard Shaw to Winston Churchill.

"Cannot possibly attend first night, will attend second, if there is one."

Winston Churchill, in response.

Seattle Gooney Birds RUPA Luncheon

Our June Gooney Bird turnout was a little smaller, but no less enthusiastic in the amount of stories told. These meetings are not just social but have a distinct historical quality. Where else would we learn that one of our number served on flying boats in the Aleutians during WWII (see “The Thousand Mile War” by Garfield). Another Gooney’s first UAL checkout was on the DC-3. Along with the always prepared Herb Marks’ good jokes, we also learned of a Convair that threw a jug through the engine cowling. We were happy to welcome new GBs -- Scott Baumann and Ron & Rachel Geer.



Dave Carver Rachel Geer, Maureen Hurst, Kathy Black



L to R: Ron Geer, Rich Hurst, Scott Bauman, Jim Barber, Alan Black, Chuck Westpfahl, Bob Reid, Herb Marks, Bud Grandly, Denney Narog, Bill Stoneman, Bill Brett. ~*Alan Black*

NY Skyscrapers: 2018 Spring luncheon Summary



Front: Glynda and Jack Hill, Mike Perry, and Lyn Wordell.
Rear: Linda and John Stewart, and Ray Bernosky

1. PHOTOS: Here's the link to our photo album for the luncheon: goo.gl/8G1teM

Click on a photo to enlarge it, and then move through the photos by clicking on the small white arrows to the right of the middle of the photo. If you don't recognize somebody, names are in small print at the bottom of each enlarged photo.

Luncheon attendees: Howie Aronson, Bob Beavis, Ray Bernosky, Roger Bjornberg, Dick Bromwich, JJ Cunningham, Frank Decker and Shellie Roth, Ron Denk, Wayne Erb, Ray Furlan, Lou Garcia, Orie Good, Rich Granger, Sue Guletsky, Jim and Suzan Haeni, Pat Harben, Fred Harris, Jack and Glinda Talley Hill, Joe Kollar, Bruce Kutz, Jim Lattimer, Bob Lawson, Bob Olsen, Mike Perry, Jim Pifer, Tom Purrington + Nancy Daniel, Dave Redfield, Lou Schueler, Irv Soble, and son Lee, Pete Sofman, John and Linda Stewart, Mark Strasfeld, Ann and Jack Traeger, George Williams, and Lyn Wordell.

Those who sent Regrets: George Bleyle, Frank Calderaro, Bob Carey, Carl Carlsen, Carl Brown, Ray Cicola, Mike Dater, Chris DiPetrillo, Denise O'Flynn Donaghy, Drew and Connie Duerwald, Frank and June Ernst, Ken and Nancy Ernst, Bob Fiedler, Ray Foreback, Mike and Clare Gallagher, Ted Garrity, Jim Good, Fran Groff, Joe and Cherie Guccione, Barney Higgins, Joe Holub, Doug Horne, Dave Hoyt, Chuck and Nancy Hughes, Marc Isabelle, Jack Jannarone, Pete Kohlsaas, Koop Koopmann, Jody Kraly, Harry and Jane Lloyd, Hank Lopez-Cepero, Barbara Maffeo, Tom Mannello, Mac and Janet McFarland, Nile Meling, Al Mitchell and daughter Susan, Denny Morell, Art and Shirley Mount, Rip Munger, Irene Nightingale Nettler, Dave Ormesher, Joan Palumbo, Ken and Kari Perkins, Pete Saeger, Laurie Reeves, Ed Sarkisian, Leon Scarbrough, Steve and Geri Scott, Mark Seal, Mike Severson, Neil and Joyce Solomon, Gordon Spooner, Tony and Kathy Statuto, Dick and Clare Strickland, Al Swanson, Jack and Ann Traeger, Ron Tsolis, Al Venskus, and Woody Woodworth.

Next luncheon will be on October 11, 2018

Photo albums from previous luncheons: <https://sites.google.com/view/nyskyscrapers/home>

Pete Sofman, Luncheon Coordinator: psofman@gmail.com 203-322-0724

San Francisco East Bay Ruperian's Luncheon

We had a small but entertaining luncheon at Primavera in San Ramon. Our fearless leader Rich Bouska and his wife Georgia are out globe-trotting this month.



L to R: Lee and Shirley Francis, Grant Adams, Neil Dahlstrom, B.S. Smith

Grant Adams, feeling much better, brought me a nice Navy Blue tie with "Wings of Gold" on it, a nice Christmas gift from a friend who thought he was a Marine. Grant says, "USAF, I just act like a Marine."

Lee and Shirley Francis confided they are both descendants of UAL employees. Many interesting stories.

Bernald Smith and the Bouska's returned from the RUPA River Cruise and Bernald gave a positive report. He also mentioned the possibility of the next RUPA gathering at the Dayton Museum.

Next luncheon at Primavera, San Ramon, 2nd Wednesday August 8th at 1 PM. 'Til then...*Neil*

United's CEO admits the airline had an unhealthy obsession with rules

By Oliver Staley/QUARTZ



In the airline industry's pitched battle for passengers, on-time arrivals became the essential metric by which they competed. Because nothing was more important to customers than dependability, airlines developed rules and procedures that emphasized ruthless efficiency, said United CEO Oscar Munoz. That misplaced emphasis, he said, led to last year's notorious dragging episode, in which United forcibly removed an overbooked passenger. It also could create a toxic work environment for United's employees who are forced to prioritize efficiency over their care for customers, Munoz said on an on-stage interview at the annual Society of Human Resources Managers (SHRM) conference in Chicago today.

Asked by Johnny Taylor, SHRM's president and CEO, about how to manage the 10% of employees of an organization who always seem disgruntled, Munoz said it's important to understand why they're unhappy. He described a gate agent who, after more than 20 years with the airline, had become angry and unmotivated. In a meeting with other employees and Munoz, the gate agent discussed an incident involving a passenger who suffered a heart attack on the jetway waiting to board a plane. When the gate agent reported the medical emergency to United's zone controller, who had the responsibility for getting flights to depart on time, he was asked if the heart attack victim was preventing the plane from leaving on time. "That, ladies and gentlemen, was not a caring thought," Munoz said.

In the aftermath of the public relations catastrophe that followed the violent deplaning of David Dao last April, United has reordered its priorities, Munoz said. In the companies' "core four" principles, "caring" now follows only safety, and comes before efficiency and dependability. When dealing with passengers, "the answer can't always be 'no'," Munoz said. "We let rules and procedures get in the way of our people."

It's far easier, of course, to announce a reordering of priorities than it is to engrain it as policy in 130,000 employees and contractors, Munoz acknowledged. United's veteran workforce was particularly weary—having endured mergers, a bankruptcy, and industry convulsions—and some were hard to reach. Munoz says the new policies empower employees to care for customers, but ultimately the proof will come when the airline chooses to put the needs of a passenger over getting a plane to take off on time.

united.com gets more personal



Our united.com homepage is getting some big customer enhancements. On July 12, we announced the launch of the new site, which will offer a more modern, user-friendly design, allowing customers and employees a more personalized digital experience.

"Each one of our customers is unique and has different needs for his or her travel, and personalizing our digital offerings is just another step toward giving our customers the experience and the products that they ask for," said Digital Products and Analytics VP Praveen Sharma. "Our goal with this new homepage is to provide

customers with a more seamless experience."

The new website will provide personalized content based on the customer's MileagePlus status as well as upcoming, current or prior trips. It will also include a new display that will be fully responsive for optimal viewing on desktop and mobile devices. Later this year, the site will include a travel section that will provide customers with curated content from destinations United serves.

We began rolling out the new homepage in April and continued expanding it to more users while we added more functionality throughout the phased rollout. The site will be live to all customers in early August.

These efforts are part of our commitment to improve our customers' travel experience through every step of their journey. Earlier this year, we updated our mobile website, adding a more optimized display, additional flexibility to adjust flights throughout the site, Japanese language translations and more.

Our new homepage will also appear on our mobile website, creating a more seamless experience when customers are managing travel and bookings across multiple devices.

United puts \$1 million of profits to good use helping foster youth



With a \$1 million grant from United Airlines, First Place for Youth will dramatically expand its reach, moving more high-risk foster youth 16 to 24 years old from homelessness into safe, affordable apartments and giving them the skills they need to compete in the job market and to realize long-term self-sufficiency. The Los Angeles nonprofit will be able to enroll more young people in academically rigorous linked learning programs that result in industry-recognized certificates that can lead to a living-wage career.

United Airlines announced a \$1 million grant to First Place for Youth in support of their My First Place program. The four-year investment will enable First Place to expand wraparound support services to 50 percent more foster youth in the region. First Place will strengthen career-focused programming and provide the tools to help secure meaningful employment and increase lifetime earning potential for Angeleno foster youth.

“As California’s global airline, United cares deeply about investing in the state’s future,” said United’s President of California Janet Lamkin. “Los Angeles County is home to one-third of California’s foster youth and we are proud to help First Place target growth in high-needs areas of the community, like South Los Angeles, and help ensure California’s youth have increased access to high-quality programs that lead to employment in a wide variety of fields, including aviation.”

“Everyone deserves access to the opportunity to earn a paycheck and succeed, especially our most vulnerable young people,” said Los Angeles Mayor Eric Garcetti. “Through our HIRE LA’s Youth program, partners like United Airlines and First Place For Youth are helping our young people find jobs, start careers, and realize their dreams.”

Over the next four years, United’s investment in the My First Place program will help First Place for Youth provide Los Angeles’ foster youth with safe, stable housing, individualized education and employment counseling and healthy living support services. United will work hand-in-hand with the local organization and engage with city and community leadership to create profound, sustainable advancements for the city’s foster youth population.

“We are so grateful for the incredible generosity of United Airlines as they expand their impact in Los Angeles. With this investment, First Place will support more than 650 young people who grew up in foster care, helping them move into their first apartment, make progress in school, and secure jobs that lead to living-wage careers. We believe that all young people deserve the opportunity to achieve their full potential in life,” said Hellen Hong, Interim CEO and Chief Regional Office at First Place for Youth.

This announcement is the fifth 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.

United announces \$1 million grant in National Capital Region



United Airlines announced a \$1 million grant to the Year Up National Capital Region to provide professional skills and transportation resources to the students in the program. The announcement represents United’s commitment to invest in and lift up the communities where many of its customers and employees live and work.

At its Washington Dulles hub, United shared that it will work with the nonprofit organization Year Up to help close the “Opportunity Divide,” specifically addressing the main barriers to the organization’s program

participants in the capital region: transportation and examination fees. By providing needed stipends and shuttle transportation from Year Up locations to internships and training opportunities in the region that would be difficult to reach without a personal vehicle, this grant will enable Year Up to provide motivated and talented young adults with technical and professional skills training to achieve upward economic mobility and access to meaningful careers within one year.

“Lifting up communities to provide a better life for our fellow citizens and brighter future for all people is at the heart of what we do at United to give back, which is why this partnership is fitting,” said Sharon Grant, United Vice President of Community Affairs. “We are proud to provide the resources Year Up needs in securing a brighter future for youth in the National Capital Region.”

“More than 40 percent of our young adults face transportation challenges, and this grant will allow us to provide more transportation resources at all stages of the program, as well as deepen other student services support,” said Guylaine Saint Juste, Executive Director of Year Up National Capital Region. “The generous grant from United Airlines will be able provide our students with more resources and remove barriers to their success.”

Nearly 100 United Airlines employees based at Washington Dulles and Year Up students from around the region attended the \$1 million event. Following the announcement, Year Up students paired up with United employees for one-on-one mentoring, career coaching and a tour of the airfield and a 767 aircraft.

“The United Dulles hub has a long history of helping the communities we serve. The announcement underscores the importance of taking the lead to partner with local organizations like Year Up to make a meaningful impact in the region,” said Omar Idris, Managing Director, United’s Washington Dulles hub. “We hope that our efforts to immerse students into the airline industry will encourage and motivate them to dream big.”

The event is the third in a series of announcements United is making in all of its domestic hub markets over the coming weeks. Each grant is part of a total of \$8 million in grants to help address pressing issues identified by local leadership in each of its domestic hub market communities – Washington, D.C., Chicago, Denver, Houston, Los Angeles, San Francisco and Newark/New York. 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 New York/New Jersey; Denver; Los Angeles and San Francisco.

Automated screen lanes debut at IAH

The airport experience is now twice as nice for our customers traveling through IAH. Not only did we officially open the newest United Polaris lounge at IAH in June, but, in partnership with the TSA, we also opened automated security lanes at the hub.

The state-of-the-art automated screening lanes debuted in IAH’s Terminal E, where we hosted a ribbon-cutting ceremony on June 28 with representatives from United, TSA and the Houston Airport System. There was much to celebrate, because the lanes will make the airport screening process more efficient and more convenient for our customers – improving TSA screening time by as much as 30 percent.



“Installation of the four new automated screening lanes allows our international connecting customers a dependable and efficient security experience as they continue to their connecting flights,” said Global Operations Strategy, Planning and Design VP Sarah Murphy. “The quicker process at the security checkpoint will help de-stress customers and improve their overall travel experience with us.”

The new lanes will enable up to three customers to fill their individual bins simultaneously and move through the screening process more quickly, even if TSA agents need to perform additional screening on a customer farther ahead in the queue. The lanes also use a parallel conveyor system that automatically returns empty bins to the front of the queue.

The introduction of this technology demonstrates another investment aligned with our core4, as we continuously expand our efforts to ensure we provide a safe, caring, dependable and efficient experience for our customers.

We now have automated security lanes at four locations -- EWR, LAX, ORD and IAH. As we continue to develop a consistent experience across our hubs, we are also currently investing in automated security lanes at SFO and DEN.

Never-before-seen: 100 years of RAF

By Juergen T Steinmetz

To mark the 100 anniversary of the Royal Air Force, Heathrow has released never seen before images of hangars, aircraft and engineers at what was formerly known as ‘Heath Row Aerodrome.’

The release celebrates what is set to be an historic day for the Royal Air Force as the service’s 100th anniversary celebrations come to a head across greater London. Up to 100 aircraft created a once-in-a-lifetime display across the skies of London and Heathrow, before exiting their formations and returning to base. The event is particularly special for Heathrow as the airport originated in 1929 as a small airfield, Great West Aerodrome, on land south-east of the hamlet of Heath Row from which the airport takes its name.



Development of Heathrow began in 1944 as a long-distance military aircraft base for the RAF, holding aircraft bound for the Far East. By the time the airfield was nearing completion, World War II had ended and the airport was no longer required as a defense base. Beginning with RAF roots, the government continued to develop Heathrow as a civil airport opening as London Airport in 1946 and was renamed Heathrow Airport in 1966.

Today, publisher St James’s House is also hosted a book presentation for the commemorative album that it has produced in association with the RAF100 Appeal, entitled 100 Years of the RAF. Heathrow has a double page in the book, sharing the rich history of Europe’s largest international airport, its connections to the royal family and the hubs vision for the future.

Tens of thousands of spectators filled the Royal Parks and the Mall as 100 RAF aircraft from the past century come together in a flypast over Buckingham Palace. Heathrow has worked closely with the RAF team as many of the aircraft flew directly over the airport, a nod to the origins of the UK’s only hub airport.

This was the first time since the Second World War victory celebrations of 1946 that such a vast number of aircraft gathered over London, and the event was the highlight of the RAF100 celebrations. Heathrow’s operations was paused for 20 minutes to manage the fly past.

Heathrow Chief Executive John Holland-Kaye, said: “Heathrow was proud to be part of this historic British event, and paused to pay our respects and reflect on our own RAF roots. The first aircraft to take off from Heathrow was a concerted Lancaster bomber called Starlight that flew to Buenos Aires, and thanks to RAF’s establishment, Heathrow is now a gateway to the world.”

Speaking about the event, Richard Freed, St James’s House CEO, said: “For the past six months, the RAF’s centenary celebrations have been in the public consciousness and building up to this momentous occasion. London came to a standstill for this flypast, and it is an honour for St James’s House to have worked on the RAF100 Appeal’s commemorative album to mark this occasion.”

The full collection of photographs from ‘Heath Row Aerodrome’ is on display at Heathrow’s archive – ‘Heathrow: The Journey’ – hosted by the University of West London.

U.S. flight attendants show higher rates of some cancers, new study says



U.S. flight attendants experience higher rates of several types of cancer compared with the general public, according to a new study that calls attention to the potential risks of their unique in-cabin working environment.

The Harvard University study, described as one of the largest and most comprehensive on the subject to date, found flight attendants had a higher prevalence of each of the seven broad cancer types examined, particularly breast cancer, melanoma and non-melanoma skin cancers among females. The findings,

published in the journal *Environmental Health*, are all the more striking because flight attendants typically show lower rates of obesity and smoking than the general public, the study's authors said. As of 2016, U.S. airlines employed about 116,600 flight attendants, according to federal data.

"Work is such an important part of people's lives. At home you have more control over your environment for the most part. At work most of the things are decided for you," said Irina Mordukhovich, a research fellow at the Harvard T.H. Chan School of Public Health and the study's corresponding author. "[Flight attendants] have a pretty unique mix of potential carcinogens they're exposed to. It's not widely known and it's not regulated the way it could be." Those carcinogens most notably include higher doses of cosmic radiation that flight crews are exposed to by virtue of their long hours spent working at altitude, a situation that can be exacerbated on flights at high latitudes or over the Earth's magnetic poles and is of particular concern for pregnant women.

Air crews have the largest average annual effective dose of all radiation-exposed workers in the U.S., according to 2009 findings by the National Council on Radiation Protection and Measurements. While European regulators require monitoring of aircrews' radiation exposure and changes to their work schedules if it exceeds certain thresholds, no such rules exist in the U.S.

Other potential risk factors include sleep-cycle disruption brought on by overnight flights and crossing time-zones, past exposure to secondhand smoke in the cabin and ongoing exposures to chemicals such as pesticides, which are used to sterilize cabins on some international flights.

Unions for flight attendants at Southwest and American airlines identified crew fatigue as a top health issue that needs to be addressed, something the pending FAA reauthorization bill could do with required minimum rest times. Sara Nelson, president of the country's largest flight attendants' union, said the study's findings emphasize the need for more education and more preventative action.

"Neither OSHA nor the FAA require airlines to educate flight attendants about onboard radiation exposure or offer protections during pregnancy, cabin air can be contaminated, and cabin crew fatigue is prevalent," Nelson, president of the Association of Flight Attendants-CWA, said in a statement. "That is unacceptable and we won't stop working to fix it."

The new study looked at past occurrence of cancers in flight attendants rather than their risk of developing cancer and its authors cautioned against drawing any conclusions about specific causes. It's part of a broader Harvard research effort dating back to 2007 that's exploring numerous aspects of flight attendants' physical and mental health and well-being.

Researchers conducted a survey of 5,366 U.S. flight attendants in 2014 and 2015 that asked them to self-report on health outcomes, including past cancer diagnoses, work experience, employment history and personal characteristics. The sample group was more than 80 percent female and had an average tenure of 20 years, with 91 percent actively employed.

The group included some flight attendants who were part of the original 2007 study, as well as new participants recruited at five large U.S. airports, from airline unions and using social media. The flight attendants were then compared with a sample population pulled from an annual survey of about 5,000 U.S. residents conducted by the U.S. Centers for Disease Control and Prevention.

The findings build on a limited body of research that "overall point[s] toward associations" between in-flight exposure as a flight attendant and increased rates of certain types of cancers.

"More studies are needed," said Mordukhovich, one of the study's authors. "We're hoping it adds to the discussion of what can be done and how can we think of things in a way that will benefit people."

PBGC and Income Taxes

By Gerry Baldwin

Contribution Account

Each participant has a contribution account under the Fixed Benefit Plan. The amount in the account includes your contributions made during the time when contributions were required in order to participate in the Plan and Company contributions made to the Plan for your account. The amount in your contribution account includes interest on the Fixed Benefit Plan contributions. That interest is credited at the rate of 3% per annum compounded annually until payments begin or an earlier pay-out is taken.

Your contribution account is always fully "vested." That is, you or your survivors, as defined, or your beneficiary are assured of receiving at least the full balance of the amount in your contribution account.

The preceding quote is taken from the United Airlines Summary Plan Description dated 8/83. I've pointed this out in many forums and am invariably challenged because "It's not reflected on my pay stub." I would ask, "How often has the IRS asked to see your pay stub?" The IRS is not interested in what the company chooses to put on your pay stub, nay pay *advice*. The IRS, for pension purposes, is only interested in the summary plan description. PBGC has a copy of United's Summary Plan Description. Every pilot who participated in the Pilots' Fixed Benefit Plan, the so-called "A" Plan, has or has had a Contribution Account.

I say "has or has had" because some pilots took their Contribution Account as a lump sum distribution (the so-called "partial lump-sum distribution") upon retirement. If you did not take your Contribution Account proceeds as a lump sum distribution upon retirement, it now resides with PBGC; and you no longer have the option of taking it as a lump sum distribution. It's not forgotten, however, as PBGC leaves Form 1099-R box 2a blank and checks box 2b that states, "2b Taxable amount not determined." If you did not have a Contribution Account, box 2a would have an amount; box 2b would not be checked; and you would not have to jump through any obtuse hoops when doing your income taxes.

If box 2b is checked, we must jump through those hoops if we wish to accurately file our Form 1040. As is so often the case, the IRS rules for these matters cannot be summed up in a few words; and we do not have room in *RUPANEWS* to spell it all out. In short, one must fill out IRS Publication 575 Worksheet A. Simplified Method (https://www.irs.gov/publications/p575#en_US_2017_publink1000227042) to determine the taxable amount.

If Form 1099-R box 2b is not checked, then your pension plan is entirely noncontributory. Your tax filing is easier; you merely pay ordinary income taxes on the distributions you get from PBGC as reflected on your Form 1099-R box 2a.

Disclaimer: I am not a tax attorney, not a CPA; and I am not offering any advice on the tax you may or may not owe to the IRS. Please see a tax attorney, a CPA, or a tax specialist if you need help with this or any other income tax matter.

Boeing showcased “future of aerospace” at 2018 Farnborough



Boeing Company presented the company’s products and services that will define the “Future of Aerospace” at the 2018 Farnborough International Airshow, which took place July 16-22 in Britain.

“From hypersonic travel to the future of autonomous flight to manned space flight, Boeing visually presented the innovations that will revolutionize the way humans travel around the world and into space,” said the U.S. top plane manufacturer.

It said its 737 MAX 7, which will enter service by 2019, made the air show debut with flying displays. The aircraft touts its new technology advancements, which allow it to fly about 1,852 kilometers farther with more passengers than its predecessor, the 737-100.

Boeing also showcased a 787-8 jet of Biman Bangladesh Airlines for flying displays during the week-long, biennial event.

Static displays included Air Italy’s 737 MAX 8, Royal Air Maroc’s 767 Boeing Converted Freighter, Qatar Airways’ 777-300ER and CargoLogicAir and the Qatar flag carrier’s 747-8 Freighters.

Boeing presented interactive exhibition of its latest family of aircraft and services, which allowed visitors to immerse themselves in a large 360-degree theater and board next-generation aircraft through virtual and mixed reality devices.

It also displayed some defense products ranging from helicopters like AH-64 Apache and CH-47 Chinook, F-15E Strike Eagle jets, to C-17 Globemaster military transport aircraft.

The original Boeing was founded by William Boeing on July 15, 1916. The current Boeing is the result of merger of the original Boeing with McDonnell Douglas in August 1997.

The Boeing 737 Prototype Airplane

by Bob Bogash/2017



Something wonderful was happening in the aviation world of 1965 - 1968. A new airplane was being designed and built, an elegantly simple and clean looking machine that would change the Company that built her, the airlines that operated her, the people that flew her, and in her, and the communities she served. She was the Boeing 737, a small twin-engine jetliner, that kept getting



better, longer, bigger, heavier, and longer- ranged, until today she has become the most popular airliner ever built. More than 14,000 have been built or ordered, in more than a dozen different models, and with her new P-8 U.S. Navy patrol version, appears set to be built for at least another 25 - 30 years, maybe much longer! More than Sixty years in production for a single airplane is a record in anyone's books! Clearly, she has "The Right Stuff."

My life, professionally, and personally, became intertwined with this airplane from the beginning, and still is today. PA099 - a kind of unglamorous designation - is the first of this long line of flying machines. I, with many others, helped to design, build, and test her in the early days, when we both were young, and now, in our mutual retirements, I continue to look after her today. We are joined by our heads, our hands, and our hearts - for airplanes are living things, or didn't you know that?

She was built by Boeing. She's owned by NASA. She's on loan to the Museum of Flight in Seattle. But she's all mine! And I love her. So, I built this web site (<http://www.rbogash.com/>) to share my love and affection. I dedicate it to the fine people, living and dead, who worked so hard to create this wonderful flying machine.

Greed by airlines: Unsafe American skies and death in an emergency

Juergen T Steinmetz



Sirens on the plane are sounding. Escaping death means escaping an airliner in flames and about to explode.

Every second counts after an emergency landing. Are Jet Blue, Southwest Airlines, United, Delta, American Airlines, Alaska Airlines, Hawaiian Airlines and all the other U.S.-based carriers still able to evacuate their planes safely within the mandated 90 seconds in case of an emergency? If not, this can cost lives. Every airline in the world agrees on putting safety first. How true is this statement when a

maximum load and the least amount of space guarantees maximum profits?

The U.S. Department of Transportation Inspector General has initiated an audit to determine whether evacuations under current aircraft conditions can still meet the 90-second standard of deplaning passengers in an emergency. The FAA standards haven't changed significantly since 1990, but industry and consumer behavior have, the inspector general said in the following statement:

“Active evacuation of civil aircraft is a critical component of saving lives in the event of an aviation incident. The Federal Aviation Administration’s (FAA) standards for evacuating passenger aircraft require that the aircraft can be fully evacuated in 90 seconds or less. To obtain FAA certification for a specific aircraft type, manufacturers must conduct actual demonstrations of emergency evacuations or a combination of tests and analyses, including computer simulations, that yield equivalent results. Stakeholders have raised concerns about the validity of the assumptions that drive FAA’s evacuation standards—and industry tests and simulations for certifying new aircraft—given that the standards have not been significantly updated since 1990. Significant changes in the industry and consumer behavior have occurred since 1990.”

For example, the number of aircraft seats and passengers have increased but seat size and distance between seats—known as seat pitch—has decreased. Passengers’ reliance on carry-on luggage has also increased.

In October 2016, American Airlines had to evacuate an aircraft due to an engine fire. Citing this incident, and the possibility of further reductions in seat pitch and increases in numbers of seats in commercial airliners, the Ranking Member of the House of Representatives Committee on Transportation and Infrastructure and the Ranking Member of the Subcommittee on Aviation have requested that we examine FAA’s evacuation standards and whether passengers can safely evacuate aircraft in emergencies within the required 90 seconds given these changes in the airline industry and consumer behavior.

Accordingly, our audit objectives will be to assess FAA’s (1) development and updating of aircraft emergency evacuation standards—including how changes in passenger behavior, passenger demographics, and seating capacity—affect the standards and (2) process for determining whether aircraft as currently configured meet evacuation standards.

The audit will examine how changes in passenger behavior, passenger demographics and seating capacity affect the FAA’s standards and how the FAA determines whether aircraft, as currently configured, meet those standards.

Zits Jerry Scott & Jim Borgman



Global aerospace industry worth \$838 billion



“Aerospace is one of the world’s most important industries, yet there is no consensus on this industry’s size and composition,” according to Richard Aboulafia, VP-Analysis of The Teal Group. “The best industry data is kept by national industry associations, yet their definition of ‘aerospace’ varies,” adds Kevin Michaels, Managing Director of AeroDynamic Advisory.

AeroDynamic Advisory and Teal Group recently addressed this anomaly by employing clearly-defined parameters to create an independent global aerospace size estimate. Their conclusion is that the global aerospace industry was worth a staggering \$838 billion in 2017.

The independent global size estimate that AeroDynamic Advisory and the Teal Group have created is based on a clear definition: The aerospace industry includes all in-country activities pertaining to the development, production, maintenance and support of aircraft and spacecraft.

Included in their definition of Aerospace are aircraft and space manufacturing, including engines, systems, aerostructures and sub-tier suppliers; missile & UAV manufacturing, airborne defense electronics, aircraft simulators, and maintenance, repair & overhaul, including spare parts and materials. Excluded are airline operations, satellite broadcasting services, ground & maritime vehicles, non-aero C4ISR defense electronics, training services and ground support equipment.

The joint study also included rankings of countries by the size of their aerospace industry. The five largest are the USA, France, China, the United Kingdom, and Germany. “We were surprised by the size of the Chinese aerospace sector,” said Kevin Michaels. “We knew China is growing rapidly but didn’t expect it to have the third-largest aerospace industry.”

Messrs. Aboulafia and Michaels described their team effort to create their independent global size estimate at a joint press conference at Farnborough Airshow.

Air China fires pilot whose smoking caused plane to plunge 19,600 ft

Investigators have revealed that passengers on an Air China flight endured a gut wrenching 19,600 foot plummet because the plane’s co-pilot needed to get his tobacco fix.

Oxygen masks fell from the cabin ceiling as flight CA106 from Hong Kong to Dalian suffered the sharp loss of altitude on Tuesday. The plane started its unplanned descent about 30 minutes after taking off, and data from flight tracking website FlightAware shows it fell 4,200 (14,100 feet) in four and a half minutes.

Passengers were told the aircraft was in emergency descent due to cabin decompression. Once the plane reached an altitude of 3,000 meters (10,000 feet), it steadied and soon began to gain altitude again. Despite the terrifying incident the flight was able to complete its journey and landed safely in Dalian.

The Civil Aviation Administration (CAAC) has revealed on Chinese social media platform Weibo that the unnamed co-pilot accidentally caused a drop in oxygen levels in the plane while trying to turn off air recycling fans so the vapor from his electronic cigarette wouldn’t spread into the cabin.

Air China’s website says smoking, including e-cigarettes, is strictly prohibited on all its flights.

“After an investigation to verify the incident, the decision is to suspend the related crew from flying and terminate the contracts in accordance with the law. The crew members who are responsible for the incident have been seriously dealt with,” the airline said in a statement on Friday night.



FAA: Avoid drone registration schemes



The FAA wants to warn drone owners – especially hobbyists — about people offering to “help” register their drones with the agency. The FAA Drone Zone is all you need – and it costs only \$5.00.

There are a number of entities that offer to help drone owners and operators file an application for a registration number. Some attempt to mimic the look of the FAA’s website with similar graphic design and even the FAA logo, or suggest they are somehow “approved” by the agency. They aren’t – and you could be wasting your money.

The FAA neither regulates these entities nor will speculate on their legitimacy. However, we have recently received reports of vendors charging exorbitant fees up to \$150.00 for this service. The actual FAA registration fee is \$5.00. For that charge, hobbyists receive one identification number for all the drones they own. All others pay the registration fee for each drone they intend to operate.

We strongly advise you to avoid registering your unmanned aircraft anywhere but at the FAA Drone Zone. It’s the only way to make sure your drone is legally registered and that you’ve gotten your money’s worth.

The FAA of the United States is a national authority with powers to regulate all aspects of civil aviation. These include the construction and operation of airports, air traffic management, the certification of personnel and aircraft, and the protection of U.S. assets during the launch or re-entry of commercial space vehicles.

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

How to pay your RUPA dues

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

Or send your check to:

RUPA
PO Box 757
Stowe, VT 05672-0757

Alliant Credit Union branch closures



ALLIANT

As part of a continued evolution to digital banking, Alliant Credit Union will be closing most of its branch locations. The closures will happen from July through October of this year. Two branches will remain open: the West Touhy Avenue location near ORD and the Willis Tower location in downtown Chicago (this location allows restricted access only to United employees badged at Willis Tower).

The credit union and its members have always relied heavily on remote access – phone and, more recently, digital. Today, the majority of members' banking transactions occur online and by phone, with fewer than 4 percent of transactions taking place in branch locations. Alliant will continue to invest in digital capabilities and enhance the ways that it provides service to its members.

Alliant has a longstanding relationship with United, and that doesn't change with this transition. Alliant's commitment to United as a sponsor and to the members who have joined Alliant in affiliation with United will continue.

Some of the Alliant ATMs will remain or be relocated, and others will be removed. Alliant is working with each impacted location directly. Members will still have access to their accounts through Alliant's mobile and online banking tools, as well as through a network of 80,000 surcharge-free ATMs located across the U.S. Many of the ATMs also take deposits, and the ATM search on Alliant's website and mobile app has an option to include only deposit-taking ATMs. In addition, members who have Alliant Free Checking accounts receive ATM fee reimbursements up to \$20 per month when using out-of-network ATMs.

Alliant is communicating these changes via letters mailed to the homes of members who are impacted by the closures. Alliant is also posting signage at its branch locations, and representatives from Alliant will be visiting United's hubs to share information about digital banking options and answer any questions employees might have.

If you have questions, you can visit myalliant.com/digital or call Alliant at 1-800-328-1935, 24 hours a day, 7 days a week.

Alliant branch closing schedule:

IAD: July 25

SFO: August 7

SFO Maintenance Base: August 8

ORD: August 22

NCHRR: August 28

IAH: August 29

Oakland, CA: September 11

San Mateo, CA: September 12

El Segundo, CA: September 19

Denver, CO: October 3

Why Seniors Need Newspapers

I was visiting my daughter last night when I asked if I could borrow a newspaper. "This is the 21st century" she said. "We don't waste money on Newspapers. Here... use my iPad."

I can tell you this..... That fly never knew what hit him.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Cover - 25 years of United Stewardess (L to R): Uniforms by year with: Carol Roos 1930, Carol L. Smith 1933, Ruth Warren 1936, Connie Ammon 1937, Norma Banks 1939, Nancy Riley 1941 and Aldys Holmes 1955.

In May 1955 United Airlines saluted Stewardesses on their 25th Anniversary. On May 15, 1930 the United Airlines predecessor, Boeing Air Transport, pioneered a "sky-going career" by employing eight young women on its San Francisco to Chicago route.

Ellen Church had presented her idea to Boeing Air Transport's San Francisco Division Traffic Agent, S.A. "Steve" Stimpson - and Stimpson passed the idea along to a "somewhat dubious" Boeing management. Following temporary approval, Miss Church recruited seven other nurses as "Female Couriers" for the flights. Passengers liked the innovation from the start and additional "stewardesses" were then hired for other United Air Lines routes.

By 1955 United Airlines' blue-clad "Sky-girls" totaled 900 and approximately 10,000 Stewardesses flew the domestic and international airline routes of other carriers. The first stewardesses had no specific instructions other than to "make themselves useful." They "tidied" the cabin; served coffee, sandwiches and apples; answered passenger queries regarding weather, geography and aeronautics. Training was informal - United Co-Pilots briefed the new stewardesses on their duties and the newcomers supplemented this information with whatever they could pick-up from the more experienced "Sky Girls."

In 1938, United opened its first "stewardess school" at Chicago. In 1947, the school was moved to Cheyenne - where 500 girls were graduated in 1955. During the Silver Anniversary Celebration some 1,500 current and former United stewardesses attended luncheons in Boston, New York, Washington, Chicago, Denver, Salt Lake City, Seattle, Los Angeles and San Francisco.

Seven of the "Original 8" attending the luncheons were: New York: Ellen Church - Chicago: Mrs. Harriet Fry Wisner - Denver: Miss Margaret Arnott - San Francisco: Mrs. Cornelia Peterman Tyson, Mrs. Jessie Carter Bronson, Mrs. Inez Keller Fuite and Miss Ellis Crawford.

Marvin Berryman DENTK A/V Retired - Excerpted from the May 1955 issue of "United Air Lines News." Please mail your tax-deductible \$ contributions and donations of United & Continental Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Visit our website at www.uahf.org

RUPA Pass Travel Report August 2018

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Hello fellow aviators,

I'd like to share two tricks to checking in that you may not know.

As retirees we have a choice of using SA2 retiree passes or our SA0 vacation passes on United. If you don't travel very much, then using your vacation passes are the only way to go. It gives you the benefit of your full years of service every time you fly. But if you fly a lot, then you have to weigh whether to use the retiree pass or the vacation pass.



For the frequent traveler, the best time to decide which pass to use is as close to departure as you can. Since I'm a frequent traveler, I tend to list and check in as close to departure time as I can. This gives me an idea of whether or not I'll be wasting my vacation pass if I would have no chance of getting in business anyway, or if I should use it because the chances are good to get in business, or if I need the vacation pass just to get on the airplane.

Sometimes, even though you can get on the plane with a retiree pass, you may want to use a vacation pass anyway just to get a more desirable economy seat. As I've heard some people say, "An economy plus aisle seat is the new first class."

All of United's 777's are being converted to 10 abreast seating with only 17 inch wide seats and skinny aisles, so you might want to take that into account in your calculus. You may not want to ride all the way to Hong Kong with your shoulders glued to the two people beside you as I recently had to.

Please remember that according to United's rules, once you check in, you cannot change your boarding priority less than one hour before a domestic departure or two hours before an international departure. But there is no restriction on listing and checking in at any time less than that. So by waiting, you can get a better idea of which pass you should use. But don't delay online check in less than 1 hour before an international flight or 45 minutes for a domestic flight, or you won't be able to check in online. You'll have to go see an agent, and then there may not be enough time left.

Off-line Travel.

A number of off-line carriers including those overseas, allow you to check in 24 hours ahead of departure, just like United, often using their own app. In the case of Lufthansa and some other carriers, if there are plenty of seats you may find that you will be assigned your seat as soon as you check in on your app. And on some apps you can then go back in and change your seat if you so desire.

If you can't check in online, you'll need to either check in at their airport kiosk, or at their ticket counter. Your boarding priority is typically after their own employees, then by order of check-in, with fellow alliance employees given priority over non-alliance employees. So the sooner you check in, the better.

Remember, Star Alliance pass riders, like us, are boarded ahead of non-Star Alliance carriers' employees on Star Alliance flights. And the same is true of other alliances. An American employee will be boarded on a Qantas flight before we will as both are One World Alliance carriers and we are not.

Some other things to keep in mind. U.S. airlines typically have very generous travel benefits compared to carriers overseas. Employees at the major overseas carriers like Lufthansa, Cathay Pacific, British Airways and Air France typically make use of their travel benefits but, apparently, not as much as we do in the US. In Asia, employee travel appears to be even less frequent. Most of the times that I've flown on overseas carriers not listed above, I'm the only standby. (When was the last time you were the only stand by on United?)

Well, this week I'm playing retiree in the Italian Alps, so this is my summer-vacation-shortened column for this month. Arrivederci! *Pat*



June 27, 2018

1) Pay your travel invoice

If your taxable pass riders (domestic partner, enrolled friends) flew between February 1 to April 30, 2018 you should have received an invoice (Travel Liability Statement) from United. Do not forget to pay it!

You can view your pass rider's travel history in FT > Travel > Pass Travel > "Pass travel report."

Here is information from the Employee Travel Center.

Visit our [W-2 Pass Travel Tax Reporting page](#) for a complete list of resources and tools including:

[The announcement letter sent to retirees and early out participants in 2017](#)

[Frequently asked questions](#)

[A video tutorial](#) of the changes in employeeRES

[Quarterly invoice example](#)

[User guide](#) with:

Sample screenshots of what you can expect to see in employeeRES

Sample screenshots of the imputed income calculator

[User guide](#) of how to view and print your invoice from the Your Benefits Resources website

Click to read: RAFA's page about imputed taxes

2) New Flying Together website!

The cut-over to United's new Flying Together website took place on May 29, 2018.

- 1) You still sign in with your file number and password. Remember, your password must be updated every 90 days. Can't log in? Call the IT Desk: 800-255-5801
- 2) All Pass Travel information is still in the "Travel" section, but it will be located in new tabs and menus within that section. Click around to discover them!
- 3) When you find a page you need often, click "Add to favorites" at the bottom of that page and you'll be able to quickly access it with one click using your "Favorites" (the heart icon) link.

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

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

Click a link and then sign into FT. Once you're signed in, RAFA's links will take you straight to the topic you're looking for. Try using the paths to find it yourself. Happy hunting! Note: pathways will be slightly different when viewing Flying Together on smartphones and tablets.

3) New ZED partners

June 2018 - We have started new Zonal Employee Discount agreements with XL Airways France (SE-France) and First Air (7F-Canada).

See all the latest information about flying standby on other carriers by going to [Flying Together > Travel > Top Hits > Other airline interline travel](#) or click <https://ft.ual.com/travel/interlinetravel>

Also, read RAFA's Other Airline page: <http://www.rafa-cwa.org/page-1836104>

4) Have you seen our RAFA website?

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

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

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

Read this UPDATE on our website, the links may work better:

<http://www.rafa-cwa.org/page-1836169>

Compiled by Kirk Moore, RAFA Travel Benefits Committee

United offers Star Alliance flight status information

We're expanding the availability of flight status information for our customers and employees. On June 14, we began offering access to flight status information for all Star Alliance member flights within the United app, and through Google Home and Amazon Alexa (e.g. "Alexa, ask United to check the status of my flight on Lufthansa").

Flight attendants and customer service representatives can access Star Alliance flight status in the United app on their mobile devices today and will be able to view flight status in the My Flight app this week and Mobile Agent apps in the coming weeks.

"We're committed to providing our customers and employees with the tools they need to ensure a seamless journey when connecting with our partners," said Alliance Partner Operations Senior Manager Katie Russell. "These enhancements will allow our employees to make real-time decisions for customers with connecting flights and provide our customers with easy access to information from partner carriers without requiring them to use another app."

While on board United flights, customers can even check the most current status of their connecting Star Alliance member flight utilizing our complimentary access to the United app through United Wi-Fi, available on all mainline and two-cabin regional aircraft.

When is 2nd Class 1st Class?



Trenitalia, the national railway of Italy, is requesting that all formerly first-class tickets be booked as second-class. The transportation administration has removed "first class" from its "vocabulary of service. Your clients are in a leather seat with the amenities of 1st class, even though it says 2nd class on the ticket."

This was explained as a result of an issue with business travelers. "Italian companies do not want to pay first class for their employees, so to curve around this Trenitalia has labeled 1st class 2nd class." If travel agents want to ensure that their top-paying clients feel that they are getting the best class possible, they can book them into "Premier business seats."

Complaints Received By "Thomas Cook Vacations"

"I think it should be explained in the brochure that the local convenience store does not sell proper biscuits like custard creams or ginger nuts."

"On my holiday to Goa in India, I was disgusted to find that almost every restaurant served curry. I don't like spicy food."

Air Force cuts pilot training by 5 weeks

The new syllabus already is in use and for the first time in decades will trim the duration of undergraduate pilot training - called UPT - from 54.7 weeks to an average of 49.2 weeks. A key element is that the best students will be able to finish the course faster. Several veteran instructor pilots, speaking on condition they not be identified because of possible retribution, expressed concern that the syllabus makeover is too much, too fast, and could lead to unintended and even deadly consequences. They believe the Air Force's desire to produce more pilots faster was the driving force behind the revamped schedule, pushing that priority ahead of safety. Other observers said the expected modest



increase in new pilots would not be enough, by itself, to solve the pilot retention crisis. "Dumping or radically altering the way we have trained pilots since the beginning of the modern era could be disastrous," one instructor said. "Tinkering with the formula could produce an unknown product that is vastly inferior to what we produce now. There is simply no replacement for experience."

Col. Travis Willis, vice commander of the 19th Air Force, part of the Air Education and Training Command in San Antonio, dismissed the notion that safety wasn't a top priority. "For training command and AETC, safety's paramount," he said. Willis, a pilot with more than 3,000 hours in the T-1, T-37, F-111 and F-15, expressed no concerns about an increase in risks, saying: "We're going to make pilots and they're going to be great pilots." The new system's efficiencies allow more classes to graduate more aviators, but the changes mainly were driven by a desire to produce better fledgling flyers for their first operational assignments, Willis said. However, his boss, 19th Air Force commander Maj. Gen. Patrick Doherty, elevated the benefits of cutting training time in a news release in March, saying "quality, speed and increased numbers were the driving forces of this effort" and stressing the need to "get after the pilot crisis."

The Air Force had about 21,000 pilots at the end of last fiscal year and was on track to produce 1,200 new ones in the current year - but that will be roughly 2,000 short of the number needed to replace veterans who are leaving the service, including 1,300 fighter pilots. The Air Force said it has begun other efforts to step up recruiting, with an eventual goal of 1,500 new pilots per year, but in the short term, the new training schedule could increase the number of graduates by as much as 10 percent, a bonus of 120 additional new pilots when applied to current training levels. That will help, but "it does not fix your problem," observed retired Gen. Lloyd W. "Fig" Newton, a former head of the AETC. "You've got to do a lot more than that." "You're not going to get that many more pilots out by changing the system by five weeks," former Air Force Secretary F. Whitten Peters said.

The training command last year said it was studying whether another UPT wing is needed and where it might operate. No decision has been made. Willis said there had been talk of changing the UPT curriculum several years ago. Doherty started the process in June 2017 when he ordered a team at Joint Base San Antonio-Randolph to develop "ideas from the leaders and instructor corps to produce more pilots, higher quality pilots with agility and speed," he said in the press release. "The status quo is not an option, we've got to change, we've got to produce better pilots faster, who are more competitive sooner in their combat



squadrons," Doherty said. AETC spokeswoman Marilyn Holliday said the changes are meant to bring the syllabus "in line with meeting the needs of today's combatant commander" and give instructors "the flexibility to add, subtract and re-purpose training" geared toward individual students.

A steady loss of aviators to commercial airlines has pressured the Air Force to train new pilots, but the effort was set back this year by problems with the T-6A Texan II, the Air Force's principal trainer. The plane was grounded for all of February because its oxygen system, called OBOGS, was suspected of triggering a sharp increase of unexplained incidents that left pilots incapacitated. Crews now clean and maintain the oxygen system more frequently, but the episodes have continued, prompting a number of instructor pilots in recent weeks to refuse to fly the plane. Willis said the changes to training were not prompted by problems with the T-6, but he said lessons learned while the plane was grounded did help shape the new curriculum. The 80-plus instructor pilots at Randolph, along with civilian simulator instructors, found that novice pilots who spent more time in simulators while unable to fly the T-6 did better after the plane was cleared to fly again, he said. The new curriculum front-loads simulator time in the early weeks of instruction, in such areas as basic aviation skills, but has reduced simulator time for pilots in the T-38 Talon, a supersonic jet used to train future fighter pilots, and T-1 Jayhawk, a small twin-engine jet that trains pilots bound for airlift and tanker planes. Students assigned to T-38s needed more practice in formation flying, and those headed for the T-1s had different needs, Willis said. The pilot instructors who criticized the new syllabus cautioned that simulators have their limits, and said some novice flyers perform better in them than they actually do in the cockpit. Several stressed that the cockpit is a different experience, a loud, hot, sweaty and claustrophobic test of flying under pressure that "represents an existential threat to you if you get it wrong," one said. "Even though it's scripted, it's happening in real time," one instructor said. "It's a physical thing. It makes you tired. Sitting in the sim doesn't make you tired."

Simulators a step up: The four simulators at Randolph have a monitor, keyboard, throttle, rudder pedals and stick just like those in a T-6A and can mimic a typical training flight profile. The AETC is acquiring six more. A user dons goggles and is suddenly sitting in the cockpit, staring at the runway. Pushing the throttle forward gains takeoff speed and, a moment later, the visual experience of rising into the sky, breaking through the clouds. Users feel other senses of flying, right down to the "G roll" that causes the plane to spin like a top counterclockwise. Student pilots can use a pair of goggles at home similar to a Google Daydream View VR Headset to drop in their iPhone and call up a YouTube video of a T-6 sortie. The pilots obtain a private link to watch the Air Force videos, getting a better feel for the procedures used in a training mission. "When I went through pilot training," said Lt. Col. Justin Chandler, commander of the 99th Flying Training Squadron, "we put a poster on our wall, we sat in a chair with a plunger in front of us and did what we call chair fly - visualize and walk through a flight in our mind. Now this technology allows us to see, feel, touch and recreate the flight environment to quite a high level of fidelity." "I think what this is about is acknowledging some training capabilities that we have now that we didn't used to have, and at the same time kind of examining ourselves and how we teach," said Col. Randy Oakland, acting commander of the 12th Flying Training Wing at Randolph. "That's something we've been trying figure out how to do better, and working to do well, since the beginning," he said.

The UPT syllabus is divided into instruction blocks that start with "contact" - visually rated flying in which the student learns to land, take off and do basic maneuvers such as climbing, descending, banking and managing radio traffic. Once a pilot solos somewhere into his 13th or 14th flight, he or she enters a second block of more sophisticated aerial maneuvers. Instrument, formation and low-level navigation blocks follow, with a total of as many as 10 in all before graduation. The confidence in the teaching ability of simulators has made new efficiencies possible, Willis said. On days early in the training when the weather is good enough to fly but not good enough to do "loops and barrel rolls and all that kind of stuff ... you can do an instrument sortie because you've already learned instruments so well from the simulator," he said

Cockpit experience: Pilot instructors who criticized the new syllabus said such a sequence is possible in Pilot Instructor Training at Randolph, but not for students who have just started to fly at UPT bases. Instrument flying comes roughly 4 1/2 to five months into the program and "you can't take these things out of sequence,"

one of the instructors said. He likened a new pilot learning instrument flying in the first block to an infant still learning to crawl trying to ride a bicycle, adding, "You couldn't do it. The kid would just glaze over."

While there have been slight modifications of the curriculum over the past half-century, the instructors said, it has remained essentially unchanged. "Because it works," one said. "It makes really qualified combat aviators." "They do it right," another said. "You've got six months of primary training, you've got six months of advanced training and you've got six months of follow-on in a major weapons system and then you're hot to trot. You're ready for the rodeo."

A third instructor pilot noted that the syllabus for training instructor pilots, who will teach novices how to fly, also has been trimmed, with fewer simulator events and sorties. Instructors, he said, "are going to be less qualified, less proficient, and they're going to be forced to fast-forward pilots through this pipeline who are ultimately going to come out less efficient and less qualified." The instructors agreed the new system is certain to endanger aviators of the future - with eventual pilot deaths or because the Air Force will lose its qualitative edge over its enemies. Experience, one said, makes pilots. Reducing exposure to experience reduces their prowess, which also rests on a shared aviation culture and "a sense of 'timelessness' of our training practices." "Incremental change will occur as technology or requirements advance, but to do so rapidly to satisfy an end strength is not good for business," he said.

The new undergraduate pilot training is being used for the current class, which began in April. Changes still could be made during the class. "I think this is the tip of the iceberg, frankly, I think it is the very beginning of this," Oakland, the wing commander, said. "Once we sort of unlock how effective some of this is, it's really going to affect, no question in my mind, how we train people, maybe beyond the aviation community,"

A review of training records going back to World War II shows aviators often earned their wings after instruction that ran up to 55 weeks. Holliday, the AETC spokeswoman, said the figures over the ensuing years varied, with the program dropping from an average of 49 to 53 weeks in the early 1970s to 53.7 weeks around 2000, and finally, 54.7 weeks until the new syllabus was implemented.

Through the years, simulators got better and better. "Simulators bring much more of a real-world scenario than it did in years past, so the simulation these days with artificial intelligence and all of that can be incredibly good," said Newton, a Vietnam veteran with more than 4,000 hours in jets ranging from the F-15 to the stealth fighter.

Retired Gen. Eugene Habiger, who was AETC's vice commander and later headed U.S. Strategic Command, recalled taking 54 weeks to earn his wings in the mid-1960s. The length of time, he said, was due to "the intensity of the academics, the flying schedule, that sort of thing," and added that the washout rate in those days was around 30 percent. It now runs anywhere from 10 to 15 percent.

"It may be a cultural change, but there are other factors that would support a change in the syllabus - better equipment, lower attrition rates and more experience," Habiger said, explaining that today's trainees have been exposed to video games and, in some cases, aircraft simulators. Some even have earned private pilot's licenses, he said.

PICKLES | Brian Crane



How Pan Am Flight 50 flew from pole to pole

You might think circling the globe by airplane is no big deal anymore. But you'd be wrong. Surprisingly, circumnavigating the world via the North Pole to the South Pole in an airliner is a feat accomplished only three times. Even with stops to refuel, flying across several oceans as well as the remote Arctic and Antarctic requires long-range aircraft that first became available in the mid-1960s. And besides, passengers aren't exactly clamoring to endure being trapped on a four-leg, 54-hour odyssey. I mean, who would REALLY want to travel that way?

In 1977, Brian Baum was an 18-year-old aviation enthusiast who ponied up \$2,222 of his savings to buy a ticket on Pan Am Flight 50. Baum knew this flight was likely to make history by setting a speed record for a polar circumnavigation. The one-time-only flight on Boeing's new special performance 747SP began in San Francisco, flew over the North Pole and stopped at its next destination: London. After refueling, the plane jetted on to South Africa. Next, it flew over the South Pole and landed in New Zealand before taking off again and ending up back in San Francisco. Total time: 54 hours, seven minutes and 12 seconds. The record-setting average speed, according to the Fédération Aéronautique Internationale: 487 mph (784 km/hr).



"It was truly an opportunity to do something that really hadn't been done before," said Baum, a former public information officer at Seattle's Museum of Flight. There had been a couple of previous flights over both poles, but this was the first such flight that was affordable to folks other than the super-rich.

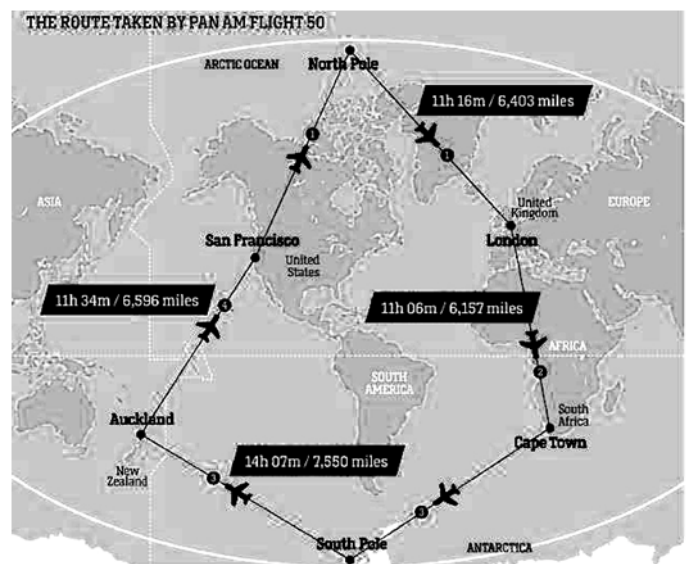
How do you pack for a 2 1/2-day quick whip around the world? You pack light. Very light. Luggage for Flight 50's 120 passengers was limited to a single carry-on bag per person. For many, that provided just enough space to fit an extra set of clothes and your basic toiletries.

Although Pan Am provided passengers with access to an onboard hairdresser, freshening up was limited to whatever you could manage in the lavatory. "I think everybody took that in stride," Baum said. "It wasn't a big deal."

From his window seat in front of a wing -- seat 17A -- Baum experienced a whirlwind tour of the two poles that he would never forget. He remembers the flight crew counting down the miles as the plane closed in on the top of the world, followed by cheers and toasts as it finally flew over the North Pole. Baum recalls the wonder of watching a sunset shortly followed by a sunrise because of the plane's unusual route.

The celebratory atmosphere throughout the flight was unforgettable.

While over the North Pole, one passenger put on a Santa hat and beard. Later, when the plane crossed the equator, the man reappeared with the same beard and a three-pronged toy trident -- paying tribute to Poseidon, the Greek god of the sea. A strolling guitarist was aboard, singing custom songs about the North and South Poles.



- San Francisco - North Pole - London
- Cape Town - South Pole - Auckland
- London - Cape Town
- Auckland - San Francisco

In true 1977 style, international beauty queens were aboard, armed with Polaroid cameras -- for passengers who wanted a selfie.

And then there was the Gucci fashion show. Five models showed off 24 different outfits, using the 747's upstairs lounge as a changing area and the lower cabin aisles as their fashion runway. "That was really well done," Baum said. "They played it up so well."

"The most memorable thing was Antarctica," Baum said. "It was incredible." Mysterious, desolate and vast, the frozen continent kept Baum glued to his window. A man sitting directly in front of Baum was looking forward to seeing an active volcano in Antarctica called Mount Erebus. "He pointed a lot out to me ... Unless you know what you're looking for, you're not able necessarily to identify things." Although the jet was cruising at 43,000 feet, Baum said the landscape appeared to be much closer. Another countdown from the flight deck signaled to passengers that they had passed over the South Pole --- triggering another celebration.



The sky was remarkably clear, Baum remembered. The absence of haze or pollution brought out a brilliant sunset. "Everything was just spectacular --- the mountains, the colors when we were exiting the continent and heading toward New Zealand. The sun was going down, and it had the lovely pinks and pastels of the sunset. It just couldn't have been better." Baum felt like he was looking at things people had never seen before. "You're at the bottom of the world, and there's nobody else in the air for thousands of miles around you. It was an interesting feeling."

The first pole-to-pole circumnavigation flight took place in 1965 by a modified Flying Tiger Line Boeing 707-349C carrying 40 scientists, guests, and crew. To make the trip possible, the plane -- nicknamed Pole Cat -- had to be modified with two additional fuel tanks installed in the main cabin. Total time: 62 hours, 27 minutes.

In 1968, a Modern Air Transport Convair 990 airliner with 78 passengers and crew flew over both poles. This plane didn't set a speed record, but by landing for fuel at Antarctica's McMurdo Station, it was the first aircraft to touch all seven continents.

Pan Am Flight 50's speed record stood for 31 years until 2008, when a Bombardier Global Express business jet broke it, thanks to perfect planning and shorter fuel stops.

Membership in the "over both poles" club is pretty exclusive. According to Baum, more people have flown in space.

Now, 41 years after the last such flight, a sub-50-hour aviation adventure is being planned to take air travelers over both poles. The Polar Express is scheduled to take off this coming October 26 from New York's JFK International Airport with about 150 passengers. The route will take them from JFK to Río Gallegos airport in southern Argentina. Taking off from there, the Polar Express will fly over the South Pole and continue all the way to Perth, Australia. Next, it's on to Beijing. And the final leg of the trip takes the plane over the North Pole and back to JFK.

The jet for this upcoming trip will be an Airbus A340-300 -- a large, wide-body, long-range airliner with four trusty engines. Coach tickets start at \$11,900. Amenities include specially created cocktails, informative lectures, inflight yoga classes, and an Antarctica expert who will explain what passengers see out the windows.

Baum will join this polar party as its historian, documenting it to create the final chapter of his book "Over Both Poles: Epic Flights Around the World," which is due early next year.

Clearly, the glory days of record-setting global air travel have not completely passed. For those who can muster the time and money, there are still rare experiences to be found out there.



A story about Maverick Boeing 707 operations

Submitted by Captain Ross "Rusty Aimer

This year for my "letter" I have a little story to tell. A few years back the creator of a website called (Old Jets.net) from Holland contacted me to ask about a tale I was allegedly involved in. At first I denied those allegations but when he told me he had heard the story from an old Pan Am dispatcher, I agreed to fess up!

At the time I was still a line pilot at United and did not want to possibly jeopardize my job. After retirement and no longer worried about the consequences, I agreed to publish the story on his website. Since I am terrible at writing, I employed the services of #4 son, Toby, a UCLA grad and a fairly good writer, although not too familiar with aviation terms.

Between Toby and Jan, who is Dutch, they wrote this story on my behalf. Not exactly a well written short story, but rather interesting, as I am told by a few aviator friends.

If you decide to use it in your rag, make sure to give the credit to the real writers and the folks whom are credited with the pictures. (For example, my old pal and former F/E, Captain Al Wolff, AA ret.)

Maverick crews were mainly Pan Am furloughed pilots. We used PanAm services such as MX, training and Dispatch. The aircraft in the fleet were former PanAm 707-321C Adv. freighters leased after Pan Am no longer could pay for them. Maverick whited out the "Blue Ball" on the tail and painted the "Bullhead" over it.

If I remember correctly, the aircraft in this story was tail # N448PA originally named "Clipper Pacific Raider."

Keep up the great work, *Rusty*

Maverick Boeing 707 operations

On April 1978, I spotted my first sight of a Maverick Boeing 707 freighter as Amsterdam-Schiphol airport. As a kid the bull logo always fascinated me. 36 years later I enjoyed a very interesting conversations on Facebook with Captain Ross Aimer about his adventures during his time with Maverick. Following is an extract of this conversation. The notes are co-written by Ross his son Toby and are for us to enjoy!



Bombing Moscow

By Toby Aimer

Before the fundamentalist Muslim Iranian revolution in 1979, the Shah of Iran, Mohammad Reza Pahlavi, was looking to beef up ranching in his kingdom and willing to pay top dollar to anyone who would deliver quality livestock. This was a business opportunity not to miss.

In 1977, Santa Barbara pilot, a Canadian, and an American businessman came up with the idea to specialize in transporting inseminated cows to Iran. The pilot had a burning ambition to own an airline and the Canadian businessman had the contacts to procure the livestock. They found a Californian rancher and land owner to invest in their company named Maverick International Airlines and financing to lease Boeing 707 jets from a broker.

Maverick is a term, usually referring to unbranded cattle which are not part of a herd and became labeled "mavericks. Samuel Augustus Maverick (1803-1870) was a Texas lawyer, politician, land baron and signer of the Texas Declaration of Independence. His name is the source of the term "maverick," first cited in 1867, which means "independently minded," Various accounts of the origins of the term held that Maverick came to be considered independently minded by his fellow ranchers because he refused to brand his cattle.

Maverick set up headquarters at Stewart Airport in the Hudson River Valley, north of Manhattan and in the heart of New York's dairy industry. The principals decorated their private offices with thick Persian carpets and hand-carved furnishings. The broker's aircraft were gutted and turned into corrals that could hold 98,000

pounds of animal flesh. A safe was installed in the cockpit so the pilot could carry large sums of cash to buy fuel.

Soon Holsteins, calves, Brahma bulls and horses traversed the Atlantic bound for Tehran. On the return trip, Maverick's cargo planes sometimes brought back flowers and melons from Israel and auto parts from Italy. It was the winter of 1978. Unprotected sex was rather safe, but aviation was still very dangerous. The young Rusty Aimer had just jumped ship from an Iran Air 747SP on a 4-day layover in New York. After working in Iran for 9 years, he was fully aware of the impending fall of the Shah and he had no intention of going back. While the crew desk in Tehran was still looking for him to finish his trip, he had already lined up a job flying a 707 freighter with a Pan Am offshoot called Maverick International. The New York-based organization's motto was "the world's biggest bullshipper." The proverb was strategically written upside down inside the main cargo door of the 707-320Cs. Occasionally, New York controllers in search of a cheap laugh on the frequency would ask the crew to repeat the airline's motto.

On this trip with the new company, Aimer was to command a flight that had just arrived from Montreal in Amsterdam to Moscow's old Sheremetyevo Airport. Onboard were 100 head of prize heifers. This was a generous gift from the people of Canada to the Soviet Ministry of Agriculture – a gift likely aimed to improve the Soviet's dairy stock. The 1,000-pound beasts were neatly pressed side by side in specially designed pens and guarded by a couple of rather large French-Canadian cowboys. With boots, hats and cattle prods, the cowboys kept the rowdy passengers in line and on their feet.

The cargo aircraft used to carry cattle were modified to circulate a high flow of air at very low temperatures in order to keep the cattle from suffocating in their own body heat and CO2. Thousands of pounds of sweat, urine and cow manure deposited by the unruly passengers was highly corrosive and must be carefully contained in heavy plastic tarp and sawdust. It was to be immediately cleaned and washed down after each journey because, frequently, the same aircraft would bring, for example, tulips from Netherlands or shoes from Italy. It goes without saying that any trace of cow deposits was neither pleasant nor acceptable. The protocol for the receiver - in this case, the Soviets - were responsible to clean the aircraft before its next departure.

Aimer and his crew did their part and delivered the delicate ladies safe and sound to their new home. Now they waited patiently for the trucks and cleaning crew to remove the trash and clean the aircraft. A few hours passed and there was still no sign of the cleaners. Rusty was getting impatient. He could almost taste the cold beer awaiting him in Amsterdam - followed by, perhaps, some much needed "window shopping."

He began by politely reminding the airport officials of the carriage contract which stipulated they must promptly clean the aircraft. After a few hours and several repeated requests, he may have, at some point, raised his voice and uttered the words, "your f'ing cows, your f'ing \$hit!" At that point, a couple of soldiers with Kalashnikovs began shoving the small, statured American Captain around as he pointed to his "N" registered 707, which sported an American flag on the fuselage. They were basically telling him it would be wise to get the flock out of there. The 30 some year-old Captain soon realized that he was no match for the Soviet Army at the height of the Cold War.

One of the cowboys watching his favorite Captain being shoved around pulled him aside and asked if he could open the cargo door in flight. Rusty tells the man it was mechanically not possible, but the aft galley or the entry doors could. In fact, that was the way they removed smoke and fumes in the old 707 days. After a few seconds, he understood what the clever Canadian had in



mind. He and his crew quickly prepared the heavily laden 707 for departure.

The late-night departure was rather routine out of SVO with the exception of some light snow encounter. Aimer had made these departures many times when he was with Iran Air. However, the Soviets did not possess the sophistication of western radar. They did not detect the 707's lack of climb gradient and slow speed shortly after takeoff. There was not much traffic in the area at that time of the evening, which helped the Maverick crew perfectly execute their deviant plot. Aimer selected flaps 14 and slowed the big bird to about 120 knots. While the F/E quickly depressurized the aircraft. With a very shallow climb the aft entry door was cracked open. The cowboys, with the help of the flight engineer (another Pan Am furloughed pilot), quickly shoveled several tons of cow manure out of the aft door of the 707. I wonder if the Muscovites ever noticed the smell and the consistency of the snow that evening. The graciously beautiful advanced 707-320C, now a bit lighter, climbed like a homesick angel to her destination AMS.

Before Aimer and his crew finished celebrating their "uneventful flight" in Amsterdam, the word had got back to Pan Am dispatch in Kennedy and around the aviation circles in New York that a Maverick 707 just bombed Moscow with 6 tons of unadulterated cow \$hit!

Another flight, another story

In the midst of the Cold War, I was flying a 707 freighter to SVO (Moscow Airport). Before we boarded the aircraft in Amsterdam, two KGB types showed up and introduced themselves as "Navigators!" I had no choice but to take them. Shortly after takeoff, I signaled the Flight Engineer to get into the "adult book store" under his table. The "Navigator's" eyes became bigger and bigger as they watched my old F/E intensely studying the Hustler Magazine. With my broken Russian, I asked if they wanted to retire to the back with some educational material? We never saw those bad boys until we parked at the hard stand!

Hoodwinked by slick businessmen

In its first year in existence, the company posted \$16.9 million in revenue. But spent \$ 20 million. Despite the imbalance in the ledger sheet, English investors took an interest in Maverick. They sent a willowy British auditor to New York to see if the company might pay off. He got an eyeful. "They ran the business like little boys with toys," the British auditor came to realize. Too often, Maverick's jets came back from the Mideast empty. This practice, known as deadheading, meant the company assumed the expense of fuel and salaries with no income to defray the costs.

The auditor also discovered the partners had set up a company in the Cayman Islands to divert airline income. In addition, the US businessman appeared to be siphoning off funds from the payroll withholding. The auditor found this particularly shocking and felt obligated to alert the Californian investor to the shenanigans. The investor finally found out he was being hoodwinked by these slick businessmen.

Maverick crashed and burned after the Shah fled his throne in the face of Muslim revolutionaries in January 1979. The upheaval shut down the Tehran airport for days, stranding one of Maverick's planes. In addition, Maverick financed cattle barns on the ground in Iran, assets the Ayatollah Khomeini nationalized when he took power.

Bankrupt

The pilot/owner bailed out and signed his share over to the others. They worked around the clock to keep the airline functioning. Soon employee paychecks bounced. Beauchamp foreclosed on the jets. The Internal Revenue Service arrived, seeking more than a quarter of a million dollars in employee withholding that had never been paid. Maverick went bankrupt. The Californian investor and other creditors, including the IRS, were left holding the bag.

Aviation Museums

For all you aviation aficionados who want to view Aviation Museums from the comfort of your home, you'll enjoy this website. <http://www.vgbimages.com/AirMuseums>.

Just click on any of the museum pictures to go to their Website for a photo tour of each.

How to Keep Your Body Properly Hydrated

By Jane E. Brody/The New York Times



Inadequate hydration can cause fatigue, poor appetite, heat intolerance, dizziness, constipation, kidney stones and a dangerous drop in blood pressure.

I wonder how we all survived — and even thrived — in our younger years without the plethora of water bottles that nearly everyone seems to carry around these days. In reading about the risks and consequences of dehydration, especially for the elderly and anyone who exercises vigorously in hot weather, it's nothing short of a miracle that more of us hadn't succumbed years ago to the damaging physical, cognitive and health effects of inadequate hydration. Even with the current ubiquity of portable water containers, far too many people still fail to consume enough liquid to compensate for losses suffered especially, though not exclusively, during the dehydrating months of summer.

For those of you who know or suspect that you don't drink enough to compensate for daily water losses, the good news is you don't have to rely entirely on your liquid intake to remain well-hydrated. Studies in societies with limited supplies of drinking water suggest you can help to counter dehydration and, at the same time, enhance the healthfulness of your diet by consuming nutritious foods that are laden with a hidden water source. Plant foods like fruits, vegetables and seeds are a source of so-called gel water — pure, safe, hydrating water that is slowly absorbed into the body when the foods are consumed.

That's the message in a newly published book, “Quench,” by Dr. Dana Cohen, an integrative medicine specialist in New York, and Gina Bria, an anthropologist whose studies of the water challenges faced by desert dwellers led to the establishment of the Hydration Foundation, a nonprofit group that promotes understanding and consumption of nonliquid sources of water. More about these foods later. First, I must convince more of you that remaining well hydrated is crucial to your health. However solid your body, the majority of it is water, ranging from 75 percent of the body weight of infants to 55 percent of the elderly. Every bodily process, every living cell, depends on water to function properly. Water transports nutrients, regulates body temperature, lubricates joints and internal organs, supports the structure of cells and tissues and preserves cardiovascular function. People can survive for only three or four days — a week at most — without water.

But more to the point is the quality of survival. Inadequate hydration can cause fatigue, poor appetite, heat intolerance, dizziness, constipation, kidney stones and a dangerous drop in blood pressure. Brain effects include mood shifts, muddled thinking, inattentiveness and poor memory. A loss of only 1 to 2 percent of body water can impair cognitive performance, according to studies at Virginia Polytechnic Institute and State University. Your body's water balance is determined by how much you consume, your age and activity level and environmental conditions. The body loses water through the skin, lungs, kidneys and digestive tract; in other words, by sweating, breathing and elimination of waste, both liquid and solid.

“Water needs can vary from person to person — and no one person will need the same amount of fluid from one day to the next,” the Virginia scientists wrote in the *American College of Sports Medicine's Health and Fitness Journal*. The typical American consumes about one liter — a little over four cups — of drinking water a day. But people like me who engage in quasi-vigorous physical activity daily need more, and those who exercise strenuously for more than an hour a day need even more than that, perhaps supplemented by a sports drink containing the electrolytes sodium and potassium (but avoid those with more than a pinch of sugar). Keep in mind that skimping on your liquid intake or relying on sugary drinks can take a toll on your physical performance.

If you're planning to engage in strenuous exercise or do physical work outdoors on a hot day, it's best to start hydrating the day before. Check the color of your urine; the paler it is, the better. Also continue to drink water or other fluids throughout your activity and for hours afterward. A critical factor in remaining well hydrated is not to rely on thirst to remind you to drink but rather to be proactive by consuming enough liquid

before, during and after meals and physical activity. The longstanding advice to drink eight glasses of water a day was something I (among many others) was never able to achieve. I'm happy to say that experts have since modified that rule. Current thinking calls for getting about 70 percent of daily water needs from liquids (including coffee and tea, by the way, though not alcohol) and the rest from solid foods.

The authors of "Quench" suggest two dozen fruits and vegetables that are especially hydrating, ranging from cucumbers with 96.7 percent water to grapes with 81.5 percent water. Surely you can find many you would enjoy in a list that includes lettuce, tomatoes, cauliflower, spinach, broccoli, carrots, peppers, watermelon, strawberries, pineapple, blueberries, apples and pears. Even chia seeds, an ancient so-called superfood said to sustain the ultrarunning prowess of the Tarahumara Indians of Mexico, can be a force against dehydration; they absorb 30 times their weight in water and can provide the body with slow-release hydration, especially during long bouts of physical activity in high heat and humidity.

Naturally packaged plant water hydrates more efficiently than plain drinking water, the "Quench" authors maintain, because it's already purified, is packed with soluble nutrients and gradually supplies the body with water. That said, while there is considerable anecdotal evidence for the effectiveness of plant water, especially among enthusiasts of green smoothies, well designed clinical studies are still lacking. Yet I feel comfortable in recommending an increased reliance on these hydrating foods because, at the very least, they can result in a more nutritious diet and foster better weight control.

Getting more of your water from plant foods can also help to cut down on pollution. The earth is being overrun with disposable plastic water bottles that can be found littering streets and parks and floating in rivers, oceans and lakes everywhere. Unless you are visiting a region of the world where it is unsafe to drink the water, try to avoid buying water. If you are in doubt about the safety of your municipal water supply, if you rely on well water that has not been tested, or if you dislike the taste or your local water, consider installing a faucet filter or using a portable filter container like Brita. Now, join me as I take a big drink to your health.

Exercise Alone May Slim After All

By Gretchen Reynolds/The New York Times



Can working out help us to drop pounds after all? A provocative new study involving overweight men and women suggests that it probably can, undercutting a widespread notion that exercise, by itself, is worthless for weight loss. But the findings also indicate that, to benefit, we may need to exercise quite a bit. In theory, exercise should contribute substantially to weight loss. It burns calories. If we do not replace them, our bodies should achieve negative energy balance, use stored fat for fuel and shed pounds.

But life and our metabolisms are not predictable or fair, as multiple exercise studies involving people and animals show. In these experiments, participants lose less weight than would be expected, given the energy they expend during exercise. The studies generally have concluded that the exercisers had compensated for the energy they had expended during exercise, either by eating more or moving less throughout the day. These compensations were often unwitting but effective.

Some researchers had begun to wonder, though, if the amount of exercise might matter. Many of the past human experiments had involved about 30 minutes a day or so of moderate exercise, which is the amount generally recommended by current guidelines to improve health. But what if people exercised more, some researchers asked. Would they still compensate for all the calories that they burned?

To find out, scientists from the University of North Dakota and other institutions decided to invite 31 overweight, sedentary men and women to a lab for measurements of their resting metabolic rate and body composition. The volunteers also recounted in detail what they had eaten the previous day and agreed to wear a sophisticated activity tracker for a week. The scientists then randomly divided them into groups. One group began a program of walking briskly or otherwise exercising five times a week until they had burned 300 calories, which took most of them about 30 minutes. (The sessions were individualized.) Over the course

of the week, these volunteers burned 1,500 extra calories with their exercise program. The other group began working out for twice as long, burning 600 calories per session, or about 3,000 calories per week.

The exercise program lasted for 12 weeks. The researchers asked their volunteers not to change their diets or lifestyles during this time and to wear the activity monitors for a few days. After four months, everyone returned to the lab and repeated the original tests. The results must have been disconcerting for some of them. Those men and women who had burned about 1,500 calories a week with exercise turned out to have lost little if any body fat, the tests showed. Some were heavier. But most of those who had walked twice as much were thinner now. Twelve of them had shed at least 5 percent of their body fat during the study.

The researchers then used mathematical calculations, based on each person's fat loss (if any), to determine whether and by how much they had compensated for their exercise. The men and women in the group that had burned 1,500 calories a week with exercise proved to have compensated for nearly 950 of those calories, the numbers indicated. Interestingly, those in the other group had also compensated for some of the calories they had burned, and to almost the exact same extent as those who had exercised less, adding back about 1,000 calories a week, the calculations showed. But since they had expended 3,000 calories a week, they had wound up with a weekly deficit of about 2,000 calories from exercise and lost fat, the researchers concluded. The findings were published in the American Journal of Physiology-Regulatory, Integrative and Comparative Physiology.

How the volunteers had compensated was not absolutely clear, says Kyle Flack, an assistant professor at the University of Kentucky, who conducted the experiment as part of his graduate research. People's resting metabolic rates had not changed during the study, he said, whichever group they had been in. Their activity monitors also showed few differences in how much or little they moved during the day. So, the caloric compensation must have involved overeating, he said.

But the volunteers did not think so "Their food recall did not show differences" in how much they reported eating at the start and end of the study, Dr. Flack said. "I think they just did not realize that they were eating more."

There probably also are complicated interconnections between exercise, appetite and people's relationships to food that were not picked up during this study and can affect eating and weight, he said. He hopes to study those issues in the future.

But already, the results from this experiment are encouraging, if cautionary. "It looks like you can lose weight with exercise," Dr. Flack said.

But success may require more exertion and will than we might hope, he added. "Thirty minutes of exercise was not enough" in this study to overcome the natural drive to replace the calories we burn during a workout. "Sixty minutes of exercise was better," he said.

But even then, people replaced about third of the calories they expended during exercise. "You still have to count calories and weigh portions" if you hope to use exercise to control your weight, he said.

PICKLES | Brian Crane

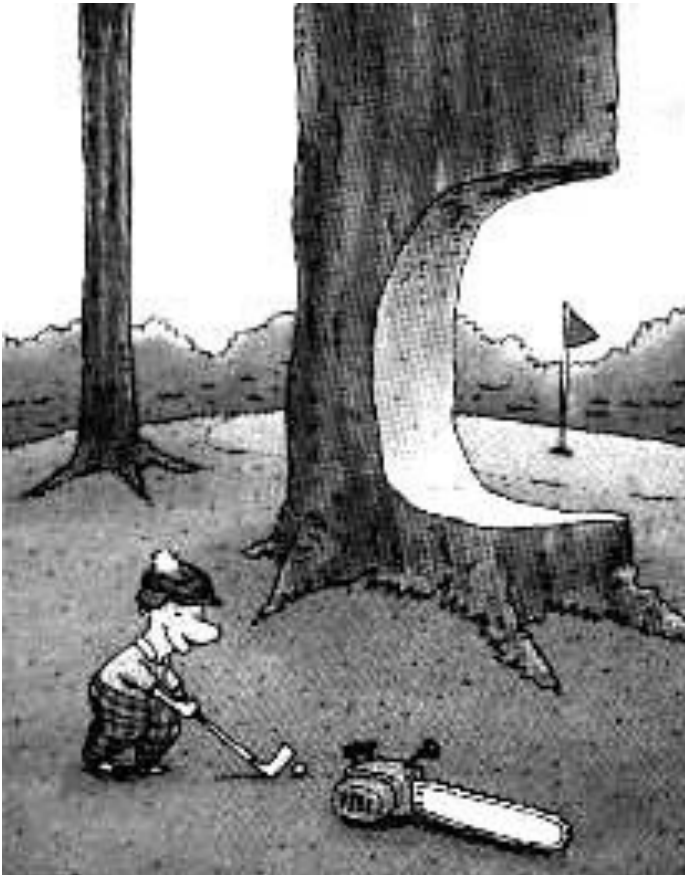


LETTERS

CARLOS BERNHARD—Dana Point, CA
23 years of retiring, but still flying once a week. I have one, actually several, claims of fame. I was the first foreigner hire by United as a pilot. You will see in a moment.

I discover aviation in 1949, as a 14 years old and became an "airport kid" at the local Aero Club in a small town in Argentina. Running errands but mainly helping start planes by propping them. At 17 I finish High School and finally became a pilot in Piper Cub, (Yellow of course).

Next year I enter the Air Force School and after four years graduated and was assigned to a Fighter Base in Buenos Aires Flying Gloster Meteors. (After the war, Argentina got 100 Meteors and 100 Avro Lancasters.) After two years I requested a transfer to a base at the foot of the Andes and flew I A 35 Huanquero, a twin plane with radial engines manufactured in Argentina designed by Kurt Tank, designer of all the Focke Wulfs. He also designed a Pulqui 2, almost a copy of the Mig 15 (Google



them).

After two years, I resigned from the military and was hired as a co-pilot by a domestic Airline flying Lockheed Lodestars. The company went broke within six months, but I got a Job flying a C-46, transporting horses, polo and race from Buenos Aires to Miami. After three trips, fixed my papers and with a green card in hand, resigned and got a ride to MIA, March 23 1961 enter USA as and immigrant, no English, no money but a lot of hope.

End up in a border town of Calexico, CA working in a Department Store (Like J C Penneys). The town had a little airport, busy because it was a port of entry and I spent all my free time there. I obtained my Private license and then a commercial and instructor. Resigned my job and became the local instructor, and got my instrument and multi-engine tickets. At the time, all the airlines were running ads in magazines and the first requirement was USA or Canadian citizenship. In January 1966 I saw an ad by United (We will pay you a million dollars to fly for us, remember?) and the first tine was missing. I called United at San Diego and got an interview for the next morning. Came out with a long application. It took six long months, several trips to LA, medical, Stanine test etc etc, but in June 27 1966 I started School at Denver. I had become a Citizen June 9, a few weeks earlier. The rest is History. *Carlos*

JIM BOYER—Lake Forest, IL

Greetings Ruparians, we're getting to feel like we are at the end of a fire hose and can't find the shutoff valve!! N E Illinois is 6" above normal for precipitation so far this year and we just received another inch or two. Wish we could send some of this out to our brethren out West.

The last year has been busy with high school and college graduations in our family, plus volleyball and soccer, plus great grandchildren that need our undivided attention. All in all a fun year with one exception - that being a bronchial infection that waylaid out both Corrinne and myself. We were planning a trip to Palm Springs in January and February, but the infection eliminated those plans. So, we had a serious debate whether we would stay at our present abode or move to a continuous care facility. The CCRC here in Lake Forest is our choice and we were fortunate to get an apartment that fits

our needs just fine. So, we have been busy down-sizing again! The local Salvation Army is the recipient of all the stuff we thought was important. So, the first of August is moving day and then maybe we can get back to some semblance of normality.

Thanks again for all the work you folks do for the rest of us. Believe me, Corrinne and I really appreciate the magazine.

So, 86 orbits of the sun has us embarking on a new phase in our life and enjoying every day of it.

Corrinne & Jim, '57 to '92

RICH BOYER—Englewood, FL

Gentlemen, Still enjoying reading the RUPA monthly and seeing pictures of those "old geezers" I used to fly with - until I look in my mirror and see another one.

Until recently, my wife and I have been in good health and still able to take cruises with our family, grandchildren, and friends. We've been flying on Delta now and then with our son's Pilot Priority. Last fall we all flew in First Class on an Airbus 330-300 from JFK to FCO. The individual seat variable comfort positions and personal entertainment selections were mind boggling.

Also, for almost 14 years I've been enjoying tutoring 5th grade students in math at the local elementary school. They're great kids and it's fun for me to see "the light come on" as they solve the problems.

Two weeks ago, my wife of almost 56 years decided to go along with her doctor's advice and had her right knee replaced. Five days in the hospital and then home care my job. We do have therapists come by almost daily to check on us, but it is up to me to care for her and see she does her knee and walking exercises. Good friends and neighbors have brought in food which I present to her in her reclining chair. Better each day so maybe in a couple months or so...

Keep up the good work. Maybe we'll join you all on another RUPA cruise in the future. *Rich*

ALAN COCKRELL—Huntsville, AL

I came on with UAL in 1989 and retired a 767 captain in IAH in July 2014. I was based first in ORD, then IAD, then IAH. Being a commuter my entire

career (I hear the moans), I am averse to big airports and commercial air travel. We took only one trip last year, to Seattle, and had to use ZED fares on Delta. UAL's 50 seat spam cans out of our station were packed out.

We do travel though. We pull a trailer across America's peaceful back country and think not of Rome, Paris and all those other meccas of mayhem. We also spend a lot of time with grandkids. I occasionally fill in as a Citation co-pilot, but my flying enjoyment is my RV-6 and the little grass strip five minutes down the road (3M5).

For those of you who retired before the CAL merger, here's a sample of how the cultures merged. At IAH, CAL's mother base, their ops center did not have dedicated sleep rooms. Everything, couches, TV, planning tables and computers, were all in one gigantic room. I was napping on a recliner in front of a rear-projected TV that must have been built in the pre-Cambrian period. My watch woke me and I went over to the planning table that UAL crews customarily used (we had not yet begun flight mixing with the CAL crews and still have different uniforms). My two F/Os were printing out the Buenos Aires paperwork. Shortly after arriving at the table I spotted a CAL pilot marching toward me like a man on a mission. He shouted indignantly, "You did that on purpose!"

I stood dumbfounded. "What?" I asked.

"You brushed against my leg! You woke me up! You did that on purpose! All you United people do that! You are all alike!" Without waiting for a discussion, he disappeared. We looked at each other with mouths agape. I tried to shrug it off and turned to a computer, but it ate at me. I didn't remember brushing against anybody. He then suddenly appeared beside me taking a profile shot of me with his phone. "Everybody is soon gonna find out who you are!" he said as he again retreated back across the big room, which was mostly deserted at that late hour.

I watched him go across and pick up a magazine. I went over and took his picture with my phone, saying, "You are going to be a famous man also." That could have resulted in a fight. It was a dumb thing for me to provoke this obviously disturbed individual, but I had too much fighter pilot blood in me to turn the cheek a second time. He ignored me and melted away elsewhere in the dark murky OPS

room.

The encounter was the hot topic during the long trip down south, during which one of the F/Os produced a CAL scab booklet that actually had photographs. We went through and found him. What a shocker. Thankfully I never saw him again. *Alan*

RON DENK—Summit, NJ

Cleve's comment in May's *RUPANEWS* that there were only five letters to publish got me to thinking. Are those of my generation, (in their mid-80's or older), the last to enjoy flying when flying was really interesting (although certainly not as safe).

Was flying up the 40mi. long fjord to Greenland's Bluie West-One, below 500 feet, while taking pictures with my Retina 11C not fun? How about flying up any fjord? Is landing in a ski equipped C-47 at 9,000' on the Greenland Ice Cap, as co-pilot, without ever having any training in that bird, a once in a lifetime opportunity? Then using two JATO bottles to start taxiing (after the skis had frozen to the snow)! Was flying Capital DC-3s wearing rub-

ber aprons to keep our uniforms dry while flying through rain not fun? How about scraping ice off the windshield while in flight with the putty knife stored in a pouch behind the copilot (while wearing a uniform overcoat that was akin to a horse blanket)? On the other hand, we got to fly with the cockpit windows open in the summer. I felt that stepping into a cockpit of a DC-10 that was 72 degrees, winter or summer, was one of the greatest achievements of aviation technology that I had ever experienced.

How about J.W. (Bill) Gates and I having fun, each getting about 15 minutes stick time in the Goodyear Blimp when we told the pilot we flew for Capital. We even got to fly with a couple of ex-blimp pilots on the airline. Do pilots today get the opportunity to do a "Slam Dunk" from 4,000' on downwind into 14R at ORD these days? Flying VFR direct between BUF and ROC, using the lighted Batavia Downs race track as a checkpoint was always an enjoyable way to spend an evening.

There must be recent retirees who have had different, and more interesting experiences during their careers, whether it was landing a Tomcat at night on the pitching deck of a carrier, ejecting from any aircraft? How about your first solo night cross country as a private pilot or landing a float plane on a lake in the boonies and catching that really big fish? (You're allowed to exaggerate a little). Has anyone flown the Harrier and made vertical take-offs and landings? Who among our RUPARIANS has flown the fastest (maybe Mach 2)?

Whether you flew for 25 years or 55 years you must have had many interesting experiences and a ton of fun. We're all interested in your stories—share them!

Thanks, Cleve, for all the interesting and informative articles you find—great reading.

Ron

BOB HAYGOONI—Tiburon, CA

Hello again Cleve, hoping that this letter finds you and Rose doing well.

Barbara and I are well and are doing our best to sidestep the perils of the aging process. On a positive note, we still go dancing to a really good rock band that visits our club every month. We hike around Marin County but try to avoid the steep parts. Singles tennis is still my passion and quick



movement is still attainable. There is an old tennis saying that when you get older you run just as hard but that it takes you a bit longer to get there. Such is life!

Many pilots are through with airplanes, TSA, check rides, updating manuals, recurrent etc. etc. etc as soon as they hit the mandated retirement age. I fully respect that but for some unknown reason, the joy of taking an airplane into the air and bringing it back in reusable condition has been a lifelong thrill and it is now 12 years since the last UAL flight and 50 years since my first flight and the joy and thrill have not waned a bit. I will be starting my 6th year with the company, CTP Aviation, Hayward, California. I big shout out to them as they are completely supportive of their senior pilots. Not all companies have that attitude. I will be flying a brand-new Challenger 350 for one of our clients. The airplane just got delivered from Bombardier. It has well over a 7-hour range with ample reserves and cruises comfortably at FL450 and M.80. The cockpit is comfortable and quiet. The trips are interesting and there are opportunities to visit varied places and to have sufficient layovers to explore places that I have never visited. Oh, on top of that, the pay is pretty good.

So much to be thankful for. Especially an understanding and supportive wife.

To the wonderful people of RUPA, a very deep bow. Until next year.

Bob, SFOFO 1978-2006

HUGH HENSLEY—Austin, AR

You guys do a great job with the *RUPANEWS*.

Not much to report. My wife and I do a cruise each year, and three trips to Banson. Been on several bus trips to many interesting places across the USA.

I still work on cars for members of our church who have need. Mow the eighteen acres we have here in Arkansas.

My health is good, I take no pills, and do everything I want to do. Shirley takes good care of me, and keeps me on the straight and narrow path.

I miss the great people I flew with. Been twenty-six years since I parked the old 727 at ORD. I'll just keep plugging along until the good Lord calls me home.

Every time I see a big fly down here I think of a

Capt. who hated them.

Thanks so much. *Hugh*

LEE HIGGINSON--Los Gatos, CA

Many thanks to Cleve and the gang--great job.

My wife, Clara, died this past May. She had several health issues (diabetes, macular degeneration arthritis, etc.) But a routine arthroscopic Gall Bladder operation went awry.

Liver bile leakage, infection, dead. We were married 62yrs.

On the brighter side, my total knee replacements still work well, and my health is surprisingly good with no major problems. Luckily, I inherited good genes I guess.

I still like to hack around the golf course several times a week. However, at 89yrs old, the handicap keeps creeping up.

I'm still very grateful for 41yrs with UAL and the people I got to work with.

Till next year, (I hope) Cheers, *Lee*

MARVIN MEYER—Anthem, AZ

Sorry I am a little late, but we had 3 parties. Probably the best birthday I have ever had, all four of our family surprised me for the celebration.

We now reside at Merrill Gardens where Anna Marie is cared for in the Gardens, their memory care facility. I am in an apartment in the main unit. I can spend time with her anytime and she has absolutely great care 24 hours a day.

Hard to believe that it is 25 years since I parked UAL Flight 212 on May 7, 1993 at ORD. *Marv*

BOB NORRIS—Redwood City, CA

Twenty-five years since my last UAL flight...it doesn't seem that long.

Family now consist of 3 sons, 8 grandchildren and 13 great grandchildren, all doing well. Dee, my lovely wife of 60 years still serving as a Chaplain at the County Jails; has had some challenges but her strong belief in prayer (AKA God) that has supported her throughout medical and other challenges will pull her through. As they say (growing old ain't for the young, they couldn't handle it!)

Only domestic travel this past year...giving international travel a break. Sale of my most recent book "The Dust Bowl to WWII...One Young Man's

Journey of Survival” doing well. Youngest son, Captain Craig, flying the Airbus for UAL, most trips to Mexico City. Son Bruce and his C-195 moved to Seattle to an airpark...there goes my ride! All forty of the flight instructors who instructed at our flight school (Flight Simulation) are employed by the major airlines, majority serving as captain. Sons’ Dan and Bruce are off in July to bag Mont Blanc after doing a two week trek around the Alps. Occasion visit to the SFO Bay-Siders RUPA lunch, with son Craig so he can give all an update on UAL status; and still an active member of the SFO Sheriff Aero Squadron. Never was a golfer, just enjoyed walking the beautiful courses, best I can do is 41 on a nine-hole 27 par course, that sucks. Love the time in my garden, being 24/7 with the family...life doesn’t get any better.

Deeply appreciate the great articles in the magazine and the effort all put forth to provide such a quality publication. I lift a glass of wine and toast all you RUPA members: “If you must cheat, cheat death, If you lie, lie with the one you love, If you must drink, drink in the moments that take your breath away. Best to all, *Bob & Dee*

PETER NOVAK—Lake Barrington, IL
Birthday is 7/4, so here is another years check. Time goes by so fast in retirement. I have been sailings summers on the Main coast and to the Caribbe-

If showing up in a
robe and tiara
with a box of
wine is wrong,
then maybe I don't
fully comprehend
how Casual Friday
actually works.

an for a winter. Also busy restoring Jimmy Stewart's Cessna 310. Then there is the grandkids and grown children to visit! *Pete*

RALPH RIDGE—Castle Rock, CO

This year is shaping up to be one of the busiest travel years for me and Sharon since I retired in '02. In February we took off for a month and traveled to New Zealand, Vanuatu and Australia. We have friends in both NZ and AU who hosted us and kept us busy with car related activities. While in New Zealand I did a rather impulsive thing and bought a 1959 El Camino that is totally restored and in beautiful condition. I now have that home and have already won awards with it at car shows. In April I finished the restoration of my 1961 Corvette that was totaled in an accident 4 years ago. It too has been an award winner at car shows.

In July we leave on a two-week Corvette road tour that ends up in Las Vegas at the NCRS National convention. After returning home for about a week, we take off for Kona to visit my son and family. He is a United mechanic based in Kona. Even with the volcano, getting back and forth to Hawaii is a challenge so we were forced to buy tickets. We get home from that trip with two days to prepare for a trip to Germany for two weeks, where we will experience our first river cruise. Something that has been on my bucket list for years. This one is being hosted by one of the Corvette parts and accessory retailers that I deal with. It will be fun to cruise with people with a common interest.

Health has been good for us with mostly the normal aches and pains. We saw both our grandsons move into aviation related fields this past year. The oldest one completed A&P school in September and was hired right out of school by PSA Airlines (an AAL owned commuter) and is working on RJs at CAK. The younger grandson completed Air Force basic in September and moved right into Air Traffic Controller training. He is now based at Seymour Johnson AF base in NC.

In between all of this, I continue to keep busy restoring Corvettes for other people. The latest one I finished is a '63 split window coupe. Other time demands are being the Judging Chairman for our Rocky Mountain NCRS chapter and President of the Vintage Car Club in Castle Rock.

I guess it gets back to the old adage of "a rolling stone gathers no moss." I just hope I can stay "moss free" for years to come. *Ralph*

E. D. RUDER—Maple Park, IL

Hello RUPA members. I haven't written for a while so thought it was time.

I'm still on the farm - 50 years now. The airport (59IL) has really slowed down, we only have six flyers. When things were good we had thirteen.

Made it to my 89th birthday this year and just about everything still works. Good thing I married a young chick 35 years ago as she is now 75 and still taking good care of me.

Still flying my airplanes, but I'm not going to get ADS-B. I've become a grass guy. The snowmobiles do not get used much anymore. Only consolation is that most are worth more now than when I bought them.

My High School class had a 70th class reunion last year and only 14 out of 120 showed up.

Gene, ORD 1955 - 1989

JACK SCHRANDT—Madison, WI

Twenty-two years and still counting. I've seemingly adjusted to retirement pretty well. Not too much in the travel department this past year outside of a couple of trips to England. Too many doctor visits - nothing one can't adjust to - just a function of getting older, I guess.

Thanks again Cleve and all who put so much effort into a great edition every month.

Jack, ORD '67 - '96

TOM SEAGER—Dunlap, TN

Another year has gone by so fast. Liz and I are enjoying living here in Easter Tennessee and no major medical problems.

I did have an interesting experience while on vacation in CZM in March 2018. I LOST my passport.

**Those who say
"There is no such thing as
a stupid question"
Have never worked in
Customer Service**

It turns out it is a HUGE problem to get back home if you lose your passport. You have to deal with the local police, the State Department and CBR. If you thought the FAA was bad, try dealing with these Bureaucrats.

Here's the good part, two wonderful Lady Passenger Agents in CZM were extremely helpful in arranging permission for me to fly home (Standby of course). 3 1/2 hours on a Friday and another 2 on Saturday, which was the day we flew home. With their help, we used the computer in the office to do all the online work and then even more time during those 2 days on the phone with State Dept., American Consulate in Mexico City, and of course CBP.

These 2 Ladies were absolutely great. I might still be there without their assistance.

The bottom line is, DON'T EVER lose your passport while out of the country.

Tom, 6/13/66 to 3/1/2003

E.K. WILLIAMS—Round Hill, VA

Things are good with Betty and me. Our challenges are small compared to so many others. Tree fell ... but missed the house. Water line leaked but we came home in time to minimize the damage. Ain't USAA great?

The year has been as usual. Mow grass, blow snow and Hatteras Island twice. Social Security Poker Society once a month. We were accused of gambling until it was observed that it took an hour fifteen minutes to deal around the table, and we were playing for quarters. Social time with local retirees at breakfast in Leesburg and Manassas. Quarterly gatherings in Hagerstown and Tysons. Yakutat, AK to fish for Coho in the Situk with Bernie Schwartzman and my son Eric. Week in the Jefferson National Forest for hunting. Back in the '80s there were 10-12 guys in the deer camp. Now there are two of us left from those days and my buddy just had bypass surgery.

Just had my Birthday and was told to remember that I was older than I had ever been but also younger than I will ever be. I had to wonder if that was intended to be a profundity. So, looking forward to my very own personal new year and a repeat of the highlights mentioned above. Thank you, Cleve, and also to you other oarsmen/oarspersons' in the RUPA boat.

E.K. '66-'97 DCA, SFO, ORD, CLE, ORD, DCA, NYC, DCA, ORD, HNL

IN MEMORIAM

JOSEPH JENKINS JR

Joe Jenkins, Jr. (74) passed away June 16, 2018 with his wife and son at his side.

Joe was born and grew up in Alabama. At a young age he was drawn to aviation watching the local crop dusters work their trade in the nearby cotton fields. After a family move to Auburn, he hung around the local airport, where he was offered a job by Ray Wiseman (UAL DCA 1965-1990) as a mechanics helper.

Ray became his friend and mentor, teaching Joe to fly Ray's restored rare 1930 Fairchild biplane. Joe worked at the Auburn University Airport for seven years which paid his way for a degree in Aviation from Auburn University. He was hired by UAL in 1967. Joe started out as DC6B flight engineer and retired off his favorite airplane, the B777 in MIA in 2003. He enjoyed conducting IOEs on various Boeing airplanes under the guidance of Randy Phillips, DENTK. After retirement he continued conducting IOEs to pilots on the single pilot Eclipse 500 and the Phenom 500 Very Light Jets for 6 years. He acquired a 787 rating from Boeing in 2011 to try his hand at simulator instruction, but discovered he loved to fly the airplane more.

Fortynine years ago, Joe met and married the love of his life, Aina Cedergren (DCASW stewardess 1967-2073) from Norway. They have two sons and three grandchildren. Aina and Joe moved part time to Norway in 1997 into their home overlooking the beautiful Oslo fjord. Joe will be interred in Norway near his home at Ullern Church.

Memorials may be given to your local hospice. These good people perform incredible work.

THEODORE (TED) E. KRYDER

Theodore (Ted) E Kryder passed away June 14, 2018 after 3 years declining health. Ted was born Oct 1, 1932 in McLure Ohio.

After a tour of duty in the USAF, Ted began his flight career with Capital Airlines and then joined United when the two corporations merged. He was based in Chi-



cago, Denver and San Francisco, and retired in 1992 after a career of 34 years.

Ted's passion for flying never waned as he flew privately after retirement. He spent much of those years flying his Piper Aztec between Fuquay Varina, NC and White Pine TN. He and his wife Laura enjoyed visiting the NC Coast to feast on fresh seafood. He was a certified flight instructor (Land & Sea) and was thrilled to introduce others to aviation. In his words, "Bless the Good Old Days...oh yes. I got paid for watching the weather, looking out the window for ducks and geese that sort of thing in spite of the fact that my teachers said I could never make a living looking out the windows----Retired and love every day!"

He also taught his 2 oldest grandsons to repair lawn mowers, tractors, and old trucks. They believed "Ted can fix anything!" He also served in the Children's Ministry at his church and was a great friend and supporter of the White Pine Public Library.

Ted is survived by his wife, Laura, of 26 years, 2 sons, 4 step-children, eight grandchildren and 5 great grandchildren.

"May we always have a tailwind."

In lieu of flowers, memorial donations were accepted by White Pine Methodist Church and the White Pine Volunteer Fire Department.

JAMES B. LONG

James B. Long, 81, passed away on March 19, 2018. He was born March 12, 1937.

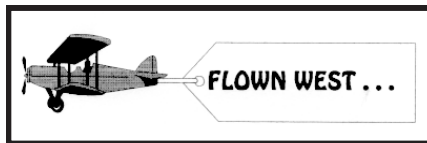
Jim graduated from Geneva High School and then earned an Aeronautical Engineering Degree from Purdue University. He served in the U.S Air Force 34th Bomber Squadron during the Cuban Missile Crisis. He joined United in 1966 and retired in 1997.

Jim was a member of Tippecanoe Country Club where he served on the board and enjoyed his Tuesday, Friday and Sunday groups of golf. He also played South Shore Golf Club.

Jim loved taking the grandchildren on boat rides to watch wildlife and loved feeding the birds.

Jim was a member of the North Webster United Methodist Church where he sang bass in the choir, and as Chairman of the Trustee for many years.

Jim is survived by his wife, Brenda Hartley, five children, twelve grandchildren and four great-grandchildren.



*James M. Dorsey	Jun. 18, 2018
*Bernard E. Fipp	Mar. 20, 2018
*John L. Forshee	May 02, 2018
*Roger Garcia	Oct. 07, 2017
Joseph Jenkins, Jr.	Jun. 16, 2018
James B. Long	Mar. 19, 2018
Clifford M. Schutz	Apr. 01, 2018
Larry C. Walker	Jun. 7, 2018
Craig Willis	Apr. 24, 2018
James F. Wilson	Apr. 29, 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)

August, 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