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# rupanews



**Journal of the Retired United Pilots Association**



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## Vice President's Letter

Please allow me to begin by saying how devastating the fires are in Northern California and throughout the state. The Mendocino fire is now reported to be the largest recorded fire in California history with over 300,000 acres burned. Along with the Carr fire in Redding and the fires outside Yosemite, there are now fires in the southern part of the state. There seems to be a never ending stream of tragedies in this country.

I am very happy to report a new non-stop flight between Dulles and Tel Aviv, Israel. This is the first route to be operated between the two cities by any US airline. The launch date is scheduled for May 22, 2019. United is also celebrating 20 years of service to Israel.

I would like to congratulate the new RUPA group in the Pacific NW hosted by Cort de Peyster. I am sure the group will multiply in numbers in a very short period of time. There is no better place to enjoy a lunch or a cup of coffee than the Pacific Northwest.

As you all may know, United does not offer retiree companion passes. The Star Companion benefits, offered by 11 Star Alliance carriers, provide eight one way legs per year for all airlines combined. Since we do not have the companion passes any longer, I found it very interesting what we have as retired employees. I would like to emphasize that Pat Palazzolo previously reported this in his July 2018 travel report. So, if you are a traveling buff like me, this would be a good opportunity to take advantage of this benefit.

I would like to report that rising fuel prices are cutting into the profit at United Airlines. The strong travel demand is helping United and, I am quite sure, other airlines by pushing prices higher during this summer season. So, if you are thinking about purchasing airline tickets anywhere, be very aware of the sticker shock you may be confronted with.

The UAL MEC believes the vacation pass travel program is flawed and does a disservice to the career employees at United Airlines. As a result, the Pass Travel Committee has been directed to advocate for change to the Vacation Pass Program. The MEC isn't against us getting vacation passes. They want to do away with them for everyone. And, they want to get date of hire back, including for retirees, or at least, get our date of hire frozen so we don't lose a day, every day after retiring. There have been several articles written about this and, ultimately, we will see what direction this takes. I certainly hope there is no dilution of benefits for our retirees.

My continued best to you all during this summer season.

Still Flying High, *John Gorczyca*

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

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

**[rupasectr@rupa.org](mailto:rupasectr@rupa.org)**

## **How to pay your RUPA dues**

**Go to our website [www.rupa.org](http://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**

## Medina 911 Memorial Dedication

The Medina 911 Memorial Dedication started at 10:03am on Saturday July 28, 2018. Sixteen retired pilots, wives, flight attendants and family members attended the ceremony at Fire Station #1 in Medina. After a bell ringing four times, the posting of the colors, the Pledge of Allegiance, a prayer from the chaplain, and the song America the Beautiful we had many wonderful speeches from three local Mayors. Dr. Kelly Low, the Memorial Chairman, and Master Sergeant Chris Spence also gave inspiring speeches. Then after the ribbon cutting ceremony, we all had a chance to see the memorial up close for the first time.



L to R standing: Phil Jach, Dick Sanders, Jim Burrill, John Pinter, Rich McMakin, Bob Olsen, Denny Flanagan, Bob Lang, Rose Harper, Pat Graham and Terry Graham.

Seated: Linda Jach, JoAnn Pinter, Carol McMakin, Monica Burrill and Judi Graham. Cheers, *Phil*

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## Ohio Cleveland Crazyes July RUPA Luncheon

Our July meeting at TJ's in Wooster was not well attended with only five members present. With family and friends, we had a total of eleven for lunch.

Our guest, Dr. Kelly Low, is the planner and organizer of the Medina 911 Memorial project. The memorial will be dedicated and open to the public on Saturday July 28, 2018. The Cleveland RUPA chapter has worked hard to raise money for this memorial, and we have been involved since February of this year providing funding for eight engraved pavers, an engraved bench and a metal wall sign describing the flight and crew of United Flight 93.

Dr. Kelly Low gave us a wonderful history of her involvement with the Medina 911 Memorial project. She has been working day and night to get this project to the dedication and opening of the Memorial to the public. We have many Retired United Pilots and wives who will be at the dedication ceremony to represent United Airlines and our losses on that terrible day.



Standing Left to Right: Phil & Linda Jach, Dr. Kelly Low, John Hochmann, Kristi Deem (Ken Wheeler's granddaughter), Jim Burrill and our lovely server, Shayla Salmons.

Sitting Left to Right: Roxanna Deem (Ken Wheeler's great granddaughter), Ken Wheeler, Gabby Deem (Ken's great granddaughter) and Diane Johnson.

Bob Olsen and his guest, Tom Galvin, arrived late and were not present when the picture was taken.

Cheers, *Phil*

## Ohio Cleveland Crazyes August RUPA Luncheon

The Cleveland Crazyes August meeting at TJ's Restaurant in Wooster, Ohio was well attended with fifteen members, wives and friends. We enjoyed many good stories, a brief discussion on the coming events, some good jokes from Dick Sanders, and a great luncheon. Pat Morris treated us to some wonderful chocolates to top off our time together.



Standing left to right are: Phil Jach, Linda Jach, John Hochmann, Pat Morris, Harvey Morris, Rich McMakin, Bob Olsen, Dick Sanders, Carol Cusick, John Cusick and our server Shayla Salmons.

Seated left to right are: Ken Wheeler, Denny Flanagan, Heather Carson, Bob Lang, and Dawn Lang.

Cheers, *Phil*

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## DCA RUPA Boys Nite Out

The Quarterly meeting (reunion) of the DCA RUPA Group was held on Wednesday evening, August 8th, at the Schmanerl Stube restaurant in Hagerstown, Md.



L to R: John King, Gary Cook, Pierre Ney, J.C. Black, Charlie Schwab (PAA), Gill Coshland, Chuck Enders, Dave Strider, Bernie Schwartzman and E.K. Williams. Your correspondent, Stokes Tomlin, took the picture and is behind the lens of the I-Phone.

As usual, several intrepid aviators selected the special meal of the restaurant, schweinshaxe (German pork knuckle), reminiscent of the fabulous layovers in Frankfurt, Germany, a few years ago!

John King brought along several pictures of his retirement celebration, which included his father, John King and several aviation admirers.

Chuck Enders is still working for the FAA and delighted us for some time with anecdotes of single-pilot and drone progress with Boeing, Airbus and the FAA! It might be that our worst suspicions are at hand!

Thanks, *Stokes Tomlin*

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## DCA Area Eddie O'Donnell Luncheon



Attending from Left to Right; {how could that be? aren't all Captains Right} Mike Frank, Gene Couvillion, Paul Gilson, Dave Strider, Ward O'Brien, Larry Grube, Sim Stidham, Don Reinhard, Jon Beckett, Fred Streb, Hal Cockerill (hiding between Fred and Tony), Tony Keffer, Bernie Schwartzman, Stokes Tomlin (standing), Pierre Ney, Ed Miller, Gary Cook and E.K. Williams.

Prior to lunch, over coffee, tea and soft drinks there was discussion of travels, Dulles Traveler's Aid, lunch location, the 75th anniversary of NAS Whiting Field and all sorts of interesting things.

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JR's Stockyard again provided service and food which was remarked on most favorably by many individuals. We remembered Capt. Ray Best for his big smile and laughing demeanor. Greetings, by email, from Rudi Mazander brought smiles and remembrances.

Stokes Tomlin reminded us of Boys Night Out at Schmanderl Stube in Hagerstown on August 8th. Let him know if you wish to be on the list for that event. Gary Cook told us of the change of Leesburg Breakfast from Bob Evans to IHOP in Leesburg on 1st Fridays. Ward O'Brien spoke of his continuing effort to record interviews for the Library of Congress Veterans History Project. I was able to encourage the group by relating my most pleasant experience participating with Ward. Tony Keffer and Sim Stidham spoke of their travels domestic and European. We discussed the availability of all the information you need at [ft.ual.com](http://ft.ual.com) & [rupa.org](http://rupa.org) & [rafa-cwa.org](http://rafa-cwa.org) & [ruaea.org](http://ruaea.org). Check them out for the wealth of information they contain. Ed Miller won the 50/50 and returned the funds to our Memorial Fund in support of the United Pilots Foundation. Fred Streb and Gary Cook took home the door prizes.

Next Eddie O'Donnell Luncheon will be for Members with Spices and other guests on October 17th. Come spend some time with us. *E.K. Williams*

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## Williamsburg Patriots RUPA Luncheon



Standing L to R: Vic Shumaker, Tom Galayda, Sgt. Richard (Dick) Bowers, USMC, (Ret.)  
Seated L to R: Gean Rockhill, JoBeth Lynch and Retired UAL F/A Marilyn Pasley  
Our fearless leader Jim Krasno was missing due to vacation.

We were honored to have two impressive guests join us for our Aug 11th Lunch at Victoria's in Williamsburg.

Marilyn Pasley started her career as a F/A for Capital Airlines along with her then future husband Capt. Ralph L. Pasley (Ret. UAL 1977) based in ORD and DCA. Her career was ended when she married Capt. Pasley, a mandatory requirement at that time. Sgt Dick Bowers USMC (Ret.) served 2 tours of duty in the Korean War. He shared many stories with us and Vic who was a USMC pilot during the Korean war. We Thank All of You for your service.

Sept 8th at 11am will be our next gathering, we look forward to seeing those Va Beach caravan group again, along with other crew members in the area to come out and join us. At Victoria's in Williamsburg at the corner of RT 199 and RT 5. RSVP at 757-585-2815. Good Food, Good service, Good Laughs. See you there. **JB**

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## Manassas RUPA Breakfast



L to R: Jim Foster, Hal Cockrill, Gene Couvillion, Bill Davis, Bob Gilbert, Sim Stidham (squirrel whisperer), Gary Cook and Stokes Tomlin (photographer).

Friendly conversation in the dog days of summer, everyone is doing well, Bill is thinking of new knees and thanks to Stokes for bringing the models of two military airplanes he flew which generated lots of stories. Best to all, *Gene*

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## San Francisco East Bay Ruparian's Luncheon

We had a small group this month but what a great time we all had. The food is outstanding and so is the service. We eat a little after the main luncheon crowd so for most of us, our luncheon is our main meal of the day. Once the main luncheon crowd clears out from the restaurant, we have the whole place to ourselves. That's when the stories come out. This time it was about the characters we flew with; if you're not present to defend yourself, your fair game. God only knows what they said about me last month while I was on a cruise. Since I'm the RUPA cruise guy, watch for the RUPA cruise announcement for next year elsewhere in this issue.



Attending starting from the lower right: B.S. Smith, Lee Francis, Neil Dahlstrom, Shirley Francis, Georgia Bouska, our amazing server, Eve, and yours truly, Rich Bouska

We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. Visitors are always welcome. *Rich*



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## Denver Good ol' Pilots' RUPA Luncheon

In accordance with past practice and procedure, 26 Good Ol' Pilots and guests met for lunch and hanger flying at the Tin Cup Bar and Grill in Aurora on Tuesday August 14th. When members started arriving at 11:00, The Tin Cup staff had already set out pitchers of regular and decaffeinated coffee as well as ice tea and lemonade for members to enjoy prior to lunch at noon. At noon, The Tin Cup served an excellent catered Mexican food lunch of fajitas and sides along with dessert of cake and ice cream.

After lunch a report on Al Dorsey, who is recovering from an auto accident, indicated he is undergoing rehab in Greeley and improving daily. One interesting fact about Al is he was an outstanding running back for The Colorado State Rams in his college days. After graduating, he was invited to try out for The New York Giants football team. He didn't make the team, but lasted several weeks in preseason before being released. After that Al joined The Air Force and attend pilot training. After his military service he flew for United until retirement at age 60.

Next, Rick Bebee reported on a charity fund raiser fly-in and car rally to be held at Rocky Mountain Metro Airport on Sunday, August 26, from 10:00 A.M. until 2:00 P.M. sponsored by United Airlines Denver Flight Operations [www.unitingmilehighpilots.com](http://www.unitingmilehighpilots.com). The purpose of the fund raiser is to raise funds for Aero Angel, a nonprofit organization focused on providing free air transportation for adults and children who are unable to afford air for medical care and for whom commercial air travel is precluded by their health or otherwise unavailable in their area. For more information check out their website at [aeroangel.org](http://aeroangel.org). Several of our attendees reported they attended last year and it was very enjoyable. Read the full details at the website. This is an annual event and details can be found by typing [uniting mile high pilots](http://unitingmilehighpilots.com) into your internet search engine.

Last, we welcomed a new member, Gregory Black , better known as "jumper" Black due to his extensive background as a parachute jumper during his Air Force service. He had a full career in The U S Air Force flying mainly the F-15. He flew for United until retiring at age 65 in Nov. 2017. He said he flew about half of the time on the line and half in the training center.

Attending were: Rick and Gayle Bebee, Al Bielinski, Greg Yumper Black, Bob and Ann Blessin, Stanley Boehm, Mark Bosler, Chris Bruce, Jack Davis, Denis Getman, David Horwitz, Steve Jacques, Tom and Sue Johnston, Cliff Lawson, Frank McCurdy, Mark McGurk, Dan Romceovich, Joe Rozic, Ken Sobzack, Rick Steele, Tony Twardziak, Ted and Rose Wilkinson. Your Co-Scribe, *Tom*

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## The Monterey Peninsula RUPA Lunch Bunch

Despite the devastating wild fires, extraordinary heat, unusual traffic problems on HWY 1, and most people on vacation or otherwise busy, nine dared the conditions for lunch at Edgar's on August 8<sup>th</sup>. The weather was beautiful but breezy so we elected to dine inside. Those who attended were, Terry and Steve Filson, Nancy and Lee Casey, Judy and Carlos Quintana, Donna and Pete Walmsley and myself.



Our annual RUPA Golf Tournament is September 12<sup>th</sup> at Quail Golf & Country Club in Carmel Valley. A beautiful but challenging course, this is an opportunity to play one of the peninsula's excellent courses. Contact Pete Walmsley directly for the details and RSVP at (831) 624-7786.

As always please RSVP for lunch by noon the Tuesday before our September 12<sup>th</sup> luncheon and golf tournament. Come join us!!

Happy Labor Day Weekend!



*Phyllis Cleveland*

***My mouth is like a magicians hat.  
You never know what's gonna come out of it***

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## Seattle Gooney Birds July RUPA Luncheon



This month's Gooneys, Jim Barber, Alan Black, Bill Jensen, Larry Knechtel, Eric Malm, Herb Marks, Tom Smith, Bill Stoneman and Chuck Westpfahl, enjoyed our get-together with great stories to share.

We learned how the Capital merger inspired an understanding of a completely different pilot culture - some thought the checklist was optional. Also, there was praise for the Broadway shows available on NYC layovers, plus the special treat of NYC TDY.

Our 2nd event in July is the annual United Pilots' Wives Club Picnic, which is the crown jewel of our summer season, promising good eating with great company under the trees. ~ *Alan Black*

## Seattle Gooney Birds August RUPA Luncheon

Gooney Birds met for lunch at the Sea-Tac Marriott main topics for the day where the poor air quality in Seattle being worse than Beijing China and the Horizon - 8 theft and eventual crash.



L to R: Jerry Ackerson, Alex Dunn, Rob Robison, Jim Barber, Chuck Westpfahl, Bob Reid, Dave Mosby, Tom Smith and Herb Marks.

The solo picture is of Hank Kerr, courtesy of his father, USN 1944.

Herb Marks, SEAFO's finest joke teller, entertained the group with a couple of his finest. By the time you read this Mark Gilkey will have celebrated his 91st birthday and he sends regards to all. *Hank Kerr*



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## The San Francisco Bay-Siders RUPA Luncheon

Again, I'm going to blame summer cruises and summer trips for our somewhat lower attendance, and hope it is not due to ill health.

Besides the usual conversation concerning airplanes and tales of trips on the line, much conversation was devoted to Cleve and Rose Spring's impending move to Medford, Oregon.

The thirteen attending were: Rich & Georgia Bouska, Gerry DeLisle, Dennis & Cindy Dillon, Jeri Johnson, Bill Madsen, Bill O'Connell, Cleve & Rose Spring, Isabell Traube, Larry & Pat Wright.

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

## -Happenchance Roundup-

Johnson Creek Airfield (3U2) is located 25 nm East of McCall Idaho in the Frank Church wilderness area. This beautiful airport is a popular destination for general aviation pilots throughout the year. Located in a canyon at 4,900' msl, the grass runway is 3,400' long and 150' wide. The camp ground has hot showers, internet and an airport van for driving to the small community of Yellow Pine.

Pilots enjoy flying out of 3U2 through the canyons to the spectacular rivers and remote airfields of ID. Hiking and fishing near these secluded runways is second to none. There are a few dude ranches with lodges, cabins and runways. One can fly in for a great meal, ride horses or spend the night.



1<sup>st</sup> Picture, Front Row L to R: Russ Kellum, Tim Whitney, Gordy Richardson and two friends  
Back Row- SIGNIFICANT Others.....also known as CoPilots!

2<sup>nd</sup> Picture: VULTURES ROW L to R: Mike Todd, Tom Trees, Don Wolfe, Wayne Mooneyham.



Johnson Creek



Russ and Tim enjoy a “cold one” in Yellow Pine

Wayne Mooneyham and I launched at 0500 from Auburn, CA on June 20<sup>th</sup> for our annual trip to Johnson Creek. The air was cool and smooth and we watched a beautiful sunrise from the seats of our aircraft.

**(NOTE: Unlike flying for the airline, we didn't have to stay up all night to see that sunrise!)** Following a couple of fuel stops we arrived at Johnson Creek, rolled on a couple of nice landings and taxied over to the campground on the freshly mowed grass.

We were met by UA B-787 Captains Jim Dehart and Denis Coates. Denis and Jim had set up camp there earlier in the week. UAL retirees Tim Whitney, Russ Kellum and Gordy Richardson were also there. Shawn and Juliet Bickford arrived later in the day and retirees Mike Todd and Tom Trees flew in the next afternoon. The group included 10 current and former UA aviators.

Needless to say, the campfire dinners and breakfast fly outs were rich with aviation stories, laughter and “BS Flags.” Hands were flying in EVERY Direction as we simulated control movements, bad landings and go arounds. We all agreed that we are fortunate to be aviators and still out there flying our airplanes!

What do you miss the most from your flying career? Most of us would like to take one more lap around the pattern in our favorite jet, **but we miss the people we worked with the most.** There's nothing that can top the friendships we've made over the years while flying big jets around the world. It was nice to rekindle some of those friendships in the backwoods of Idaho!

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## The Big Island Stargazers RUPA Luncheon

We had a good turnout for our July luncheon and welcomed new UAL family members Joe & Bonnie Schwirian. Joe retired from the MOC in SFO and he and Bonnie are moving full-time to Kailua-Kona, and we look forward to seeing them at our future meetings. We have a wonderful extended airline family on the island and it is great to make friendships with those who represent different facets of the industry, as well as other airlines.



L to R: Don Diedrick, Gerry & Joan Baldwin, Linda & Bill Hayes, David Carlson, Beth Raphael, Winfield Chang, Linda-Morley-Wells, Walt Wells, Bonnie & Joe Schwirian, Richard Morley (American Airlines)

Congratulations went out to Gerry & Joan Baldwin for their 45th Wedding Anniversary. Mahalo nui loa to the Baldwins for including us in their celebration by providing fabulous desserts crafted by The Fish Hopper's pastry chef.

Talk story centered around future travel plans, flying exploits and, unavoidably, Madame Pele. The Big Island Stargazers want to thank all of our mainland Ruparians for their thoughts and concerns in regard to Kilauea's ongoing eruption. Tourism is picking up, and if your travel plans include a stop on our island please join us on the third Thursday of the month down on the waterfront in beautiful Kailua-Kona.

*Linda Morley-Wells*

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## The FAT Flyers RUPA Breakfast

Our great group of old guys made it for breakfast once again, braving the heat, and smoke from the nearby wildfires.



L to R: Rick Pamplin, Richard Jordon, Randy Bushore, Errol Mullins, Dave Goudelock, Wayne Thomson. I'm taking the photo, which is a good thing so you don't have to look at me.

As always our conversation was good, and I was able to share some photos I took when I visited Cort DePeyster and his travelling airshow (<https://www.collingsfoundation.org/events/category/wings-of-freedom-tour/> in Bozeman last month. Wayne Thompson, who flew the B-17, is viewing those photos (near right hand corner).

Come join us for breakfast any 2nd Friday. Gimme a call at 559-289-2626. *Paul Nibur*

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## SAC Valley Gold Wingers RUPA Luncheon

Great turnout today. We had a few new people show up; we welcomed Bud and Laraine Beadles and Bruce Milan. We did a quick self-introduction and also welcomed our guests, Herb Ermolik's son-in-law, Doug McClelland (an AA retiree) and Marv Becker's daughter, Sheri. Tom Wright then did a short presentation about his experience trying to Non-Rev-SA and the new Basic Economy passengers.



Standing, L to R: Larain Beadles, Dave Leippe, Bill Authier, Marv Alexander, Chuck Kolesar, Lori Muir, Joni Cordonio, Kathy Lynch, Karl Winkelbrandt, Bob Lynch, Marv Becker, Sheri Becker, Trudy Engeldinger, Tom Wright, Cheryl Greco, Jeff Greco.

Seated L to R: Bud Beadles, Bruce Milan, Herb Ermolik, Doug McClelland.

Thank you all for attending. Lori Muir did the stand in for me. Hope you all are having a great summer. Still Flying High Here, *John Gorczyca*

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## San Francisco North Bay RUPA Luncheon

The August North Bay meet and lunch was held on the first Wednesday of the month, our usual time and place, Sheraton Tolay, Petaluma, meet at noon and sit down at 12:30.



It was as another small turnout, in spite of the grand weather, and hopefully we will see larger crowds as the summer comes to an end. Even with the small crowd the table talk was lively and enjoyable. One member was wondering what could be done to get the more recent retirees interested enough to join up with us.

In attendance were Dan Bargar, Wayne Heyerley, Dick Hanna, Bill McGuire, Dick Lammerding, Mike Tar, Carol and John Reed, Larry Whyman, Woody Lockhart, Galen Wagner, Don Madson, and me. Once again, the man behind the lens and part time typist, Barney Hagen.

So, if you find yourself in the North Bay on the first Wednesday of the month, stop by the Sheraton Tolay at the Petaluma marina. All are welcome. *Barney*

**Engineer's motto: If it isn't broken, take it apart and fix it.**

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## SAN Diego RUPA Luncheon

3 Pilots for lunch this month but we found the 3 of us flew for Skywest AirLines before UAL. Colin and I (Mark) worked for Skywest at the same time but never flew together. We did fly the 400 together at UAL. Scott flew for Skywest a few years after Colin and I left to fly for UAL, but we had stories and of course the, “do you remember \_\_\_\_\_?” and, “where’s he now?”. Scott must have had an idea the 3 of us worked for Skywest because he brought a seniority list from the 80’s and it was a great “cheat sheet” about who worked there at the time we were flying for Skywest. Looking at the names and seniority #’s on the list we would have been #1, #2, and #3 at retirement or close to it. Skywest is a good company but we’re glad we moved on.



Left to Right: Scott Becker (new guy), MaLerk and Susan Mayer and Colin Winfield.

My wife and I just returned from an 8,300 mile driving trip in our truck pulling our travel trailer from San Diego to Fairbanks, Alaska. Great 2-month trip with quite a few stories.

My first flying job was for a single engine Cherokee outfit out of the Juneau area. I flew tours to places like Glacier Bay and quite a few other areas and to small villages bringing mail and transporting PAX from the villages to Juneau and other cities. On clear days I would climb to higher altitudes and would see in the distance Mount Logan at 19,551’. Quite the site and the surrounding terrain was incredible, but the reason I bring this up is because even with seeing the mountains and valleys from an airplane there is nothing that compares in the lower “48” to the grandeur seeing it from a truck driving the Alaska Highway. If you get a chance, do it. We’re already planning our return trip. We also took a flight seeing trip out of Talkeetna around Mt Denali in a Cessna 185. Great flight because we were lucky, the skies were clear. Great site of the BIG mountain at 20,310’ making it the tallest mountain in North America. I remember our pilot climbed to 10,000’ but the mountain was still 10,000’ higher!! Quite the site.

During lunch there were lots of questions about our trip and of course, the grizzly I scared away from our camp with a baseball bat. (Yeah, sure!!!).

Once again, great lunch.

If anyone lives in the SAN Diego area who wants to stop by for lunch and a tall tale please do.

C ya, *Mark Mayer* 858-449-5285 text or call

**I got called 'pretty'  
today!  
Well actually the full  
statement was  
'you're pretty  
annoying'  
But I only focus on  
positive things**

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## Thousand Oaks RUPA luncheon

We met on 7-12-18 on a nice day which was a respite from the spell of hot weather we've had. We meet every 2nd Thursday of odd months at 1130 at the Sunset Terrace at Janss Mall.



Around the table clockwise is: Larry Lutz, Gary Babcock, myself, Walt Tyler, Don Tanner and Jerry Adams. We had a good time talking about airplanes and travel. Walt mentioned he tried to get out of Milan but the flights were full so he took a train to Munich and was able to get a flight out. It pays to be flexible. We don't travel with light baggage so I'm not sure if I could pull that off. It seems like most international flights now have 2 classes of service, business and economy. Someone mentioned the 777-300 has 62 seats in business now making it easier for standby passengers to get into that class.

Gary said he traveled in China and found the Chinese airlines to be pretty good now. Walt says they used to be pretty bad and gave us a description of his experience.

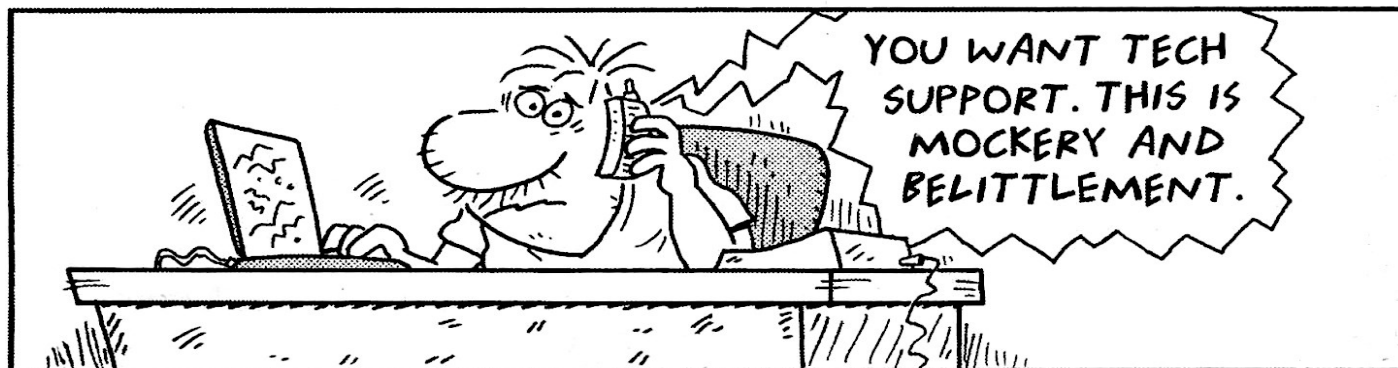
I see on UAL News that we are going to fly EWR-DEL. I flew HGK-DEL-HKG a few times. Also took an OAT tour to India; "interesting" to say the least.

Don mentioned that he flew the F-100 and belongs to the Super Sabre Society. A lot of their high time pilots have COPD due to oil leaks in the J-57 engine. I believe the same engine was used in the B-52 and KC-135. The civilian version JT3C was used in the B-707, B-720, and DC-8 although I don't know if it had the same problem.

There were lots of other topics discussed, next time I'll have to take better notes.

My daughter is my enrolled friend. She texted me from SYD that she was unable to list her return because the App on her iPhone wouldn't let her pay the fees. It used to be that you could select "full site" to pay but that didn't work. She tried many times. Fortunately, I was home and was able to list her. I called the travel desk twice but that was no help. English is not their primary language and I repeated the question many times, but I don't think they understood. I sent an email to etc@united.com but got no reply. Don't know if there is a restriction but wondering if anyone else has the same problem? She listed her outbound by computer. Regards, *Denny Fendelander*

### **FRANK AND ERNEST** | Bob Thaves



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## PNW Flyers RUPA Luncheon

By boat and auto they arrived at Roche Harbor Resort on San Juan Island, WA for the August meeting. Beautiful day with good food, following the burn off of the morning marine layer. A small but fun lunch gathering, discussing everything but politics.



Present in the picture with 19th century Hotel de Haro as back drop, L to R: Ary Hobble, Jack Bard, Cort de Peyster, Rich Warden & Matt Warden (Spirit Airlines F/O).

Fun stories of some characters with whom we all flew back in the day, to modern avionics and navigation, were some of the topics.

We hope to have more of these gatherings at various locations around the Pacific Northwest.

Rich and Matt got the longest traveled award flying up from PDX and Ary the short distance award driving from south San Juan Island.

If in the PNW area and interested, drop a note to: [cortreno@aol.com](mailto:cortreno@aol.com) to get on our email list for future fly drive or sail in events. *Cort*

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## Dana Point RUPA Luncheon

It was the usual very nice day at the Wind & Sea restaurant, attended by 13 people. Ted Simmons, who initiated the luncheons at the Wind & Sea usually sends out a reminder, a day or two in advance to our group of retirees, to promote attendance. Instead, Gwynne Simmons, Ted's wife, sent out the reminder, with the added message: "Ted will not be joining you for lunch tomorrow. He had a massive heart attack last Monday. Fortunately, in ER when occurred and was brought back by CPR and electrical shock. Stent inserted and doing well."



Park Ames

Bill Rollins

Denny Giesea

Karen Grosswiler

Jim Grosswiler

Joe Udovch

Rusty Aimer



Bob Fuhrman

Bruce Dunkle

Peggy Dunkle

**Get well Ted!**

Cheryl Arp

John Arp

Bill Stewart



That message hit like a "ton of bricks" to our group. But, of course, at our advanced ages, we know that heart attacks and strokes, along with a long list of other illnesses, are always a possibility. Ted's situation was, naturally, the subject of conversation among our group, which included three wives along with their husbands Peggy and Bruce Dunkle, Karen and Jim Grosswiler, and Cheryl and Jon Arp. I mention the wives specifically because they, in most cases, participated in their husband's airline life, with everything from taking care of the home front, while pilots were flying around the world, to Space A travel, when it was much more able to be used, and the several other things including children, finances, etc. that an airline couple faces. The rest of the group in attendance included Bill Rollins, Bill Stewart, Bob Fuhrmann, Denny Giesea, Joe Udovch, Park Ames, and Rusty Aimer. I went to the Hospital afterward to visit with Ted and Gwynne. The group sent along a Get Well card, signed by all, and which besides wishing Ted a speedy recovery, also mentioned "Nobody else wants your job."

In my discussion with Ted and especially with Gwynne, we talked about how a lot of RUPA pilot widows are keeping up their subscriptions to the *RUPANEWS*. For all the reasons previously mentioned, The wives and family of we pilot, participated greatly in our lives on the airline. As Gwynne stated in the July issue of the magazine, "I love hearing the myriad of conversations even as a non-pilot! I encourage other wives and/or friends to join us at these fun luncheons!" I personally have brought my daughters at times, because over the years, they certainly did participate with me in my airline career.

Another thing that Gwynne mentioned was reaching out to our own local widows, again, for all the previously cited reasons. It's nice having another person around who brings up good ideas. Hopefully, the newer generation of RUPA members will pick up on this, because RUPA has been around for a good number of years, and the older generation won't be around forever. Cheers, from your occasional reporter,  
*Joe Udovch*

## Los Angeles South Bay RUPA Luncheon

We escaped the heat for a short time to enjoy chatting while lunching at Sammy's Woodfired Pizza in El Segundo. Dick and Barbie MaKay were on their way to London, Mike Raines claimed to be enjoying the cooling trend (107 instead of 115) in Ranch Mirage, and several others had notes from doctors for excuses.



Around the table L to R, Helena Reidt, Arvi von Nordenflycht, Sharon Crawford, Gary Forister, Tom Reidt, Sheryl Meyer, Bill Meyer, Treva Forister, Don Crawford, Sue Von Nordenflycht, and Eric Reidt. *Sharon*

Lothar Goose and Grimm/Mike Peters



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## The Intrepid Aviators of Southern Oregon RUPA Luncheon

The summer season is now upon us and with it, a cluster of fires in the forests surrounding. T-storms, heat and tinder dry forests constitute the recipe for the fires and thus the outlook for the months to come suggest more of the same. The Rogue Valley airport functions as an aerial fire base and thus much action in the sky with everything from helicopters (mainly large Sikorsky) to DC-10s with even a DC-4 showing, BA 146 and MD-87's. Busy sky.

Our table at the Pony was small in numbers today with many missing. Among those were Steve and Leeann Fusco, with Steve booked into the Rogue Medical Center for observation and some tests. After lunch today, I visited with him and he's in great spirits and looking good. Hopefully we'll have him back at the table at the Pony next month.



Around the table today, left to right: Scot Lee, Bob Niccolls, Harvey Saylor, and LaVera and Oak Porter. Few in numbers perhaps, but we tried to make up for it with a good gathering and numerous stories and laughs. Oh, an aside....we were at our Chetco River camp last week and I can truly report that YES, when a tree falls in the forest it does indeed make a sound. In this case a rather loud crack and crash with a rather large oomph on impact. The reason, a very old 'monarch' Madrone with a butt of perhaps 3 ft. or larger on the neighbor's property came crashing down while we were having morning coffee on the deck. Quite impressive and also, proof that yes, a tree falling in the forest does make a sound. Cheers, *Bob*

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## The Columbia River Geezer's RUPA Luncheon

11 Geezers showed up at the Clackamas CPK on a sizzling (for us) August 8.



L to R: Jake Jacobsen, Doug Howden, Dick Ionata, Bill Englund, Ken Crimm, Tony Passannante, Lew Meyer, our guest, John Cooper, US Airways, ret., Steve Barry, Walt Ramseur and Bill Park. Ron Blash could not make it account his being out of town.

We are so happy to welcome back Dick Ionata after a lengthy bout with medical challenges-he's definitely

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well "on the mend," with a good prognosis and feeling a little better with each passing day.

With a group of this size, all engaging in sundry, energetic conversations, it's impossible for me to capture it all. Down at my end of the table, besides the normal flying stories, several of us had an interesting conversation discussing the difference in dynamics between single and double augmented crews and how each of us dealt with issues that sometimes presented themselves.

Steve Barry related some lively anecdotes from his ongoing DC-3 Type Rating training (delayed account mechanical issues), and is having an outstanding time flying this magnificent and iconic aircraft.

He's looking forward to being on one of many pilot crews flying numerous and various types of WW II aircraft from the US to the UK (and France, I presume) in June 2019 to help celebrate and solemnly mark the 75th Anniversary of the June 6, 1944 Allied landings on the forever hallowed Normandy Coast. This should be quite, to say the least, an event!

We more or less adjourned at about 1345 and look forward to our September luncheon at 1100 hours, California Pizza Kitchen, Sunnyside Road, Clackamas Oregon.

Drop-ins always welcome, but please get in touch with either myself or Ron Blash as we may be moving the monthly meeting from the second Weds of each month to another week-day, possibly as early as the September lunch. *Tony Passannante and Ron Blash*

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## United Polaris lounge, Star Alliance claim prestigious titles

Our United Polaris lounge at ORD was voted Best Business Class Lounge in the United States by the 2018 World Airline Awards from Skytrax. The highly-coveted award, referred to as the Passenger's Choice Awards, was voted on by more than 20 million airline customers across the globe.

"What is especially exciting about this distinction is that it comes from passengers," said Marketing VP Mark Krolick. "This win is a testament to United's efforts to provide our customers with a dramatically redesigned, luxurious, sleep-enhancing travel experience, which begins with our Polaris lounges."



The only lounge of its kind offered by a U.S. airline to international business class customers, our United Polaris lounges provide customers an elevated travel experience from lounge to landing, including a variety of seating areas, spa-like shower suites, daybeds, exceptional drink and dining options, and more.

Additionally, for the third straight year, Star Alliance has claimed the Best Alliance title. The Star Alliance Lounge at LAX also received the Best Airline Alliance Lounge Award for the fourth year in row.

"Receiving the Best Alliance accolade from Skytrax for a third consecutive time is a significant achievement. It recognizes our focus on improving the customer journey and providing a better digital alliance travel experience," said Star Alliance CEO Jeffrey Goh. "I would also like to take this opportunity to thank our more than 700 million annual passengers for their continued loyalty to our 28-member airline network and acknowledge the work and professionalism of the more than 420,000 member airline employees, who deliver the alliance travel experience on a daily basis."

Skytrax's annual World Airline Awards are based on surveys of more than 20 million travelers who rated more than 335 airlines between August 2017 and May 2018.

Star Alliance was the first airline alliance to receive the Best Alliance Award from Skytrax when the category was first introduced in 2005 and has since held the award nine times.

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## Big year for new routes continues

We're only halfway through the year, and our domestic network just keeps growing. Today we announced new daily seasonal service between IAD and MIA (Miami), scheduled to operate from Dec. 19, 2018, through March 30, 2019, increasing to twice daily during peak holiday travel (Dec. 24, 2018 – Jan. 6, 2019). The route will be served by the Airbus A319 and tickets are on sale now. To read today's press release on the new route in its entirety, [click here](#).

We're also increasing our flying between IAD and two other Sunshine State hotspots for the holiday season. From Nov. 28, 2018, through January 6, 2019, we'll offer five daily flights between IAD and MCO (Orlando, Florida) and four daily flights between IAD and TPA (Tampa, Florida).

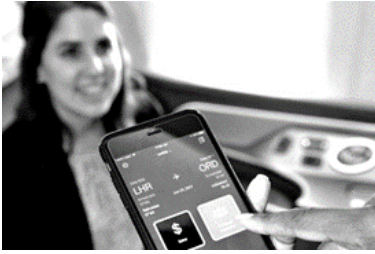
In the last four months alone, we've launched service to a combined 33 U.S. destinations in 18 states from our hubs, offering customers hundreds of new and better connection opportunities to cities throughout the United States and more than 110 international destinations. That's in addition to increasing our frequency of service and/or upgauging aircraft to 40 existing U.S. markets. A full list of the recently announced routes is below.

While a majority of these are flown by our United Express partners, it's important to note that, as President Scott Kirby pointed out in his video message on winning in our hubs, these regional flights are driving high-yield traffic from smaller markets into our hub airports, which spurs mainline growth.

### **Hub   Destination   Aircraft**

ORD	BIS (Bismarck, North Dakota)	Embraer ERJ145; Bombardier CRJ200
	BRO (Brownsville, Texas)	Embraer E175
	ELP (El Paso, Texas)	Bombardier CRJ700; Embraer EMB 170, E175
	FAT (Fresno, California)	E175
	SLN (Salina, Kansas)	CRJ200
	SHD (Shenandoah, Virginia)	CRJ200
	ILM (Wilmington, North Carolina)	CRJ200
DEN	ATW (Appleton, Wisconsin)	CRJ200
	JAX (Jacksonville, Florida)	Airbus A319, A320; Boeing 737-900; E175
	MMH (Mammoth, California)	CRJ700
	CNY (Moab, Utah)	CRJ200
	MRY (Monterey, California)	CRJ200
	ORF (Norfolk, Virginia)	A319, A320; Boeing 737-800
	PRC (Prescott, Arizona)	CRJ200
	VEL (Vernal, Utah)	CRJ200
IAH	CAK (Akron-Canton, Ohio)	ERJ 145
	DAY (Dayton, Ohio)	CRJ700; E175, ERJ145
LAX	ACV (Eureka, California)	CRJ200
	FCA (Kalispell, Montana)	E175
	MMH (Mammoth, California)	CRJ700
	MFR (Medford, Oregon)	CRJ700, CRJ200; E175
	MSO (Missoula, Montana)	CRJ200; E175
	PRC (Prescott, Arizona)	CRJ200
	RDM (Redmond, Oregon)	CRJ200; E175
	SUN (Sun Valley, Idaho)	E175
EWR	ELM (Elmira, New York)	ERJ145
	PQI (Presque Isle, Maine)	ERJ145
	RAP (Rapid City, South Dakota)	E175
SFO	MSN (Madison, Wisconsin)	A320; E175
IAD	LWB (Lewisburg, West Virginia)	CRJ200
	PBG (Plattsburgh, New York)	CRJ200
	SHD (Shenandoah, Virginia)	CRJ200
	ILM (Wilmington, North Carolina)	CRJ200

## Real-time care in the air



For more than three years, ever since we first led the airline industry in developing and rolling out mobile capabilities to thousands of our front-line employees, we've continually sought to answer one question above all others: How can we use the power of those devices in previously unimaginable ways to give our customers a better overall travel experience, particularly when things don't go as planned?

One year ago, we unveiled one of our answers. Flight attendants – who account for more than half of our mobile-enabled workforce – received the revolutionary inflight customer resolution application, nicknamed the “in-the-moment care app,” on their handheld Link devices. For the first time, flight attendants could offer something to dissatisfied customers, be it miles or an electronic travel certificate, in real time, right on the aircraft instead of simply referring them to a feedback website or directing them to a phone number or email address.

Over the past 12 months, more than 18,000 flight attendants have used the app to resolve roughly 137,000 customer issues, and feedback indicates we're on the right track. Customers who received compensation through the in-the-moment care app reported United Beat scores that are 30 points higher than those who had to wait contact Customer Care to resolve a problem that occurred in flight, proving that timeliness is everything.

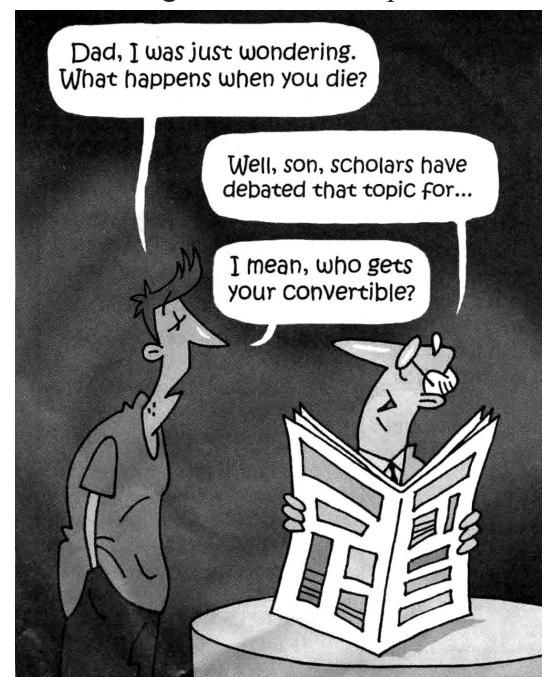
“The customer resolution module in the Inflight Services app has been a blessing to flight attendants,” said EWR Flight Attendant Zuleyka Soto-Negron. “It has given us the ability to take control over the difficulties that we tend to face on a day-to-day basis and allows us to show our passengers that we care and appreciate them. I believe I speak for many when I say that it has had a positive effect on everyone involved.”

It all started with a multi-day brainstorm session in early 2017 at Apple's headquarters in Cupertino, California. Our Inflight Services IT team arranged the meeting in partnership with Apple+IBM, a mobile app development consortium, and invited flight attendants to share their most pressing concerns. The more the project managers and developers listened, the more it became clear that our inflight crews needed a way to address customer complaints with more immediacy. When the app went live six months later, the finished product garnered rave reviews.

EWR Flight Attendant Brian Marchetti echoed that sentiment when asked what the app has meant to him and his ability to serve customers. “[It's] allowed me to actively take a role in making a customer's experience with United that much better,” he said. “In the past, I would hand them the ‘sorry for your inconvenience’ card and it always felt so inauthentic; like I was brushing them off and telling another department to deal with them. Now, I've been able to sit there, converse with the customer, empathize with them regarding their issue and actively see their mood change when my offers of compensation come up. It's been a real game changer.”

On the occasion of the in-the-moment care app's one-year anniversary, Customer Solutions and Recovery Director Scott Meyer thanked the entire team responsible for its creation and roll out and spoke to the impact it's made.

“Thank you again for your hard work and support on this project,” he said. “This tool has empowered our flight attendants and helped provide a better overall customer experience. We are excited about the enhancements that we are currently working on to continue to improve the application and customer journey, but we should remember our achievements along the way. Thanks for all that you do to help make United the most customer-centric airline.”



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## New planes for United: 25 Embraer E175 and 4 Boeing 787-9



United Airlines ordered 25 new Embraer E-175 and 4 new Boeing 787-9 aircraft. United expects to take delivery of the Embraer E-175 aircraft in 2019 and expects to take delivery of the Boeing 787-9 aircraft in 2020.

The 25 new E-175 aircraft will replace 25 CRJ-700 aircraft currently being flown by our United Express partners. These new E-175 purchases will allow United to offer a more comfortable and efficient aircraft to its customers.

The new 787-9 aircraft are part of United's widebody fleet replacement strategy. The 787-9 is the longest-range version of the aircraft, while using 20 percent less fuel than older-generation aircraft. It will offer the airline's all-new United Polaris business class seats and other modern amenities to provide a superior onboard experience to United's customers.

"These new 787 aircraft are another step in our widebody replacement strategy, and we will continue to roll out new announcements in the future as we implement our comprehensive fleet plan," said Gerry Laderman, United's senior vice president of finance and acting chief financial officer. "The new E-175 aircraft will provide our customers with a superior product that offers the latest in onboard amenities and comfort and will be a terrific addition to our fleet."

This announcement does not change UAL's previous adjusted capital expenditure guidance. The company will continue to evaluate opportunities to purchase used aircraft.

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## Future pilots test their wings

The excitement was evident in all 106 young aviation students who participated in the Aerospace Career Education (ACE) Academy camps this summer. We're proud to have hosted the events in six of our hubs (IAH, IAD, ORD, DEN, LAX and EWR) thanks to our partnership with the Organization of Black Aerospace Professionals (OBAP).



Miriam Gutierrez and Esmeralda Trejo were two of the 11 students who participated in the ACE camp in IAH.

"ACE Academy teaches you a lot about aviation, and different things you can do, and you meet a lot of people who really help and inspire you," said Miriam. "They help you think about your future and what you want to do. I'd really recommend this program to my friends because it really is a great experience!" "The experience was truly amazing and full of memories that will forever be engraved in my mind," said Esmeralda. "I learned a lot of things that will not only help me succeed in my career, but also in my personal life. Being able to attend the camp was truly a life-changing experience."

All participants learned about the theory of flight and toured the air traffic control towers, maintenance facilities, Station Operations Centers as well as flight attendant and pilots training centers where our employees work.

The ACE camps have been so successful that we will expand the program to SFO next year. We value our ongoing relationship with OBAP, as it helps inspire middle- and high school-aged aviation aficionados and helps us attract diverse talent to our business.

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## FAA: Air traffic controllers wanted



The Federal Aviation Administration (FAA) is accepting applications nationwide as of July 27 from people interested in becoming air traffic controllers. The job announcement may close prior to the listed closing date of July 31 if a sufficient applicant pool has been reached to meet the needs of the FAA. Applicants must be U.S. citizens, speak English clearly and be no older than 30 years of age (with limited exceptions). They must have a combination of three years of education and/or work experience. They are also required to pass a medical examination, security investigation and FAA air traffic pre-employment tests. Agency staffing needs will determine facility assignment, and applicants must be willing to work anywhere in the U.S. Accepted applicants will be trained at the FAA Academy in Oklahoma City, Okla. Active duty military members must provide documentation certifying that they expect to be discharged or released from active duty under honorable conditions no later than 120 days after the date the documentation is signed.

The Federal Aviation Administration (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.

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## First Rolls-Royce Trent 7000 dispatched to Airbus Toulous

The first Rolls-Royce Trent 7000 production engine was dispatched in July to the Airbus facility in Toulouse, in readiness to power Airbus's latest aircraft, the A330neo, into service.



Formal certification of the engine will also follow imminently, making the Trent 7000 the fourth Rolls-Royce engine to receive formal certification in just 12 months, following in the footsteps of the Trent 1000 TEN, Trent XWB-97, and Pearl 15.

The Trent 7000, the latest member of the successful Rolls-Royce Trent engine family, is the exclusive powerplant for the A330neo which enters service later this year. The aircraft is a star attraction at this year's Farnborough Airshow, where it made its first appearance.

Chris Cholerton, Rolls-Royce President – Civil Aerospace, said: “We are excited to have taken this latest step in our Trent 7000 journey and we now look forward to supporting Airbus and TAP Air Portugal as they prepare for the aircraft to enter into service later this year.”

The Trent 7000 brings together more than 50 million flying hours of experience from the Trent 700, which powers the original version of the A330. It combines architecture from the Trent 1000 TEN – the latest version of the Trent 1000 engine – and the latest technology from the Trent XWB.

The 68-72,000lb thrust Trent 7000 will deliver a step change in performance and economics compared to the Trent 700. Benefitting from a bypass ratio double that of its predecessor, the Trent 7000 will improve specific fuel consumption by ten per cent, and will significantly reduce noise.

## 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

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# 17 Fascinating Ways United, Southwest and Other Airlines Are Changing Their Airplanes. Do Passengers Notice?

By Bill Murphy Jr.



Fuel costs are up, and stocks are down. So, it's time for drastic measures. Here are 17 of the most interesting examples--culled from my recent interviews with the airlines and other sources. (Hat tip to the U.K. newspaper The Telegraph for a few of these.)

1. Thinner seats: Almost every airline cited new, thinner seats as a weight-savings measure: Southwest and United especially. Even if nobody likes them otherwise. "I know these have a less than stellar reputation," United spokesperson Charles Hobart said, "but they can be just as comfortable as the previous seats once you work them in."
2. No more plastic straws: American Airlines and Alaska Airlines have done away with plastic straws. American says their planes will drop 71,000 pounds as a result, but it's not the initiative they wanted to highlight. "Our fleet is more fuel efficient today because of hundreds of new aircraft we've taken over the past five years," an American Airlines spokesperson told me via email. "It's the youngest fleet among the big U.S. airlines. That's the main point I'd make for American,"
3. Lighter in-flight magazines: Changing the card stock on in-flight magazines means United's weigh only an ounce; previously they were several ounces. British Airways did this too. With about 757 planes, 8,700 total seats, and one magazine per passenger, a single ounce means four tons less weight to lift off the ground with each United flight per day.
4. Less paper in the cockpit: Southwest pointed this one out: "We recently finished equipping our pilots and flight attendants with electronic flight bags, eliminating the need to carry paper charts and manuals. Switching to these tablets removed 80 pounds from each flight and saved more than 576,000 gallons of fuel."
5. Smaller video screens: JetBlue gets a nod: "On our restyled A320 aircraft, our (Inflight Entertainment) IFE is lighter and there are fewer of those under seat boxes that power the IFE," an airline spokesperson told me. "We have also recently changed out food and beverage carts to a lighter weight cart."
6. No video screens: JetBlue: We have lighter video screens. United: We have no video screens! "We've removed video screens as you know," United's Hobart told me. "Many people are bringing their own on board. We offer streaming PDE--personal device entertainment instead. That's a considerable weight-savings."
7. Lighter utensils: The Australian airline Qantas has a new line of flatware and tableware that it says is 11 percent lighter: "The range has now rolled out across our International fleet (and Domestic business class), resulting in an annual saving of up to 535,000 kilograms in fuel," a spokesperson said.
8. No heavy plates in first class: Similar move on Virgin Atlantic, "which has thinner glassware and got rid of its heavy, slate plates from upper class," according to the Telegraph. "The carrier also changed its chocolate and sweet offerings to lighter versions, redesigned its meal trays (which in turn meant planes were able to carry fewer dining carts), and altered its beverage offering for night flights, when fewer people drink."
9. No duty free on board: Those big bottles of alcohol and perfume all add up, so they're grounded. "We removed on board duty free products," United's Hobart told me. "Very few people were purchasing them anyway."
10. Restocking the galley: Southwest: "We changed the way we stock our galleys, reducing the weight carried on each flight, and saving an additional 148,000 gallons of fuel in 2014 and 2015 combined."
11. No more receipts: British company Thomas Cook "no longer prints receipts for in-flight purchases, saving it the need to carry 420,000 till rolls across its fleets," according to the Telegraph. It also "reduced the number of spare pillows and blankets it carries from four down to two." I'll say that one again: pillows and blankets.



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12. Smaller tray tables: Spirit Airlines gets the mention here, and for something people complain about: their comically small tray tables. Besides being slightly less expensive to manufacture, they weigh a little less, which means less fuel required to transport them.

13. Lighter drink carts: This one seems smart, like there are probably a lot of ways to make a drink cart weigh less. Several airlines said it was a priority. "Ours were 50 pounds, and we got them down to 27 pounds," United's Hobart said.

14. Fewer life vests: I'd never heard of this one, but the Telegraph said that in 2008, Air Canada cut life vests out of some planes, and replaced them with "lighter floatation devices." Apparently, this was allowed as long as the aircraft "didn't venture more than 50 miles from the shore."

15. 10 will get you 16: Did anyone even notice? Prior to its merger with Delta Air Lines, Northwest Airlines reportedly made a point of slicing limes into 16 slices as opposed to 10. That means they nearly halved the number of limes they had to carry.

16. The straight up solution: This one goes back 30 years, but it's so apt. In 1987, United reportedly realized that removing one olive from every salad it served could save \$40,000 a year. That would be just over \$89,000 today. Not significant in itself for a \$37 billion a year company, but hey, everything counts.

17. Lighter passengers: This is the tricky one that airlines would probably love to implement, but it's hard. In 2013, Samoa Air introduced a "fat tax," as the Telegraph put it, "whereby passengers would be charged a fare according to their weight." Separately, Japan's All Nippon Airways, in 2009 "asked passengers to visit the lavatory before boarding because empty bladders mean lighter bladders."

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## **Facing a Critical Pilot Shortage, Airlines Scramble to Hire New Pilots**

By Robert Wall/ The Wall St. Journal

Airlines are boosting salaries and setting up training centers to combat what is projected to be one of the biggest-ever pilot shortfalls. The dearth of pilots has long been forecast, but it is only now that airlines are being forced to act. Boeing Co. estimates that airlines around the world will need to recruit 635,000 pilots over the next two decades to fly the record number of planes being built and to replace the thousands of aviators expected to retire during that span.

"This is one of the largest hiring cycles for airline pilots" in history, said Tim Canoll, president of the Air Line Pilots Association, International, which represents around 60,000 pilots in the U.S. and Canada.

Major U.S. carriers have been hiring at levels not seen since before Sept. 11, 2001. Following the Sept. 11, 2001, terrorist attacks in the U.S. and during the 2008 financial crisis, the aviation industry experienced a downturn and airlines consolidated. That made cockpit-crew jobs scarce and pay raises rare. In recent years, travel has picked up, but the bench of available pilots hasn't expanded enough to keep pace. Some smaller airlines in the U.S. have had to scrap flights because they lack staff.

"There are simply too few pilots to operate all of today's routes and with the coming wave of retirements, the situation will reach crisis levels soon," said Faye Malarkey Black, president of the Regional Airline Association. Some of her association's members, who generally operate short-haul flights for major carriers, have had to ground flights because they can't find pilots to cover sick colleagues or to fly spare aircraft. That, she added, has led carriers to stop serving some markets.

In response, airlines are now taking measures to address the problem by investing in training facilities and recruiting programs, and by offering to subsidize education costs for prospective pilots. Companies are spending hundreds of millions of dollars to boost pay and benefits, and airlines in the U.S. and Europe are luring back a generation of flight officers who had decamped to the Middle East and Asia. "No pilot in their right mind would leave the U.S. for a job in the Middle East right now," said Scott Stewart, 37, citing the strong U.S. labor market for pilots. Mr. Stewart left the U.S. in 2010 to fly for Dubai-based Emirates Airline. He returned last year and now works for Delta Air Lines Inc.

For decades, airlines tapped retiring military pilots to fill their cockpits but cuts in the size of the armed

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forces have shrunk that pipeline. Today, the competition for commercial pilots is so hot, the military is struggling with shortages of its own. The U.S. Air Force is about 2,000 pilots short, Air Force chief of staff Gen. David Goldfein told Congress recently. The U.S. “does not produce enough pilots to adequately service commercial business and military aviation,” he said. That has made pilots a pricey commodity. Pay for regional-airline pilots, often an entry-level position, has risen to about \$50,000 a year, including bonuses, up from \$30,000 in early 2016, said Mr. Canoll, president of the pilots union.

American Airlines Group Inc. last year lifted pilot and flight-attendant pay and benefits at a cost of \$230 million in 2017 and \$350 million in both 2018 and 2019. The raises follow 2016 salary increases won by pilots at Delta and budget carrier Southwest Airlines Co. The higher pay is aimed at attracting enough pilots to replace those about to retire. American said it estimates that 75% of its approximately 15,000 pilots will retire over the next 15 years. Pilot salaries are steadily rising again after economic woes a decade ago led pay to fall.

Delta expects about half of its more than 14,000 pilots to reach the federal mandatory retirement age of 65 in the next decade. The airline said it plans to work with various universities to beef up recruiting as it moves to hire more than 8,000 pilots in coming years. “This is the best the industry has been in my entire career,” said 20-year industry veteran Bill Krupp, now flying MD-88 planes for Delta. He recently returned to the U.S. after spending years flying in the Middle East. He left to work overseas in 2005 after his U.S. airline employer went bust.

United Continental Holdings Inc. wouldn’t address how many pilots were set to depart in coming years, but said it had taken steps to bolster a recruiting pipeline of new pilots from regional carriers. It added that the prospect of an eventual job with United could help its feeder carriers lure new recruits.

Airlines also are revamping benefits to retain staff. Endeavor Air, a regional arm of Delta, has converted annual retention bonuses it was offering into higher base pay, providing greater security as the money won’t disappear at the first sign of a downturn. PSA Airlines, a regional carrier owned by American Airlines, has introduced a cadet scholarship program, offering to pay students as much as \$5,000 to help cover the cost of becoming a pilot. It also will reimburse commuting pilots up to \$3,000 a year for costs such as hotel stays.

The competition for pilots is also fierce overseas. Ryanair Holdings PLC, Europe’s biggest budget carrier, has tried to poach pilots from rivals. On social media, Ryanair’s head of talent acquisition, Mark Duffy, promised to get experienced Norwegian Air Shuttle ASA co-pilots quickly into the better-paid captain’s seat if they switched employers. Norwegian Air wouldn’t directly address its rivals’ actions, but said it had been hiring Ryanair pilots and was open to adding more. Airlines also are setting up training centers to avoid getting into costly bidding wars for staff.

Australia’s Qantas Airways Ltd. has said it would spend around \$15 million this year on a pilot academy to meet its own crew needs and potentially those of other airlines. Emirates Airline, the world’s largest carrier by international traffic, last year opened a \$270 million training center to help attract new pilots.

Even rapidly expanding Eastern European discounter Wizz Air Holdings PLC, among the most cost-conscious carriers flying, has set up a pilot academy. Chief Executive József Váradi said Wizz Air’s aggressive expansion requires it to add 300 to 400 pilots a year in the next five years. With the academy, Mr. Váradi said, “we can control our own destiny.”

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## Stale Cockpit Air May Be Dulling Your Airline Pilot’s Performance

By Alan Levin/Bloomberg



That poorly ventilated conference room isn’t the only place with the potential for sick-air syndrome. Airliner cockpits can also have levels of carbon dioxide elevated enough that in simulations it causes pilots to fail test maneuvers at higher rates than normal, a new Harvard University study has found.

The first-of-its-kind research suggests that current regulations aren’t adequate to assure there’s enough fresh air in airline flight decks and raises questions about whether even moderately elevated carbon dioxide levels could impact safety, said Joseph Allen, an assistant professor at Harvard’s School of Public Health and lead author of the study.

“It’s clear that the air quality in the cockpit can have an impact on performance,” Allen said. “It’s clear we

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haven't been thinking about it too deeply in terms of the impact on pilot performance. Now that we know, I think we're obligated to ask those next sets of questions and really understand it."

In recent years, studies have shown that even an increase of a few hundred parts per million of carbon dioxide in the air we breath causes people to test lower for cognitive skills. But until the latest study, pilots and airline cockpits hadn't been examined.

**Crowded Airliners:** Normal levels in the atmosphere are 400 parts per million. Concentrations of the colorless, tasteless gas can rise in poorly ventilated spaces where people exhale it -- such as crowded airliners.

Carbon dioxide levels reached as high as 1,400 parts per million on five percent of airline flights the European Aviation Safety Agency tested, according to data it released last year. The average was 603 parts per million, just slightly higher than levels found in the air.

Airliners replenish oxygen in a plane at high altitudes by pulling in the thin air and pressurizing it, mostly by scooping it from the front end of jet engines.

Because earlier studies showed people performed more poorly on tests of brain function at levels as low as 1,000 parts per million, the researchers thought it would make sense to examine pilot skills and carbon dioxide.

Thirty airline pilots were recruited to fly multiple three-hour segments in a special flight simulator in which carbon dioxide levels could be manipulated. Performance on 21 maneuvers -- ranging from making a steep turn to handling an emergency engine fire -- decreased as carbon dioxide levels rose, according to the study. Flight examiners certified by the Federal Aviation Administration rated the pilots' performance.

At 700 parts per million, pilots were 69 percent more likely to correctly perform the maneuvers compared to when they were breathing carbon dioxide at 2,500 parts per million. At 1,500 parts per million, they were 52 percent more likely to pass compared to the higher level. The study was published in the *Journal of Exposure Science & Environmental Epidemiology*.

Allen, who is also co-director of Harvard's Center for Climate, Health, and the Global Environment, took pains to say that air travel is extremely safe. There has been only one passenger death on a U.S.-registered airline in more than nine years and there's never been any evidence linking routine carbon dioxide levels to a crash.

**Buffalo Crash:** However, several of the few recent fatal accidents that have occurred involved puzzling lapses in pilot performance, according to accident investigation agencies. One example was when a captain on a Colgan Air flight made a series of abrupt maneuvers in 2009 near Buffalo, causing a perfectly good commuter plane to plunge to the ground, killing 50.

One of the maneuvers the pilots in the study were tested on was a simulated engine emergency, which was similar to the real situation on April 17 when debris from a jet on a Southwest Airlines killed a passenger, Allen said.

At the very least, Allen said, regulation agencies like the FAA might want to study the issue and compare the growing research on the effects of carbon dioxide with the existing U.S. regulations on aircraft design.

"The goal is to optimize conditions for a safe flight," he said, "and the air in the cockpit has to be a part of that conversation."

Current U.S. regulations governing aircraft air quality allow for concentrations of carbon dioxide were drafted in 1996 before its effects on human performance were known. It allows more than 10 times the levels found in the atmosphere, or 5,000 parts per million.

According to the limited data available, the air in most aircraft is below that ceiling. But there are indications that carbon dioxide can spike. Tests of air in aircraft passenger cabins show carbon dioxide levels typically climb to 2,000-2,500 parts per million during loading and unloading, when a plane's ventilation system is operating at lower capacity.

"There's virtually no information on the air quality in the cockpit. It's the one place where it seems we really would want to know about the most," Allen said.

## How Boeing is using artificial intelligence?



Boeing is collaborating with artificial intelligence (AI) technology leader, SparkCognition, to deliver unmanned aircraft system traffic management (UTM) solutions.

Boeing and SparkCognition will use artificial intelligence and blockchain technologies to track unmanned air vehicles in flight and allocate traffic corridors and routes to ensure safe, secure transportation. Through the collaboration, they will also provide a standardized programming interface to support package delivery, industrial inspection and other commercial applications. Boeing HorizonX Ventures previously invested in SparkCognition to support its development of a cognitive, data-driven analytics platform for the safety, security and reliability of data technology.

“Estimated by some analysts at \$3 trillion, the urban aerial mobility opportunity will lead to the creation of the largest new market in our lifetimes,” said Amir Husain, founder and CEO of SparkCognition. “The world’s number one aviation leader partnering with the world’s most innovative industrial AI company means that unparalleled experience in safety, innovation, scale, and reliability will be brought to bear to address this monumental opportunity.”

To help advance UTM and next-generation travel, and evolve the transportation ecosystem, Boeing is starting up a new organization, Boeing NeXt. It will leverage Boeing’s research and development activities and investments in areas such as autonomous flight and advanced propulsion, as well as focus on modeling smart cities and exploring new market opportunities to solve for the transportation challenges of the future.

“We’re at a point in history where technological advances and societal trends are converging to demand bold solutions and a different way to travel,” said Greg Hyslop, Boeing chief technology officer. “Boeing has the experience and expertise to safely and efficiently shape this emerging world of travel and transport. Through Boeing NeXt, we intend to build on our legacy of opening up new frontiers to move people and goods with proven technologies.”

To reimagine how products and people move around the world, Boeing is pursuing technology development in emerging fields, including AI and hybrid and fully electric propulsion, that will help ensure safe, efficient flight. In a new video, the company outlines how these enablers will come together with digital systems to make the introduction and integration of autonomous and piloted air vehicles a reality.

“By taking a holistic approach that combines Boeing’s strength in technological innovation with new business models and nontraditional partnerships, we are laying the foundation for the future commercial mobility ecosystem,” said Steve Nordlund, who will lead Boeing NeXt in addition to his role as vice president of Boeing HorizonX. “We are shaping the physical and connectivity infrastructure to ensure new air vehicles safely operate in the global air space.”

The Boeing NeXt portfolio will include the recently unveiled passenger-carrying hypersonic concept, as well as electric vertical takeoff and landing (eVTOL) vehicles that will provide on-demand cargo transport and urban air travel in the future mobility ecosystem.

With award-winning machine learning technology, a multinational footprint, and expert teams focused on defense, industrial internet of things, and finance, SparkCognition builds AI systems to advance the most important interests of society. Its customers turn to SparkCognition to help them analyze complex data, empower decision making, and transform human and industrial productivity.



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## Boeing gets \$100 billion in orders & commitments at Farnborough



Boeing strengthened its position as the global leader of the aerospace industry, booking historic orders and showcasing its innovation and strategy for growth at the Farnborough International Airshow. At the close of the industry portion of the show, Boeing announced a total of \$98.4 billion in orders and commitments for commercial airplanes at list prices and \$2.1 billion in commercial and defense services orders and agreements.

Boeing marked an outstanding week for order capture in commercial aviation, with customers announcing 673 orders and commitments in total, reflecting a continued resurgence in demand for freighters and strong order activity for the 737 MAX and 787 passenger airplanes. Boeing secured 48 orders and commitments for the 777F, five for the 747-8F, reflecting continued strengthening in the cargo market globally.

Customers also continued to demonstrate a strong preference for Boeing's passenger airplane portfolio, with 52 orders for the 787 and 564 for single-aisle 737 MAX, including a major commitment from VietJet for 100 airplanes and strong demand for the largest variant of the MAX family, with 110 orders and commitments for the 737 MAX 10.

On the services side of the business, Boeing secured commercial and government customers including Antonov, Atlas Air, Blackshape, Cargolux, Emirates, EVA Airways, GECAS, Hawaiian Airlines, International Water Services, Malindo Air, Okay Airlines, Primera Air, Royal Netherlands Air Force, United States Air Force, WestJet and Xiamen Airlines.

At the show, Boeing also revealed its 2018 Commercial Market Outlook, raising its 20-year outlook for commercial airplanes and services to \$15.1 trillion. The global market is forecast at almost 43,000 new airplanes, valued at \$6.3 trillion, and demand for \$8.8 trillion worth of commercial services through 2038. The strength of the cargo market, noted in the CMO, was underscored by more than 50 freighter orders and commitments at the show.

The Boeing 737 MAX 7 and the Biman Bangladesh 787-8 starred in the daily flying display while the Air Italy 737 MAX 8, a Qatar Airways 777-300ER, and CargoLogicAir and Qatar Airways 747-8 Freighters were featured in the static display. The U.S. Department of Defense displayed the AH-64 Apache attack helicopter, the CH-47 Chinook heavy-lift helicopter and the F-15E Strike Eagle.

Additionally, Boeing and Embraer leaders held their first news conference together since announcing plans for a strategic partnership. Muilenburg, Boeing Chief Financial Officer and Executive Vice President for Enterprise Performance & Strategy Greg Smith and Embraer Chief Executive Officer and President Paulo Cesar de Souza e Silva presented details of the proposed partnership, which includes ventures in commercial airplanes and lifecycle services, as well as defense.

During the show, the company also announced its collaboration with artificial intelligence company SparkCognition to deliver unmanned aircraft system traffic management (UTM) solutions. This announcement coincided with the launch of Boeing NeXt, an incubator organization for future commercial mobility solutions that will shape the emerging world of travel and transport. Boeing NeXt will leverage the company's research and development activities and investments in areas such as autonomous flight, smart cities and advanced propulsion, and address transportation challenges of the future by moving people and goods with proven technology.

The company also highlighted its commitment to future aerospace innovators with a \$5 million investment in Newton Europe to launch Science, Technology, Engineering and Math (STEM) education "Newton Rooms" across nine European countries.

Finally, the show marked the launch of a new brand campaign, "The Future is Built Here," highlighted by a dynamic exhibit that featured interactive virtual and augmented-reality displays that showed visitors Boeing's commercial and defense products, service offerings and future innovations.

## Saving Hawaii's Big Island with lava tourism

Volcano and lava tourism is nothing new. Tourists have been traveling to active volcanoes for literally hundreds of years to see molten lava as up close and personal as possible. Perhaps the fascination lies in seeing the “insides” of our Earth home with our own eyes. The very core of our planet has made its way to the surface and is bubbling, steaming, and sometimes spewing molten rock in all its glory.

Captivating a corner of the news every day around the globe since May 3 of this year, the activity of Kilauea Volcano on the Big Island of Hawaii has had people glued to their electronic devices, while others have made the journey to see the volcanic activity for themselves.



But let's face it, this is dangerous stuff, this thing called lava. When it breaks through the Earth's crust, its temperature is anywhere between 1,300 to 2,200 degrees Fahrenheit. Rocks have been turned into melted glowing orange, red, and sometimes even white ooze. And the rocks on the surface when caught in an explosion of lava become searing airborne missiles.

Case in point: A ferry full of tourists off the Pahoia coast of Hawaii Island who were on a trip conducted by Lava Ocean Tours when they were suddenly pelted with burning rocks with one large rock landing on the roof of the watercraft and crashing through to where the passengers were seated. Twenty-three people were injured on that tour.

While the lure is definitely there for tourism, the responsibility of state government agencies to assure safety in the form of keeping a reasonable distance from the volcanic activity is in essence hampering businesses on the island. Ironically, it is healthy business activity that can help to turn around the damage that has been done by Kilauea. Over 500 homes have been destroyed by the current lava paths on the Big Island along with farms, roads, and infrastructure.

Right now, the only way to see the lava is by boat or by air. Businesses on Hawaii island are pressing for a lava viewing site to keep the tourist flow going, because so many of these businesses are dependent on tourism to keep the economy healthy.

Hawaii County's Director of Research and Development said they have been working on setting up such a site for the past couple of months. This requires meeting with civil defense and scientists to determine a safe location for such a tourist site. And it isn't just the lava itself that has to be taken into consideration; it's also about the sulfuric emissions that can cause health issues that have to be factored into where such a location can be developed. It is likely that air filtration masks would need to be provided at a viewing site for visitor use.

Hawaii Volcanoes National Park was the Aloha state's most popular tourist attraction, but the recent lava activity has caused access to the park to be closed indefinitely. This is causing tour guides, store merchants, and restaurants to lose business at the rate of 50 to 90% less than normal.

### **RHYMES WITH ORANGE** by Hilary Price



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## CertaPet supports Southwest's new Emotional Support Animals policy



CertaPet, a tele-mental health support service for those in need of Emotional Support Animals, provided its support for the recent policy change at Southwest Airlines. Southwest, in response to a growing number of difficulties involving individuals having exotic pets as ESAs, has put into place a new policy limiting approved ESA species strictly to cats and dogs on flights.

As a service connecting individuals suffering from a qualifying mental or emotional disability to licensed and credentialed mental healthcare professionals, Certapet strongly endorsed the changes put into effect at Southwest. Haley Neidich, LCSW, Certapet's Director of Clinical Development states, "We are excited to see more airlines putting these restrictions in place that ultimately help to protect the Emotional Support Animal designation."

"Our current policy is to only consider cats and dogs for Emotional Support Animals, and that policy will continue. While we understand that meaningful bonds can form between any animal and their caregiver, peacocks, snakes and rodents and other animals that may not be safe for air travel should not be considered Emotional Support Animals."

Beginning on September 17, 2018, Southwest Airlines will use the following guidelines in approving an ESA, along with all previous guidelines:

- The ESA must be either a dog or a cat.
- Each Customer may bring only one ESA on the flight.

The ESA must be in a carrier that can be stowed under the seat in front of the Customer or on a leash at all times while in the airport and onboard the aircraft.

"We strive to support airline's efforts to further legitimize ESAs and we hope that other airlines will follow Southwest's lead," Haley stated.

### **How you can be security smart about Cybercriminals**

Cybercriminals have gotten more sophisticated. So how do you know if an email is legitimate? Here are our top tips on how you can avoid getting caught in a phishing scam:

Ask yourself: Is it from an unfamiliar source?

If you receive an email from a person or organization that you don't know, the safest course of action is to delete the email without opening it.

Notice strange wording or typos.

Misspellings could mean it's a scam.

Watch for false urgency.

Phishing emails often contain words like alert, urgent, immediate action or action required.

Don't click without hovering over links/URLs:

The easiest way to check an email link (or a linked image) is to hover your cursor over it without clicking. The actual URL of the link should appear at the bottom left side of your screen. If the URL displayed doesn't match the company that ostensibly sent you the email, don't click it.

Check if a site is secure.

Any site into which you enter personal or financial information should be a secure site with a link starting with "https" (the added "s" stands for secure) instead of just "http."

# RUPA Pass Travel Report October 2018

Captain Pat Palazzolo  
rupapasstravel@rupa.org

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

Hello fellow aviators,

First, a correction from a previous column: Last month I wrote that the Star Companion Benefit is available to all retirees and allows us to take up to two companions with us on any one of several (but not all) Star Alliance carriers. We are allotted 8 companion tickets per calendar year.

I incorrectly stated that each ticket is good for one leg. That is not true. Each Star Alliance Companion ticket is good for all connections, and good even for a round trip, as long as all legs are purchased under one reservation number. Remember that the Star Companion ticket must be purchased at the same time as the employee or retiree's ticket.



One question I get now and then is why we can't get interline agreements with certain airlines? The process for obtaining an interline agreement is rather simple.

First if there's an airline out there that United wants to establish a Revenue Interline Agreement with (for paying customers), they begin negotiations. A Revenue Interline Agreement allows United and the other airline to sell each other's tickets and to connect passengers and baggage with the other airline's flights. This is far different than an Alliance agreement or code share agreement. For example, we have a Revenue Interline Agreement with Southwest that allows us to, for example, transfer a customer's baggage from a United to a Southwest connecting flight.

The criteria for which airlines qualify for Revenue Interline Agreements basically involve whether or not our computer and financial accounting systems are compatible, how reliable the other air-line's operation is, whether or not the agreement would be good for our customers, and whether or not it would be good for United.

If the other airline passes all the tests, then the two carriers can add a "Non-Revenue Interline section to the agreement. These days, the non-revenue interline agreements take the form of ZED agreements.

You may have noticed that some airlines have Medium ZED fares and others have Low ZED fares. The level of the employee discount must be agreed to by both airlines. And some may allow parents and some may not.

Additionally, there are some airlines we have Revenue Interline Agreements with that refuse to permit Non-Revenue Interline agreements as part of the deal. Singapore Airlines, for example, is one of them. Why? Partly because the ZED agreement is far more generous than their own employee pass travel benefits. Air New Zealand permits only the more expensive High ZED fare for the same reason. Other airlines that are state owned such as Air China, Vietnam Airlines, etc., often don't permit Non-Revenue Interline Agreements because their own employees are government employees.

There are no interline agreements which exclude retirees. All ZED

## ZED Fare Chart

Zone Level Charges for Economy Class Fares			
	YZL	YZM	YZH
1-450	\$15	\$24	\$44
451-750	\$19	\$29	\$49
751-1600	\$29	\$39	\$59
1601-3200	\$39	\$59	\$99
3201-4080	\$49	\$69	\$109
4081-5000	\$59	\$79	\$119
5001-6100	\$69	\$89	\$129
6101-7100	\$79	\$109	\$159
7101-9999	\$99	\$129	\$179



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agreements treat active employees and retired employees the same.

United continues to add new Interline agreements. Four of the most recent ones are:

Air Malta which flies to the Mediterranean island just south of Sicily from many major European cities such as Paris, Frankfurt, Rome, etc. We receive Medium ZED fares and Parents receive High ZED fares.

Mandarin Airlines, a subsidiary of China Airlines in Taipei. This Taiwanese carrier operates domestic and international regional flights. We receive Medium ZED fares for both employees and parents.

Vueling, a low-cost carrier in Spain. Employees receive the Low ZED fare, but nothing for parents.

XL Airways of France operates scheduled flights from Paris Charles De Gaul Airport to long-haul destinations in Africa, the Middle East, the United States and the Caribbean. We receive Medium ZED tickets and our parents receive High ZED fare tickets.

I've attached the ZED fare charts, but please remember that some taxes are added to the tickets, and for tickets departing other countries, the departure taxes can be more than the cost of the ticket. In Europe the departure taxes often exceed \$100 from some cities.



### Pass Travel UPDATE July 11, 2018

#### 1) Did you miss crucial information from the ETC?

**Some retirees may not have received important messages from the ETC because their email addresses on file are not correct, their mailboxes were "full" or their email security settings did not allow the messages through.**

**Make sure the email address you have on file with United is correct!** There are *two places* to confirm it on Flying Together (check both):

1) Go to [ft.ual.com](http://ft.ual.com) > Travel > employeeRES > Quick Links > Employee Travel Profile > Saved employeeRES information box.

2) Go to [ft.ual.com](http://ft.ual.com) > Employee services > "Health and insurance YBR". Then go to "Your Profile" (in the very top menu) > "Personal Information". Make certain your permanent mailing address and phone number are also correct in YBR since United uses that data to contact you about healthcare benefits.

Ideally your email address should match in both locations above.

Alternatively, you can submit a request through Help Hub (link: [helphub.ual.com](http://helphub.ual.com)) and the Employee Travel Center will add you to their YBR list for email updates.

**If the ETC's messages went into your spam or junk folder**, add "[donotreply.etc@united.com](mailto:donotreply.etc@united.com)" to your address book. That way future emails from the ETC will not be routed to your junk or spam folder.

Even if YOU received the emails from the ETC (in June) about Pass Travel Enrollment for Retirees, please share the above information with other eligible retirees who did not. By the way, if your retiree friends want to join a retiree organization, here's a link to a page on Flying Together that lists them:

<https://ft.ual.com/employee-services/recog/retirements/retireeresources>

#### 2) Lesson learned from EF enrollment

Some retirees could not add a new Enrolled Friend during June enrollment because their travel profile in the Dependent Management System (DMS) had too many **inactive** EF names (max allowed is 4).

Solution: If you have an available empty slot(s) to add an enrolled friend but do not see

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“Enrolled Friend” in the drop down menu, first remove “**INACTIVE**” EF(s) by clicking the purple “i” button to the left of their name. Then click “Remove Dependent” on the screen that appears below. Now add a new EF to your DMS by clicking the blue “+” sign and follow the 5 steps to “certify” them. Keep in mind, it can take up to 24 hours before their name appears in employeeRES to be eligible for travel – so plan ahead.

Your “DMS” is accessed via [ft.ual.com](http://ft.ual.com) > **Travel** > **Manage pass riders**.

The enrollment period for EFs for the January 1 – June 30, 2019 travel period is open through December 28<sup>th</sup> (until 11:59 p.m. CT). The ETC will remind retirees in December to take action if changes are needed like they did in June.

### **Helpful resources from the ETC:**

✂️ **Visit** our Pass Travel Enrollment for Retirees page: <https://ft.ual.com/travel/passriderslandingpage/retireepasstravel/pass-travel-enrollment-for-retirees>)

✂️ **NEW! View** a how-to video on how to elect your enrolled friend(s) for the next travel period. Scroll to “External Video” below the Q&A: <https://ft.ual.com/travel/passriderslandingpage/retireepasstravel/pass-travel-enrollment-for-retirees>

✂️ **Read** a user guide (pdf) with step-by-step instructions on how to elect your enrolled friend(s) for the next travel period.:

[https://ft.ual.com/-/media/ual\\_intranet/documents/travel/pass-travel-enrollment-for-retirees-user-guide.pdf?la=en](https://ft.ual.com/-/media/ual_intranet/documents/travel/pass-travel-enrollment-for-retirees-user-guide.pdf?la=en)

✂️ **Read** Questions and Answers; scroll down this page: <https://ft.ual.com/travel/passriderslandingpage/retireepasstravel/pass-travel-enrollment-for-retirees>

Still have a question? Use Help Hub ([helphub.ual.com](http://helphub.ual.com)) to find answers to commonly asked questions and to submit requests to the Employee Travel Center.

### **3) Travel with Friends on Other Airlines**

United retirees enjoy excellent Enrolled Friends privileges but we are not eligible for “buddy passes”. However, as **Capt. Pat Palazzolo** of **RUPA** points out, we can travel space-available with our friends as “Star Companions” on 11 Star Alliance Airlines! Your “friends” can be anyone (your mother-in-law or your yoga instructor or your Enrolled Friends). To buy tickets for yourself and your friends visit [ft.ual.com](http://ft.ual.com) > **Travel** > “**Other airline interline travel**”, then go to “**myIDtravelPurchase**”.

Note: “friends” are referred to as “Travel Partners” on myIDtravel and *you must accompany them on all segments*. You may also accompany your registered Enrolled Friends on Hawaiian Airlines.

**But first read Pat’s article here:**

[http://www.rafa-cwa.org/resources/Documents/Pass%20Travel/2018\\_0701\\_Pat\\_P\\_Travel\\_Partners.pdf](http://www.rafa-cwa.org/resources/Documents/Pass%20Travel/2018_0701_Pat_P_Travel_Partners.pdf)

**Thank you, Pat!**

There are step-by-step instructions here: [RAFA’s guide to Other Airline travel](#). Read step #5.

### **4) Tips for 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 six digit uID number (ex: u123456) and password. Remember, your password must be updated every 90 days. Can’t log in? Call the IT Desk: 800-255-5801 or click “Employee” underneath “Password Help” on Flying Together.

2. All Pass Travel information is still in the “Travel” section, and it’s located in new tabs and menus within that section. Click around to discover them!

Here is a guide by **Kathie Torgison** in the **July 2018 RUAEA newsletter** that will help retirees navigate the new Flying Together website:

[http://www.rafa-cwa.org/resources/Documents/Pass%20Travel/2018\\_0701\\_July\\_Torgy\\_Travel\\_Tips.pdf](http://www.rafa-cwa.org/resources/Documents/Pass%20Travel/2018_0701_July_Torgy_Travel_Tips.pdf)

## Thank you, Kathie!

RAFA recently updated all of our "Important LINKS" page (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.

## 5) Have you seen our RAFA website?

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

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

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

*Compiled by Kirk Moore, RAFA Travel Benefits Committee July 11, 2018*

## United Airlines Pilots Retirement Foundation

The purpose of the Foundation is to provide charitable monetary support to eligible recipients in the retired United Airlines Pilot community to enable them to maintain a reasonable minimum standard of living with the dignity they deserve.

The Foundation was incorporated in 1986 and has tax exempt status with the IRS under chapter 501c3 of the tax code.

The Corporation shall from time to time provide monetary assistance to (a) retired, whether voluntarily or involuntarily, United Airlines Pilots; (b) the widow/widower and/or surviving descendants and/or the spouses of surviving children of a deceased United pilot. Any individual failing within the scope of this section may qualify to receive assistance after applicant clearly establishes to the Board of Directors that his/her total monthly income, after consideration of all relevant factors, is clearly inadequate to maintain a reasonable minimum standard of living.

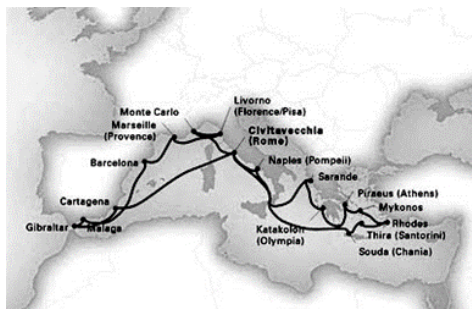
For more information, the Foundation has a website: [uaprf.com](http://uaprf.com).

There is a link to the Foundation on the "info links" page of the RUPA Website. [www.rupa.org](http://www.rupa.org)

## THE DUPLEX | Glenn McCoy



## 2019 RUPA Cruise



The next RUPA cruise will go around the Mediterranean in July of 2019. We did a cruise similar to this nine years ago and it was very popular. Many things began in the lands that rim the Mediterranean, from the start of democracy to the Italian Renaissance to Western civilization itself.

This cruise is broken down into three options. The first option, to the east of Rome, is a 12-day cruise from Rome to Sarande, Albania and then on to Greece for stops to visit Olympia, a 2-day visit to Athens, and then on to the islands of Mykonos, Rhodes, Santorini, and Crete.

There will be a stop in Naples to visit Pompeii on the return back to Rome.

The second option, to the west of Rome, is a 10-day cruise that departs Rome for Cartagena Spain, then on to Gibraltar British Territory. It then continues to Malaga and Barcelona Spain, Marseille France, Livorno Italy, and Monte Carlo, Monaco on the return to Rome.

The third option is to put the two together for a 22-day cruise. This itinerary has a lot going for it. You will be able to visit the Acropolis, wander through Rome, visit the Pantheon and the Colosseum, enjoy the view from the top of the Rock, and walk the pristine beaches of the Greek islands. The biggest advantage of a cruise is your hotel room goes with you, no packing and unpacking as you travel from city to city with all your meals and entertainment included. We will be traveling aboard the MS Koningsdam, one of the newer and larger ships of the Holland America Line. The ships of the Holland Line are considered mid-size and the Koningsdam is nowhere near the size of mega ships on other cruise lines.

The reason for the timing of this announcement at this time is many of us like to make our vacation plans a year in advance. As has been said before, the early bird gets the worm. In the cruise industry, many of the better cabins are snapped-up well before the sailing date. On our last cruise to Normandy, several of our members were unable to go because they waited too long to sign up.

### Sample pricing per person for this cruise is as follows

#### **For the 12-day cruise to the east of Rome departing July 7, 2019:**

Category: SA=\$5,999 SS=\$4,599 VD=\$2,799 D=\$2,439 J=\$1,999 Port charge  
\$110pp

#### **For the 10-day cruise to the west of Rome departing July 19, 2019:**

Category: SA=\$4,899 SB=\$4,599 VD=\$2,299 C=\$1,959 J=\$1,599 Port charge  
\$160pp

#### **For the 22-day cruise departing July 7, 2019:**

Category: SA=\$10,349 SB=\$9,779 SC=\$9,199 VD=\$4,799 E=\$4,099 L=\$3,459  
Port Charge \$270pp

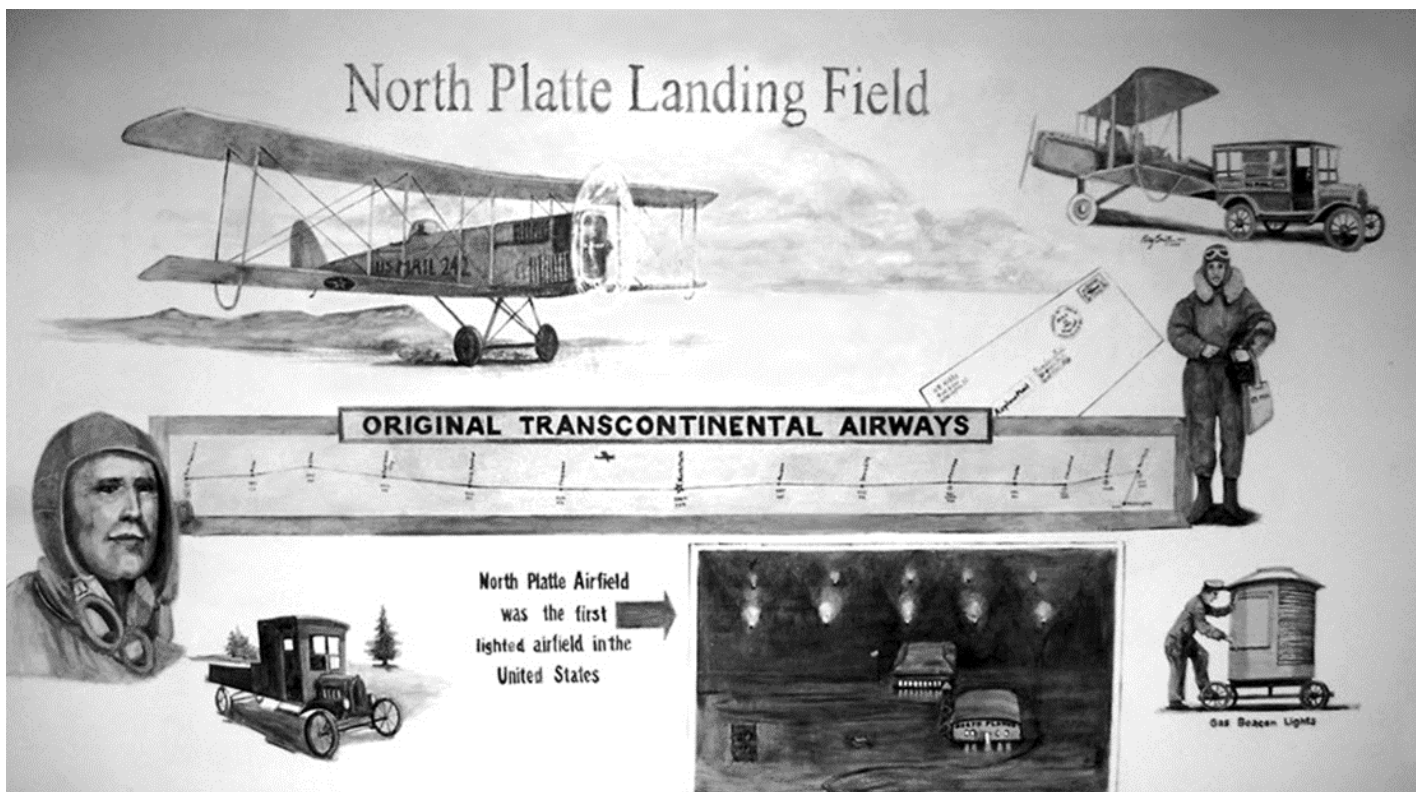
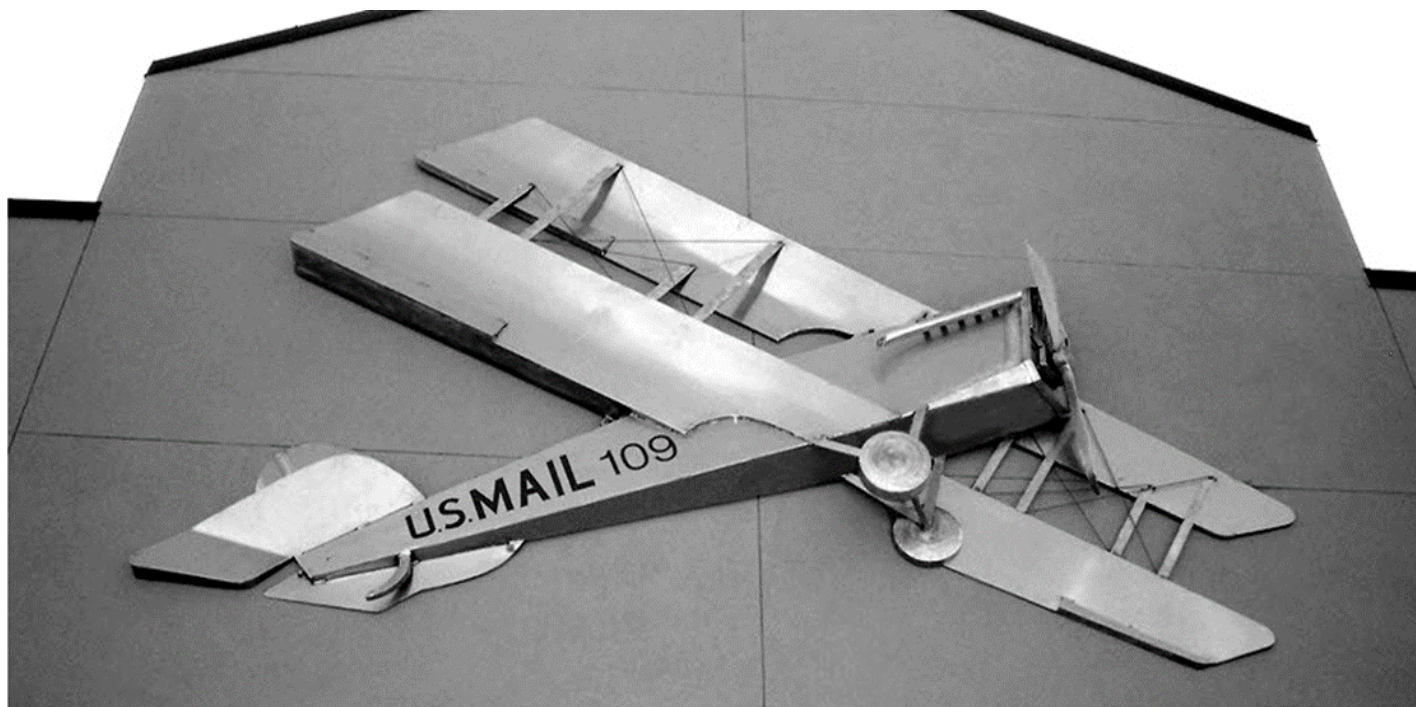
Other categories are available. Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2023 ext. 33 or 508-829-3068 or [gpsp@aol.com](mailto:gpsp@aol.com) for the latest prices and information. If you sign up for either the 10 or 12-day cruise he will give you a \$100 onboard credit per cabin; for the 22-day cruise he will give you a \$200 onboard credit per cabin and a Pinnacle Grill Dinner. We will have a cocktail party near the beginning and near the end of the cruise.

**For All:** A deposit of \$600 pp is due at time of booking and the final payment is due by April 23, 2019. The deposit is fully refundable up to the time of the final payment. If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and subject to change until booked. Everyone is encouraged to look into trip insurance. If you are unfamiliar with cruising, Category refers to the type and location of the cabin on board the ship. To check the various categories, go to [hollandamerica.com](http://hollandamerica.com), click on the "Experience" on the home page, then click on "Our Ships", scroll down to Koningsdam, click on "View ship details" and scroll down to "Deck plans." The deck plans show the layout of the ship and location of the cabins by category and cabin number.

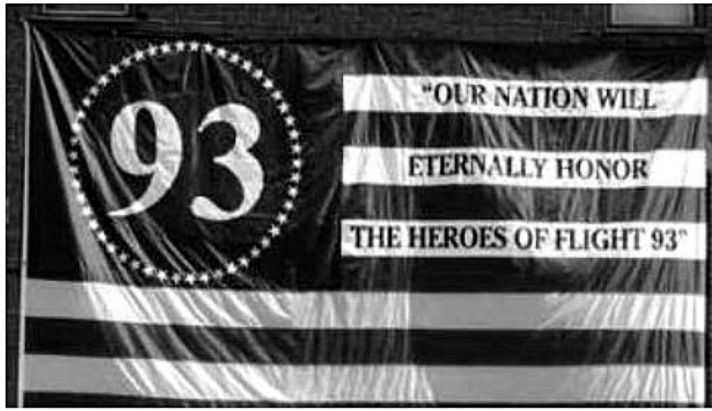


# United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*



**North Platte, Nebraska's Lee Bird Field Terminal** - Marvin Berryman DENTK A/V Retired - 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](http://www.uahf.org)



**SEPTEMBER 11, 2018 - SEPTEMBER 11 FLIGHT 93 MEMORIAL SERVICE,  
SEVENTEENTH ANNIVERSARY OBSERVANCE**

- Where: Memorial Plaza, Flight 93 National Memorial, Shanksville, PA.
- When: 9:45am - 10:45am, Tuesday, Sept. 11, 2018.

The annual Observance will be held at the Memorial Plaza. This open air, rain-or-shine service will include brief remarks, special music, reading of the names of the forty passengers and crew members of Flight 93, and ringing of the Bells of Remembrance.

Current and retired United pilots are encouraged to attend in uniform. To help coordinate our presence and possible involvement in the ceremony, please contact Bob Ward at [bobward757@gmail.com](mailto:bobward757@gmail.com) if you are planning on attending. There are many hotels available in nearby Somerset, Pa, at the exit off of the PA Turnpike for Shanksville.

The public is invited and encouraged to attend. No backpacks or large bags are permitted. Limited seating will be available for the approximately hour-long ceremony, although guests are permitted to bring their own chairs. The memorial will open at 7 a.m.; visitors should arrive early *(8am suggested)* to allow ample time for the shuttle ride from the parking area to the Memorial Plaza. The Visitor Center will not be open on September 11 until noon.

For more information, visit: <https://www.flight93friends.org/programs-events/overview>



Retired United Pilots Association  
1104 Burke Lane  
Foster City, CA 94404-3636

Date: July 18, 2018

Dear Retired United Pilots Association Members

On behalf of the LeRoy W Homer Jr Foundation, I would like to thank you for your generous donation of \$1000.00.

Your support allows The LeRoy W Homer Jr Foundation to pursue our mission of encouraging and supporting young adults who wish to pursue careers as professional pilots in addition to promoting awareness of aviation careers to disadvantaged youth.

Your generous donation went a long way in allowing The LeRoy W Homer Jr Foundation to award our 20<sup>th</sup> and 21<sup>st</sup> scholarships in May of 2018. Without the generous support of donations such as yours, we would not be able to continue our mission of encouraging and supporting future aviators in memory of Captain LeRoy W Homer Jr.

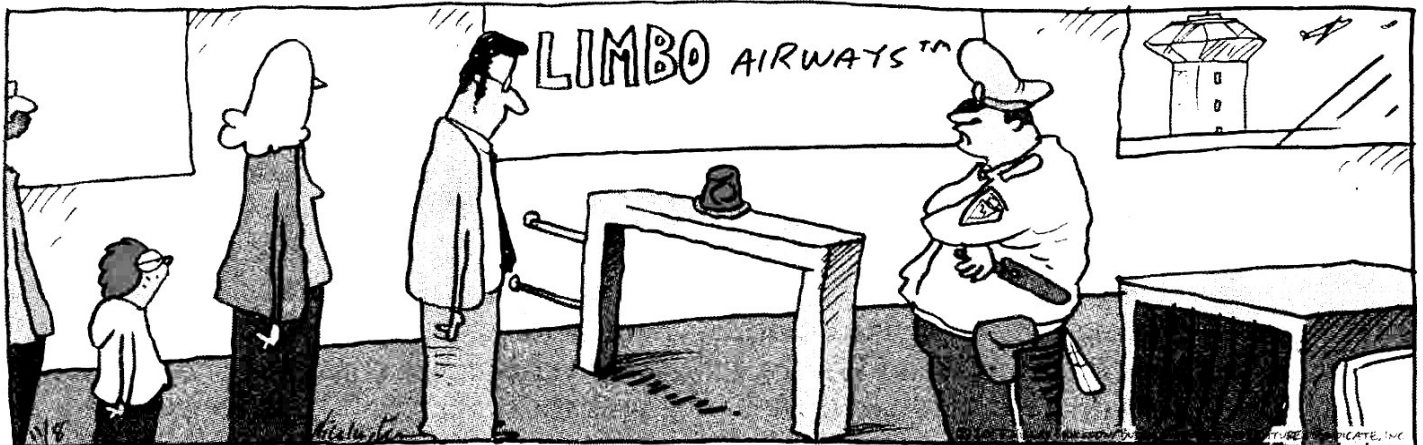
Thank you once again for this very generous donation.

With my sincerest gratitude,

A handwritten signature in black ink, appearing to read 'Pauline M Smith'.

Pauline M Smith  
Executive Director  
The LeRoy W Homer Jr Foundation

**Carpe Diem** Niklas Eriksson



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## Airline Passenger Rights Awareness Month launched



This summer has seen travelers left stranded at airports all over the world due to flight disruptions. In a survey commissioned by AirHelp, 75% of US travelers confirmed that they feel uninformed by airlines about their rights.

Reinforcing its efforts to help air passengers around the world, AirHelp today launches Passenger Rights Awareness Month. Through this initiative, AirHelp is creating a platform for worldwide travelers to connect with handpicked global experts and consumer advocates to give travelers' further insights into their rights.

If there is anything that this chaotic summer of travel has shown, it is that passengers will always find it useful to learn about their rights so that they can protect themselves for future trips. AirHelp is opening up its social media channels to travel connoisseurs and passenger rights advocates from all corners of the world to spread their knowledge and experiences to empower travelers globally to exercise their rights. Travelers will have the opportunity to connect with these experts through AirHelp to learn which steps to take when their travel plans go wrong, whether it is due to their flight being delayed or canceled, or if they are denied boarding.

Every year, almost 13 million passengers leave over \$6 billion in the hands of the airlines globally. In the US, less than 25% of travelers who were on a disrupted flight actually filed a claim, and travelers from other countries are also leaving compensation unclaimed. As highlighted by AirHelp's survey, this clearly shows that the implementation of the EC 261 regulation, which covers US travelers in certain circumstances, is not widespread enough.

"It is crystal clear that air passengers still feel powerless against airlines and many miss out on the compensation they're owed by not filing a claim. And if airlines will not play their part to inform and educate their passengers, we will", states Henrik Zillmer, CEO of AirHelp. He continues: "With the launch of Passenger Rights Awareness Month we hope to push the envelope further in our efforts to inform travelers all over the world about their rights. There is great value in the EU law EC 261 protecting travelers' rights. In the US, from January through June 2018, 415,800 passengers are owed \$292 million in compensation from the airlines, which is nearly 60% more than the same period in 2017. This campaign is part of our tireless work to help travelers get the compensation that is rightfully theirs and support them all along the way."

Christopher Elliott, consumer advocate and travel journalist, adds, "While all air travelers — including US-based passengers — are protected by international regulations like EC 261 and the Montreal Convention, the sad fact remains that more can be done to help them. The US is far behind other countries in terms of protecting travelers. Current regulations are inadequate and in the current administration, the few rules on the books are not being adequately enforced."

Charles Leocha, President & Co-Founder of Travelers United, also adds "AirHelp is a gift to consumers who find the compensation landscape difficult to navigate. In Europe it provides a single platform that helps harmed consumers. And, in the USA it does even more. AirHelp educates travelers about rights that are not available within the USA however that US travelers can enjoy when traveling to or through Europe. Travelers United has been working with DOT in the US to make passenger rights clearer, however, mandatory compensation for delayed flights is a foreign concept to US travelers. Seeing these passenger rights in action in Europe will let American travelers know that the system can still operate with strong consumer protections and will allow US passengers to easily navigate the EU process for compensation."

**Flight disruptions: These are the passengers' rights.**

For delayed or canceled flights, and in instances of denied boarding, passengers may be entitled to financial compensation of up to \$700 per person in certain circumstances. The conditions for this stipulate that the departure airport must be within the EU, or the airline carrier must be based in the EU and landing in the EU. What's more, the reason for the flight delay must be caused by the airline. Compensation may be claimed within three years of the disrupted flight.

Situations deemed as 'extraordinary circumstances' like storms or medical emergencies exempt the operating airline from the obligation to compensate passengers. In other words, 'extraordinary circumstances' do not qualify for flight compensation.



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## The "Polar Byrd I" flight

Frederick G. Dustin, who was a fuels engineer on Byrd's second Antarctic expedition (1933-35), organized what would become the November-December 1968 "Polar Byrd I" flight--touted as the first commercial round-the world tourist flight landing on all continents and crossing over both the North and South Poles. He had originally planned it for 1959, but things didn't materialize until years later, when it became the fundraising project for the Admiral Richard E. Byrd Polar Center in Boston. The advertised cost was \$10,000.



The flight was the 40th anniversary of the departure of Byrd's first expedition to Antarctica. The trip was no whirlwind tour...rather it turned out to be a 25-day venture...with landings not only on all seven continents, but also in a few other exotic and not-so-exotic places such as Thule, Greenland, and Christchurch and Auckland, NZ. Not only was this the first charter tourist flight to land at McMurdo...it also was the first American charter tourist flight to land in the USSR.

The operator was charter airline Modern Air Transport, and the aircraft involved was a Convair 990. Its normal configuration was for 122-137 passengers, although the aircraft for this trip had between 60-75 passengers and crew, some of whom only traveled on part of the total route. The chief pilot was Hal Neff, a former pilot of Air Force One.

This was NOT the first charter civilian aircraft to land at McMurdo...that was the Navy charter Pan Am flight on 12 October 1957, which carried woman flight attendants. But the 1968 flight was the first with paying passengers, and it was also the first to carry women over both poles.

When the passengers landed at McMurdo, they were treated to a ceremony at the Richard E. Byrd memorial (which was then located next to the Chapel of the Snows), followed by tours of McMurdo Station (including Scott's Discovery Hut) and Scott Base. They also were given a lecture in the USARP chalet by NSF representative Ken Moulton.

The group then boarded their aircraft for the long flight across the continent. They drank a toast as they flew over Pole...and then continued on to Patagonia, landing in Rio Gallegos, Argentina, after a flight of 11 hours 59 minutes.

### 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](mailto:rupasectr@rupa.org)**

**Or mail to:**

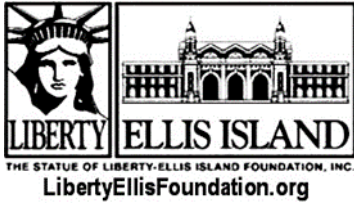
**RUPA**

**PO Box 757**

**Stowe, VT 05672**

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## Ellis Island and Port of New York 1820-1957 arrival records



What do over a 100 million Americans have in common? Their ancestors immigrated through Ellis Island or one of the New York Harbor immigration stations that preceded it. FamilySearch and The Statue of Liberty-Ellis Island Foundation, Inc. announced today the entire collection of Ellis Island New York Passenger Arrival Lists from 1820 to 1957 are now available online on both websites giving the opportunity to the descendants to discover their ancestors quicker and free of charge.

Originally preserved on microfilm, 9.3 million images of historical New York passenger records spanning 130 years were digitized and indexed in a massive effort by 165,590 online FamilySearch volunteers. The result is a free searchable online database containing 63.7 million names, including immigrants, crew, and other passengers traveling to and from the United States through the nation's largest port of entry.

“The Foundation is delighted to make these immigration records accessible to the public for free for the first time,” said Stephen A. Briganti, President and CEO of The Statue of Liberty-Ellis Island Foundation. “This completes the circle of our decades-long collaboration with the team from FamilySearch, which began with providing the public with unprecedented access to their genealogy and sparking a world-wide phenomenon linking past and present.”

The expanded collections can be searched at the Statue of Liberty-Ellis Island Foundation's website or at FamilySearch, where it's available in three collections, representing three distinct periods of migration history.

- New York Passenger Lists (Castle Garden) 1820-1891
- New York Passenger Arrival Lists (Ellis Island) 1892-1924
- New York, New York Passenger and Crew Lists 1925-1957

The previously published New York Passenger Arrival Lists (Ellis Island) from 1892-1924 were also expanded with higher quality images and 23 million additional names.

The ship manifests list passengers, their names, age, last place of residence, who is sponsoring them in America, the port of departure, and their date of arrival in New York Harbor and sometimes other interesting information, such as how much money they carried on them, number of bags, and where on the ship they resided during its sail from overseas.

For millions of Americans, the first chapter in the story of their lives in the New World was written on tiny Ellis Island located in upper New York Bay off the coast of Manhattan Island. An estimated 40 percent of Americans are descended from those who emigrated, primarily from European countries in the period from 1892 to 1954. Millions of them passed through Ellis Island's immigration center in route to lives in “the land of the free.”

A lesser known fact is that what we know today as “Ellis Island” didn't exist before 1892. Ellis Island's predecessor—Castle Garden—was actually America's first immigration center. Today it is known as Castle Clinton National Park, a 25-acre waterfront historical park located within The Battery, one of New York City's oldest parks and the departure point for tourists visiting the Statue of Liberty and Ellis Island.

The Statue of Liberty-Ellis Island Foundation is a non-profit organization founded in 1982 to raise funds for and oversee the historic restorations of the Statue of Liberty and Ellis Island, working in partnership with the National Park Service/U.S. Department of the Interior. In addition to restoring the monuments, the Foundation created museums on both islands, The American Immigrant Wall of Honor®, the American Family Immigration History Center®, and the Peopling of America Center® which transformed the museum into the Ellis Island National Museum of Immigration. Its newest project will be the new Statue of Liberty Museum. The Foundation's endowment has funded over 200 projects at the islands.

FamilySearch International is the largest genealogy organization in the world. FamilySearch is a nonprofit, volunteer-driven organization sponsored by The Church of Jesus Christ of Latter-day Saints. Millions of

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people use FamilySearch records, resources, and services to learn more about their family history. To help in this great pursuit, FamilySearch and its predecessors have been actively gathering, preserving, and sharing genealogical records worldwide for over 100 years. Patrons may access FamilySearch services and resources free online at [FamilySearch.org](http://FamilySearch.org) or through over 5,000 family history centers in 129 countries, including the main Family History Library in Salt Lake City, Utah.

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## **Curragh – World War II’s most bizarre POW camp**

During World War II, a Canadian bomber flying from a base in Scotland crashed in what the crew thought was the vicinity of their airfield. Spotting a pub, they entered to celebrate their survival with a quick drink but were stunned to see a group of soldiers wearing Nazi uniforms and singing in German. Even more confusingly, the Germans responded to their entry by shouting at them to “go to their own bar.” The crew was soon given an explanation: after getting lost they crashed in the Republic of Ireland... and now they were captured, just like the Jerries.



Having negligible military power, Ireland was a neutral nation during the war; Prime Minister Éamon de Valera went to great lengths to maintain that neutrality. As part of this policy, he made a deal with both the British and German governments: combatants of either country could be detained if found in Ireland and interned there for the duration of the war.



Technically, the men were not prisoners of war but “guests of the State,” with an obligation on the state to prevent them from returning to the war. A 19th century military camp named Curragh Camp or “K-Lines” was designated to hold “guests” of both nationalities – along with a much higher number of Irish citizens who were imprisoned because they were considered a threat to the country’s neutrality, such as IRA men and pro-Nazi activists.

At first, authorities looked the other way when British aircraft crashed or emergency landed in Ireland, allowing the crews to make their way home. The appearance of a German aircrew in 1940, however, forced them to start taking their job seriously. Lieutenant Kurt Mollenhauer’s Focke-Wulf FW-200 Condor aircraft was taking meteorological readings off the Irish coast when they got lost in the mist and hit a mountain, with two crewmen suffering injuries. They were captured and taken to Curragh. They experienced some harsh treatment first but the Department of External Affairs quickly requested the army to improve their living conditions. With some Germans in actual custody, it was now also necessary to detain British pilots who landed in Ireland to maintain neutrality and the two sides had to be given the same treatment – preferably a lenient one to avoid angering Britain.

Between 1940 and 1943, some 40 British and 200 German military personnel were taken to K-Lines, mainly air crews and men from shipwrecked U-boats. In appearance, the camp was a regular POW camp with guard towers, barbed wire and huts built on short stilts to prevent tunneling to freedom, though the fence separating the British and German sides was a mere four feet tall. Unlike in most camps, however, the guards had blank rounds in their rifles and the prisoners were allowed to run their own bars with duty-free alcohol.



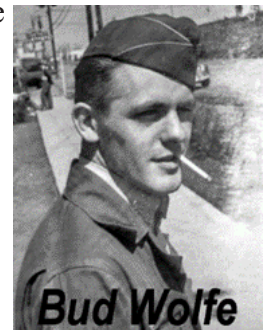
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The British bar was run on an honor system, with everyone pouring for themselves and recording their consumption in a book. Prisoners were also allowed to borrow bicycles and leave the camp, provided they signed a parole paper at the guardhouse, giving their word of honor not to escape and to return in time. Pub visits, with separate bars for groups of different nationalities, evening dances with the locals, fishing and golfing trips and fox hunts were the norm, with one English officer even having his horse transported there from home and others having their families join them in Ireland for the duration of the war. Some prisoners ended up marrying local girls and one German prisoner, Georg Fleischmann, stayed and became an important figure in Irish film industry.

While both sides enjoyed the chance to sit out the war in reasonable comfort and without dishonorable behavior such as desertion, the Germans were generally more uptight about their situation. Despite being given some money to buy themselves civilian clothes for trips to nearby towns, they preferred to stay in uniform inside the camp, planted gardens, made tennis courts, held exercise classes. On one occasion, they even set up a court to convict a comrade for treason, though the defendant couldn't be executed, as the Irish refused to furnish the Germans with a rifle and a single bullet. Sometimes, German prisoners sang Nazi songs just to piss off their British co-internees. The two nations held boxing and soccer matches, with a historical record noting a German victory of 8-2.



Escape attempts were rare. The Germans had no easy way of reaching continental Europe and the British had their own special problem, best demonstrated through the story of Roland "Bud" Wolfe. An American citizen, Wolfe signed up with the RAF before the U.S. entered the war, getting stripped of his American citizenship as a consequence. After flying cover for a ship convoy off Ireland, his Spitfire's engine overheated and he had to land in the Republic of Ireland, where he was taken to the Curragh. Unwilling to sit out the war, he made his move two weeks after his capture, in December 1941. One day he walked out of the camp, deliberately "forgetting" his gloves. He quickly went back for them and left again without signing a new parole paper, so he now considered his escape to be a legitimate one. He had lunch at a nearby hotel, left without paying and made his way to nearby Dublin, where he boarded the first train to Belfast in Northern Ireland. To his surprise, his superiors were far from pleased when he reported at his base and he was quickly sent back across the border to the internment camp.



The reason was that Ireland's neutrality was important not only to the Irish but to Great Britain as well. Though Churchill considered Ireland's refusal to fight a betrayal, he understood that a pro-Nazi Ireland would have allowed the Kriegsmarine to use its Atlantic ports and wreak havoc on vital convoys from America. In order to guarantee Ireland's neutrality, however, the British also had to play fair and prevent K-Line internees from jeopardizing the diplomatic status quo by escaping whenever they pleased. As a result, attempts were sparse: Wolfe tried to escape again only to be captured this time around as well, finally settling into the relaxed life of the camp. There was an aborted tunneling attempt and a successful mass rush on the gate, which the Irish decided was a "legal" escape and the men who made it back to British territory were not returned.

In 1943 it became clear that the Allies were slowly winning, British airmen were moved to a separate camp and secretly freed, while 20 Germans were allowed to rent residences in Dublin and attend the local colleges. All remaining German prisoners were repatriated after the war, ending the history of what might well have been history's strangest, and possibly most comfortable, POW camp.

The story of the British and German prisoners living together in Ireland, hushed up during and after the war, only came to light in the 1980s, when English novelist John Clive heard the story from a taxi driver who had served as a guard at Curragh, and decided to research the matter for a novel.

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# To Take Care of Health, Measure Your Waist

By Jane E. Brody/The New York Times



If you do nothing else today to protect your health, consider taking an honest measurement of your waist. Stand up straight, exhale (no sucking in that gut!) and with a soft tape measure record your girth an inch or two above your hip bones. The result has far greater implications than any concerns you might have about how you look or how your clothes fit. In general, if your waist measures 35 or more inches for women or 40 or more inches for men, chances are you're harboring a potentially dangerous amount of abdominal fat.

Subcutaneous fat that lurks beneath the skin as "love handles" or padding on the thighs, buttocks or upper arms may be cosmetically challenging, but it is otherwise harmless. However, the deeper belly fat — the visceral fat that accumulates around abdominal organs — is metabolically active and has been strongly linked to a host of serious disease risks, including heart disease, cancer and dementia. You don't even have to be overweight or obese to face these hazards if you harbor excess fat inside your abdomen. Even people of normal weight can accumulate harmful amounts of hidden fat beneath the abdominal wall. Furthermore, this is not fat you can shed simply by toning up abdominal muscles with exercises like situps. Weight loss through a wholesome diet and exercise — activities like walking and strength-training — is the only surefire way to get rid of it.

Until midlife, men usually harbor a greater percentage of visceral fat than women do, but the pattern usually reverses as women pass through menopause. Few females seem to escape a midlife waistline expansion as body fat redistributes and visceral fat pushes out our bellies. Even though in my eighth decade I weigh less than I did at age 13, my waist is many inches bigger.

Here's why visceral fat cells are so important to your well-being. Unlike the cells in subcutaneous fat, visceral fat is essentially an endocrine organ that secretes hormones and a host of other chemicals linked to diseases that commonly afflict older adults. One such substance is called retinol-binding protein 4 (RBP4) that was found in a 16-year study of nurses to increase the risk of developing coronary heart disease. This hazard most likely results from the harmful effects of this protein on insulin resistance, the precursor to Type 2 diabetes, and development of the metabolic syndrome, a complex of cardiac risk factors.

The Million Women Study conducted in Britain demonstrated a direct link between the development of coronary heart disease and an increase in waist circumference over a 20-year period. Even when other coronary risk factors were taken into account, the chances of developing heart disease were doubled among the women with the largest waists. Every additional two inches in the women's waist size raised their risk by 10 percent.

Cancer risk is also raised by belly fat. The chances of getting colorectal cancer were nearly doubled among postmenopausal women who accumulate visceral fat, a Korean study found. Breast cancer risk increases as well. In a study of more than 3,000 premenopausal and postmenopausal women in Mumbai, India, those whose waists were nearly as big as their hips faced a three- to four-times greater risk of getting a breast cancer diagnosis than normal-weight women.

A Dutch study published last year linked both total body fat and abdominal fat to a raised risk of breast cancer. When the women in the study lost weight — about 12 pounds on average — changes in biomarkers for breast cancer, like estrogen, leptin and inflammatory proteins, indicated a reduction in breast cancer risk. Given that two-thirds of American women are overweight or obese, weight loss may well be the single best weapon for lowering the high incidence of breast cancer in this country.

Perhaps most important with regard to the toll on individuals, families and the health care system is the link between abdominal obesity and risk of developing dementia decades later. A study of 6,583 members of Kaiser Permanente of Northern California who were followed for an average of 36 years found that those with the greatest amount of abdominal obesity in midlife were nearly three times more likely to develop dementia three decades later than those with the least abdominal fat. Having a large abdomen raised

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dementia risk in the women even if they were of normal weight overall and lacked other health risks related to dementia like heart disease, stroke and diabetes.

Among other medical problems linked to abdominal fat are insulin resistance and the risk of Type 2 diabetes, compromised lung function and migraine headaches. Even asthma risk is raised by being overweight and especially by abdominal obesity, a study of 88,000 California teachers found.

Over all, according to findings among more than 350,000 European men and women published in *The New England Journal of Medicine*, having a large waist can nearly double one's risk of dying prematurely even if overall body weight is normal.

All of which raises the question: How best to shed abdominal fat and, even more important, how to avoid accumulating it in the first place?

Chances are you've periodically seen ads on the internet for seemingly magical ways to reduce belly fat. Before you throw good money after bad, let it be said that no pill or potion has been scientifically shown to dissolve abdominal fat. You have to work at it. And that means avoiding or drastically limiting certain substances in your diet, controlling overall caloric intake and engaging in exercise that burns calories.

Perhaps the worst offender is sugar — all forms and especially fructose, which makes up half of sucrose and 55 percent of high-fructose corn syrup. One of the best ways to reduce your sugar intake is to stop drinking sodas and other sweet drinks, including fruit juices. Limiting alcohol, which may suppress fat-burning and add nutritionally empty calories and avoiding refined carbohydrates like white bread and white rice are also helpful. Make sure your diet contains adequate amounts of protein and dietary fiber, including vegetables, beans and peas and whole grains.

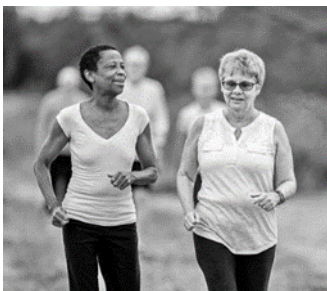
Get enough sleep — at least seven hours a night. In a study of 68,000 women followed for 16 years, those who slept five hours or less were a third more likely to gain 32 pounds.

Finally, move more. In a major national study, inactivity was more closely linked to weight gain and abdominal obesity than caloric intake.

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## Exercise Makes the Aging Heart More Youthful

By Gretchen Reynolds



For lifelong heart health, start exercising early in life and keep exercising often — ideally, at least four times a week, according to a remarkable series of recent studies involving hundreds of people and their hearts. But even if you have neglected to exercise in recent years and are now middle-aged, it is not too late. The same research shows that you still can substantially remodel your heart and make it more youthful by starting to work out in midlife, provided you exercise often enough.

By the time many of us are in our mid to late 50s, portions of our heart muscle have begun to atrophy and weaken, and our major cardiac arteries — the blood vessels that move blood from our hearts and to the rest of the body — have stiffened. These changes increase blood pressure and make our hearts work harder and less well, raising the risk for subsequent health problems, including heart failure.

But Dr. Benjamin Levine, a cardiologist and professor of medicine at the University of Texas Southwestern Medical Center and director of the Institute for Exercise and Environmental Medicine in Dallas, was not convinced that these effects were inevitable. He and his research colleagues wondered if they might be common only among aging people who are sedentary and not among those who are physically active. So they embarked upon a series of examinations of people and their cardiac systems.

For the first of these, published in 2014 in the *Journal of the American College of Cardiology*, they turned to 102 older men and women who were part of a large-scale, ongoing study of heart health. All had provided detailed information about their physical activities for at least the past 20 years. The scientists then categorized these men and women, based on those exercise histories. Some were and had been sedentary throughout adulthood. Others, who reported that they had and continued to exercise two or three times a

week for at least 30 minutes, were dubbed long-term “casual” exercisers. A third group, who had worked out four or five times a week for years, were classified as “committed” exercisers. And a fourth group, who exercised six or seven times a week and competed in sports, were marked as athletes.

The researchers then scanned and tested everyone’s hearts. They found that the sedentary group showed the usual effects of time. Parts of their heart muscles, particularly their left ventricles or chambers, were shrunk and less powerful than in younger people. The same changes were evident in casual exercisers. But they were not seen to the same extent in men and women who had exercised at least four times a week for years, or in those who were masters’ athletes. Both of those groups had left ventricles that looked and functioned much like those of people decades younger.

To extend those findings, the researchers next turned to cardiac arteries, which, like the heart muscle, typically become less healthy with age.

For a study published this July in *The Journal of Physiology*, the scientists assessed the stiffness and relative age of the major cardiac arteries in about 100 additional adults, most of them in their 70s and who, as in the earlier study, had provided regular reports about their exercise habits for at least two decades.

The researchers again grouped them into the four categories, based on how frequently they exercised. And again, the scientists noted considerable differences in cardiac health, depending on how often the men and women had been physically active during adulthood. In general, the cardiac arteries of both the sedentary people and the casual exercisers, who worked out two or three times a week, were stiffer than in younger people. But among long-term committed exercisers and masters’ athletes, the researchers found, major cardiac arteries were relatively flexible and, in functional terms, youthful and healthy, compared to the vessels in the other groups. Which would be good news, except that those studies looked at people who had been exercising for decades. The results cannot tell us whether people who have reached middle-age without exercising could, at that point, begin and still change the structure and function of their hearts.

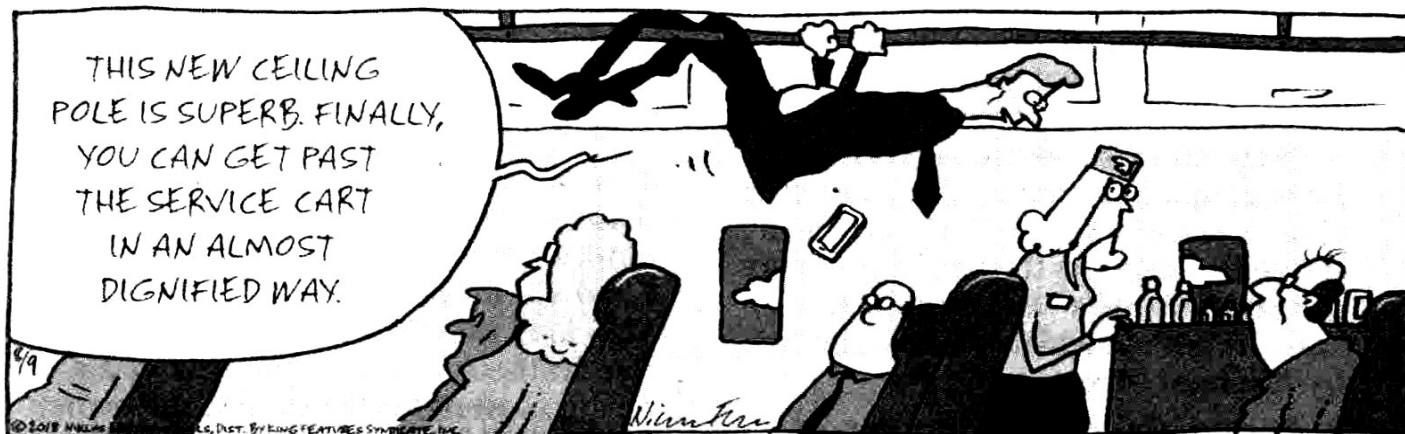
So, for perhaps the most important of the recent studies, which was published in April in *Circulation*, Dr. Levine and his colleagues had a group of sedentary middle-aged men and women start exercising four or five times a week, while another group began stretching and balance training as a control. The exercisers completed at least one session a week of brief but strenuous intervals, while their other workouts were moderate, such as brisk walking or jogging, and lasted for 30 minutes or longer. The groups continued their routines for two years, by the end of which time the exercisers were fitter than they had been. Those in the control group were not. More notably, the left ventricles in the exercisers’ heart muscles were stronger and less stiff than at the start of the study. Their hearts, in effect, were more youthful now.

These results suggest that our hearts can “retain plasticity” deep into middle age, Dr. Levine says, meaning that they still can change in desirable ways if we exercise. But the exercise most likely needs to occur at least four or five times a week and continue for years, he says.

“It is a commitment,” he says. “But I tell people to think of exercise as part of personal hygiene, like brushing their teeth. It should be something we do as a matter of course to keep ourselves healthy.”

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### **Carpe Diem** Niklas Eriksson



## Choice of blood pressure medicine may affect your risk of pancreatic cancer

By Melissa Healy



In findings with potentially broad implications for the public's health, new research has found that some women who treat their high blood pressure with a class of drugs that relaxes the blood vessels were more likely to develop pancreatic cancer than those who use other hypertension medications.

In a large and intensively-studied group of middle-aged and older women, the risk of developing pancreatic cancer was more than twice as high for those who took a short-acting calcium channel blocker for more than three years.

Examples of short-acting calcium channel blockers (and the commercial names by which they're marketed) include nifedipine (Adalat and Procardia), nicardipine (Cardene), isradipine (DynaCirc), diltiazem (Cardizem, Cartia and Dilacor) and verapamil (Calan, Covera, Isoptin and Verelan). The women in the study who had ever used a short-acting version of these drugs had a 66% increased risk of developing pancreatic cancer compared with women who took a beta blocker, diuretic or angiotensin-converting enzyme (ACE) inhibitor to reduce their blood pressure.

Study participants who took extended release formulations of a calcium channel blocker also saw a modest 12% increase in their pancreatic cancer risk relative to those who took a beta blocker, diuretic or ACE inhibitor.

The findings emerge from the Women's Health Initiative, a nationwide study of 161,808 women ages 50 to 79 from which researchers have gleaned important insights into disease prevention. The new results were presented Tuesday at the annual conference of the American Assn. of Cancer Research in Chicago.

Pancreatic cancer is the fourth-leading cause of cancer-related deaths in the United States, and is most often diagnosed once it has reached advanced stages. While immunotherapy and other advances in cancer care promise new treatments for this malignancy, survival rates have scarcely budged since 1975. It is expected to kill 44,330 Americans in 2018, according to the American Cancer Society.

In this study, 145,551 postmenopausal women were followed for close to 14 years, on average. In this group, 841 women were diagnosed with pancreatic cancer. But those diagnoses were far from evenly distributed.

Among the 4,338 women who had taken a short-acting calcium channel blocker for high blood pressure, 45 (or about 1%) were diagnosed with pancreatic cancer. In the group of 36,594 women who took a beta blocker, diuretic or angiotensin converting enzyme (ACE) inhibitor, 212 (or 0.57%) were diagnosed with pancreatic cancer.

How pancreatic cancer is related to a blood pressure medication is not entirely clear. But the study authors, from Baylor College of Medicine in Houston, explored evidence that these drugs may set in motion a complex chain of action that increases inflammation throughout the body. Inflammatory processes are considered a contributing factor in many kinds of cancers, including those in the pancreas.

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

# Medicare.gov

## Finding Medicare forms

Searching for a Medicare form to file a claim, request an appeal, or for Medicare to give someone access to your personal health information?

To get the Medicare form you need, visit [Medicare.gov](https://www.Medicare.gov) and find the situation that applies to you.



## LETTERS

**MRS. MURIEL BERGSMA**—McHenry, IL

Dear Mr. Rains: Enclosed you will find my check for \$50.00 to cover the cost of renewal for a 2-year period. Since the "old" girl's memory isn't as sharp as it was, I'm trying to avoid missing the due dates for renewal and cover payment for a couple of years.

Ken and I are still enjoying our snowbird time spent in Arizona during the winter months of January through May — have to be sure the snow is gone when we return to the Midwest. This year the Chicagoland area was inundated with a "super blessing" of rain during the month of April. Sure made the grass lush and the crop grow ever so quickly!

I'm being challenged presently with knee problems and get my last injection tomorrow of Synvisc (hyaluronic acid) which is a compound of rooster comb made into a gel which they insert in the knee area. Thus far, I've been fortunate enough to not start "crowing" in the early hours of the morning. Sure don't want to disturb the neighbors.

My husband, Ken, had successful spinal surgery back in 2006 and was doing very well until an Arizona neighbor enticed him to be more athletic and take up pickle ball. Well, one quick move to get that darn ball seemed to have negatively affected him. He was doing quite well with water skiing and



snow skiing, from which he retired from the ski patrol last year after serving for 50 years - can't keep an old boy down! Hopefully, the MRI's of the back and hip will reveal the problem to rest with the hip a much easier fix!

I really treasure all the years I served in Flight Operations and the many fine people I worked with during the 32 years plus of my career. Best to all. Sincerely, *Muriel*

**MRS. CECILIA COLES**—Belvidere, IL

Dues are due. Don is 81 in heaven and we miss him dearly. Grateful for 53 married years as God mad Don special for me!

Don't use widow passes as can't figure out computer. Pay full fare, but only fly yearly to time share in Maui.

Celebrated 80<sup>th</sup> birthday and daughter from NY arranged to have all the family come from all corners of the USA. Only 3 of 13 flew, rest drove with dogs etc. Everyone celebrated with me for 2 weeks and we had a grand time. But soon had to return to NY, OK, WA and CA. Son from LA is still here with dog. Love the company and love your magazine. Sincerely, *Cecilia*

**CHUCK COREY**—Evergreen, CO

Tough letter to write. My wife of sixty-six and a half years passed on July 21st.

After discharge from hospital came home to Mt. Evans Hospice in home care for thirteen days, passing one day shy of her 87th birthday. It's only been fourteen days since she died, but it seems like an eternity.

Retired off the rope start in eighty nine, but still miss flying the 727.

Spent time in MDW, ORD, SFO, DEN and last three years in LAX flying International.

Thanks to all who keep RUPA going strong. *Chuck*

**MS BETH DEVINE**—Seattle, WA

Dear John: I tried to pay my dues online, but since I do not have a file number, the system did not allow it. Sorry to inconvenience you with an old-fashioned check. Please find enclosed a check in celebration of what would have been my dad's 100<sup>th</sup> birthday this July 16.

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I would like to give a special ‘shout out’ to Harry Ropp for writing about the Honolulu Glider from his perspective in the April *RUPANEWS* (pages 30-32). It was fun to learn these additional facts. What a story and what an experience! I’ve shared Harry’s article with my siblings and other members of my family; it is another treasure.

As so many others, I so enjoy the *RUPANEWS* and read it from cover to cover each month. Many thanks to you, Cleve, and the others who keep this fine publication going.

With kind regards, *Beth*

Beth Devine, Daughter of deceased  
Captain SJ ‘Scotty’ Devine

**MIKE & CLARE GALLAGHER**—Sparta, NJ  
Once again, another year has passed. Our oldest grandchild just graduated Pope John High School and is on his way to Bucknell University. Our youngest daughter, Casey, also went to Bucknell while Patrick’s mother and Aunt went to Lafayette. Needless to say, we are very busy as all kids live within an hour of us.

Since I last wrote we have been on trips to LAS (standby), London (standby), our annual trip to Hawaii (standby), PXI (standby), DUB (bought tickets) and Punta Mita (bought tickets). On the LHR flight we went business class both ways. The other flights were economy plus. Can’t complain the price is right. On all our trips whether traveling standby or on a ticket the cabin crew treated us great.

Pickle ball has migrated from Fla. to Sparta, NJ, so we get to play at least twice a week. Feel lucky that our health allows us to do this.

On a sad note, Capt. Todd Donohue passed away July 15, 2018. Besides being a fellow United pilot, he was a good friend that we have known since 1975. He was born in Bayside, Queens where Clare and I grew up. It’s a small world.

Till next year, *Mike and Clare*,  
EWR, LGA and JFK

**MRS. PATRICIA GARTNER**—Stuart, FL  
September 18, 1928 was Del’s birthday and time for dues. Del’s service at Arlington was so memorable. I especially enjoy the letters from old timers. I was a stewardess for Capital in the fifties when people dressed

to travel! We used to fly the “Phillie” cheese steak run on a DC-3 from Buffalo, Rochester, Elmira, Corning to Phillie taking orders from ground crews along the way and we were met at the plane with the sandwiches. I served only coffee, but the plane smelled like lunch! *Patricia*

**ROBERT E GRUBER**—La Conner, WA

Dear Cleve: This is the 97 anniversary of my birth and the 37 anniversary of my retirement.

A while back you wrote that you were not getting enough letters from members. That the old timers could enlighten our younger retirees how it was in “the good old days.” OK so here goes.

As a lad we lived on a small farm about 10 mile west of the Boise Airport. I would listen to those Boeing 247s on approach for a landing and the fire was ignited, all I wanted to do was be an airline pilot. To get a job with an airline when I graduated from high school in 1939 was that most all of airline new hires were from the military so it was mandatory to get at least two years of college in order to qualify for military aviation, so be it. After high school graduation it was off to Boise Junior College just 10 miles away. I could stay at home and commute to school every day. While still in college, we were in World War II, the Army and Navy began calling their Reserve officers from the airlines to active duty, leaving the airlines scrambling for pilots. The shortage was bad enough to cause Congress to get in the act and they created a program called The Civilian Pilot Training Program. Its purpose was for the colleges and local flying contractors to produce pilots for the military and civilian needs. I did not waste any time signing up. I passed the physical and was on the way.

One of the college engineering professors taught the ground school and a local flying company (located on the then Boise Airport and is now the home of Boise State University) provided the flight instruction. I did my time in a Taylorcraft with a 65 HP Lycoming engine. On Sept. 30, 1940 I passed a flight with a CAA examiner and received my private license and had 12hrs. 20min. in my log book.

With my Private License in my pocket I enrolled in the Secondary Acrobatics program. Now that was a gas. The plane was a Ryan STA, Low wing all metal fuselage, Menasco inline inverted engine, not the best in the business, but adequate for the job. The

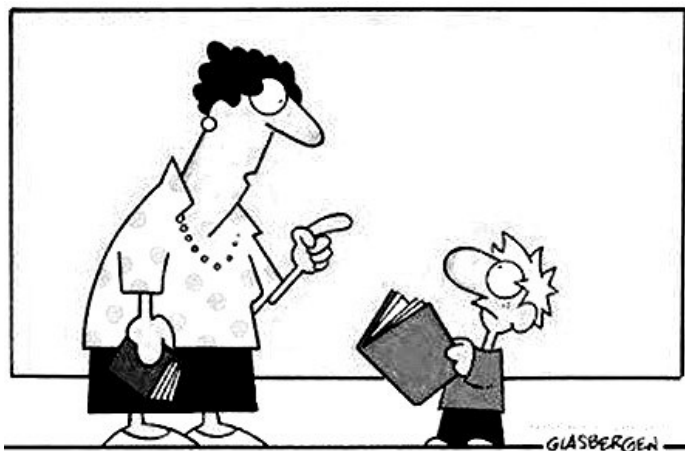
contractor kept 2 or 3 in stock so that when one engine failed he just changed engines and then rebuilt the old one. I loved that airplane and the aerobatics.

After finishing the Secondary I went to Seattle with a friend to the Sand Point Naval Air Station to enlist in the Naval Air Training Program and flunked the physical twice. High blood pressure. As I despondently got ready to go back to Idaho I walked by an army recruiting office and on a whim I went in to see if the Army Air Corps was taking recruits.

When the recruiter explained that they were not recruiting at that time. I told him that the draft board was breathing down my neck and he said, show up at 0800 tomorrow morning. I showed and with about a dozen others was sworn into the inactive reserve. The recruiting officer explained that the draft board couldn't touch us and the Army Air Corps would call us up when training was available.

So in the meantime while I waited to hear from the army it was off to Spokane for the CPT Cross Country Course, learning to read maps, plot courses, navigation and how not to get lost. All the instrument flying was done in a gull wing Stinson Reliant. After a solo x-country from Spokane to Pendleton, The Dalles, Yakima and back in a Piper J-3 (They wouldn't let us trainees solo the Stinson), we had completed the course and were considered good enough navigators to find our way home.

After a celebration with a few loops over downtown that night in the Taylor craft, it was on to Yakima for the Instrument Course. Yakima winter weather was odd, one day fog would hide the tower, next



It's called **reading**.  
It's how people install new  
software into their brains.

day the runway would be fogged in while the tower was in sunshine. There I learned instrument flying in a Fairchild 24 on the low freq. range listening to the Morse A's and N's.

After finishing the course, I returned home to find a telegram from the War Assets Administration instructing me to report ASAP to Captain G. I. Meyers, head of training, United Air Lines, Denver Court Building, Denver Colorado. Somehow, I managed to get a ticket on the Union Pacific, City of Denver, from Meridian Idaho to Denver. I was on my way.

I arrived in DN on the last day of February, 1943 and got a room at the YMCA. The next day I found the United Training center in the Denver Court building, a not so young several storied establishment that had seen better days. It held the offices, Link Trainers and class rooms. The war had forced the move of all essential industries inland from the west coast and I guess Denver was the best United could do in a hurry. I contacted Captain Myers office and was told to report to a local doctor for a physical and then return for a physiological exam. To my surprise the doctor said the blood pressure was normal and I passed. Then back to take the mental exam and I passed that also. On March 10, 1943 I was hired by UAL.

I was a little shy of the required 200 hours so United sent me to a local contractor at Hayden airport, a private airport out near Stapleton and there I got the necessary time and my commercial license. Then ground school, link trainer and on May 5, with Training Center Instructor George Wilber in the left seat I learned to fly the Boeing 247 and received my instrument rating on June 1, 1943. The next day I started DC-3 Transition and finished on June 15. I was given a Seniority number and declared a copilot for United Airlines. I had received my uniforms, except for the gray shirts which would be mailed to me as soon as they arrived.

I had been given a choice of NY CH, PD or SF as a domicile and had chosen PD. The next day, Capt. Meyers invited me to his office and explained that they would normally have sent me to PD on the jump seat, but because of the high volume of military traffic, there was no space available and so they had purchased a ticket on the next day's Portland Rose to PD and to check in with the PD Flight Manager, Capt, Bill Groen as soon as I could after arri-

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val.

I can't quit this saga without one incident that I have never forgotten. As soon as I got squared away in PD I caught the bus to the airport and presented myself to Captain Groen. His first words to me were, "Why don't you resign? You will never make captain on United Air Lines." That kind of took the wind out of my sails but I replied that I thought I would stick around and give it my best shot. He did not seem very happy with me, but said OK and that I was to be his copilot the next day, July 1, on the flight to SA and VR. The flight went all right except he wanted to know why I was not wearing my uniform shirt. I explained and his only remark was, "Well be sure you wear them when they arrive." A couple of weeks later I got a copilot report about the flight and the only remark was, "Wearing an un-standard uniform shirt." That is when I decided to take the first copilot bid that came up and get the heck out of PD. I received a bid for the Pacific Operations in mid May 1944, flew my last trip out of PD on May 27 and on May 31 departed PD for SF and C-87, C-54 transition.

All I have to say about Captain Groen is, the poor guy never got to fly the 747. *Bob*

**JOHN HEBBE**—Fairfax Station, VA  
OMG! Birthday again. This time, 85. Twilight Zone music please. Do-DO-Do-Do. Do-DO-Do-Do.

I'm permitted to write up a RUPA story every other year. Here it comes. Not about cruises or flying my plane or writing another stage play. Mine is the quiet life. Still on the teaching roster at a local high school. I shared this story with Cleve who suggested boiling it down for one of the RUPA editions. With little success, I reduced to this:

It was around 1970. The airlines, in general, continued in a slump. There were few promotions. As people retired, UAL retired or sold planes (DC-6s and so on). In the final analysis, this completely stalled promotions. FAA mandated retirement age was 60. Carved in concrete.

I had hired on at 35. Simple arithmetic. Only twenty-five to go. Now then, F/Os made about 62% of a Captain's pay. S/O pay languished at around 50%. Time plodded on, contracts expired and were renewed. Extremely few promotions. I remained clinging to the bottom rung of the pay ladder. Feet

dancing into space. Kleenex please.

Some of the factors pay scales were based upon were passengers carried in addition to length of flight. Day and night rates were applied. And the gigantic, long leg, around the clock flying Boeing 747 arrived. And the DC-8 Captains (soon to be promoted) were ecstatic.

Traditional pay scale parameters were applied in the next ALPA contract. I remained perched on the bottom rung. Legs still dangling. Those at the top end were (it seemed) wallowing in money. I sat behind those who bragged about their new Porsche's, boats and summer places. My career financial future remained bleak.

I skipped left-over meals on the flights since I didn't want to arrive home to hug a kid with the smell of food on my breath. (Bad joke.)

With one new contract, the 747 Captain's monthly pay increase exceeded my full annual dollar improvement. Across-the-board pay increases were crippling. I complained about this at a local union meeting and was told that "It's too bad that you hired on late." Hard to argue with the truth at times. This, however, lacked some notable background.

I hired on in 1968. This followed an enlistment in November 1950. Active duty during the Korean War. Navy Radioman on LCM landing boats taking Marines into the beach. Followed this with college and Navy Flight Training. Active duty again. Patriotic. Remained on active duty. Later, as a carrier pilot, I had my ass shot up more than once over North Viet Nam...A4s. Vinh. Hon Gai Harbor. Hanoi area. Familiar names to some. Other bizarre sorties I lead at oh-dark hundred, dropping MK-52s on places I knew where pontoon bridges were floated out every night for trucks to haul munitions south. The sky looked like the 4th of July in DC that night.

Satisfied my patriotic goals and returned to civilian life. Joined United. Now some puke tells me I 'hired on too late' after he picked up time on his own (at his own expense I admit) and joined up ahead of me. Sans any military involvement. Apparently, I had mis-managed my life. Screw you, Pxxxxx!

In the interim, I picked up some graduate degrees including one called Operations Research, later, Quantitative Analysis for Decision Making. Like Cleve, I enjoy playing with numbers. Contracts ex-

pired and contracts were renewed.

With each contract renewal, our wage tables were rebuilt in a simplistic manner: Straight per-cent-across-the-board pay increases. As a numbers guy experiencing zero promotion for years, struggling at the bottom of the seniority list, I saw some severe shortcomings in this application over the long run. When I complained, I was told by our DCA LEC, "Don't bitch unless you have a better idea."

The occasion arrived when the 747 Captain monthly pay raise exceeded the total of my annual pay improvement.

Grinding my teeth, I set about analyzing all of this. Not only United Airlines, but –in the analysis- taking into consideration the entire airlines environment, the United States economic and labor environments and, to a limited extent, international influence on our economy. I loved putting all of this graduate s--- into play. The Brookings Institution and the BLS were my primary sources for research. Lucky me. Like a banana split.

It took almost six frustrating months gathering data and churning all of this to this to see if something logical or sensible would emerge.

I will never forget the night. It was around 2AM. Each night I mulled over the existing quandary as I bedded down. I vividly recall my eyes slamming wide open and I raced downstairs to the library. Whipped out some pencil and paper and dived in. THERE IT WAS! THE SOLUTION! Threw in some trial numbers. The solution was flawless. It completely worked every time!

Making it better was the fact that the inputs to crank out acceptable pay scales across the system –all the planes – all the positions- were instantly available. My chore was to make it understandable. "Therein," noted Shakespeare, "lies the rub." Clear to me. Probably Quantum Physics to others.

It took a month writing this up. Like a math proof.

**I might wake up early  
and go running.  
I also might wake up  
and win the lottery.  
The odds are about the same**

After all, Cleve, it was a technical paper. Damn thing was 50 pages long. Manual curve-fitting. Strange things like log-log equations. Data fitting one side of a Hysteresis curve. Deadly. BUT, it supported my logic. Better yet, in the final analysis, I created an ordinary, simple to plug in, equation. So easy. Almost a one-stepper. It couldn't be more clear. That was 1980.

I offered the write-up to our LEC. Two weeks later, he returned it to me. Jim C. asked if I could reduce it to four pages. Gasp. In the face of total disregard, I agreed and passed it back to him a week later. Then, he gave it back again and asked if I could reduce it to two pages. I told him this would make it look like a comic strip. But I did it. Humiliated but left with no alternative.

Jim approached me a few days later. Without even smiling, he gave my two pages back. Looking me straight in the eye, he said: "You know, John, Pi aren't squared. Pi are round. Cornbread are square." I couldn't make anything like this up.

A later drive to present this to the MEC Wages and Working Conditions committee was fraught with issues and met with no success. My solution was dismissed out of hand and it was crushing. It became worse.

Two weeks later I was in ORD and approached by Jerry xxxx, the Wages committee chairman who, in front of two other people I didn't know. . . . . .  
.accused me of showing up drunk late in the evening at the MEC meeting to make a presentation. My earth hesitated for a moment.

Cleve, I'm 85 coming up. I have only been in a physical fight once ever. 1950. You can imagine how much I wanted to physically ground this jerk. Clenched my fists, spun around and left.

The issue...I don't know where you were at the time...was that, using the ALPA pay scheme during each contract negotiation, with the advent of the 747, it surprisingly became apparent that 747 co-pilots would be making more money than 737 captains and it all hit the fan. My solution was geared to resolve this situation...and others brought about by airline, national or international situations. As far as pay was concerned, a silver bullet. The union addressed the problem and pilot lives moved on.

It wasn't cornbread. ALPA wasn't interested.

I became an S/O 'retread' in September, 1993.

Eight years later, at the end of October, following the 9/11 World Trade Center calamity, the 727 was put to pasture and last of us Second Officers were retired.

Wait. Stop. You aren't ready for this. Retreads (like me) with thousands of hours of sick time on the books were about to lose it, in toto. All at once. No \$\$\$ for it. 1100 hours of pay. Gone. Grinding teeth.

I don't remember their names, but there were two crusty hangers-on at the time. Familiar names as the two most senior Second Officers (I think we were called 'retreads'). They had been wide-body Captains for years! Hired on when Lincoln was in office.

When #1 S/O was asked about retirement, he said, "Never! I hate #2 and will never let him be #1!" That about sums it up. God intervened and our jobs vanished in a few weeks. On the books sick time whistled into space. Evaporated.

October 31st. On that fateful day, there was this final B-727 flight. The scheduled S/O 'called in sick'. The crew desk frantically tried to fill the seat. No luck. They all walked. I was the last resort. Agreed to fly the last United 727 flight. All of the retreads senior to me -that United had made wealthy - declined refused the crew desk pleas. Including #1 and the hated #2.

Deadheaded back to Dulles afterwards. I arrived late on a wonderful fall evening. Carried my bags up to a hill overlooking that beautiful terminal. Sat on the flight bag for half an hour, taking in the grandeur of Dulles and my career. Fifty-one years of flying.

United . . . . I was in love with you for 35 years.  
*/s/ John Hebbe*

**ROBERT F. JONES**—Federal Way, WA

As several retirees have recently added photos of the aircraft they flew in the Military, and I enjoy viewing them, I am adding two photos of the NAA FJ4B aircraft that I was assigned to fly upon finishing USN Flight Training in summer 1957. I was based at NAS Miramar and made carrier deployments annually, three to the Western Pacific/South China Sea area and one around South America accumulating about 950 hours and 200+ carrier landings in the FJ4B. I then flew three years in an A4 Replacement Training Squadron flying the A4's and

F9F8's but the FJ4B was my favorite. Carriers were Bennington, Ranger, Oriskany and Lexington.



I hired on with UAL 12/1964 as a DC6 Flight Engineer and retired 08/1995 as a B 747 Captain under the age 60 rule.

My wife of 54 years passed away from cancer in July 2016 and she is missed every day.

I continue to fly my C 206 and occasionally a T-6 for a local Foundation.

Thank you RUPA volunteers for your efforts in keeping the organization operating and publishing the outstanding monthly *RUPANEWS*.

**Bob**, SEA ORD HNL SFO

**LISLE HICKS**—Loon Lake, WA

I had surgery on July 24, 2018 for my third hip replacement. I thought I had only two but maybe this new math counts it differently. I will check with my 4-year-old great grandson to make sure. Otherwise, no major health problems.

When I purchased my home 22 years ago it was too small. We were raising our two grandchildren and 1,800 square feet just did not do it. We increased it to 4,500 square feet and that worked just fine. Now, the kids are gone and we need to downsize. It is just too much upkeep. Let me tell you, it is easier to upsize than to downsize. It's hard to dispose of all those treasures you have accumulated over time.

Hopefully when I get better we plan on traveling and doing more activities. It's hard to think about these plans when you are hurting.

I do not seem to know many people anymore but blessings to all those who were here then and well as now.

God bless, *Lisle*

**JIM LIVINGSTON**—Pine, CO

Captain Len Chamberlain made me a better Captain. A little history. I had the privilege of flying as first officer on the DC-10 with Captain Chamberlain in the early '90s. We flew together more than once. We experienced two emergencies/irregular events

that allowed me to learn from Len just how a good Captain should operate. One was a high-speed reject from an engine failure. It was my leg. Of course, Len made a text book reject and calmly instructed me on what he wanted me to do. All ended well. On another flight we were enroute and lost one of the 3 hydraulic systems. Among the systems we lost was lowering the gear hydraulically. Again, I paid close attention to how Len handled this situation. All ended uneventfully. I got to pull that 3-foot manual gear extension lever. Hopefully, a once in a career experience.

We all learn from those we fly with, some good, some not so good. Captain Chamberlain was good. He never insinuated that maybe I was a little snake bit to fly with, more testament to his class act. Thanks Len. Flying with you was a pleasure. *Jim*

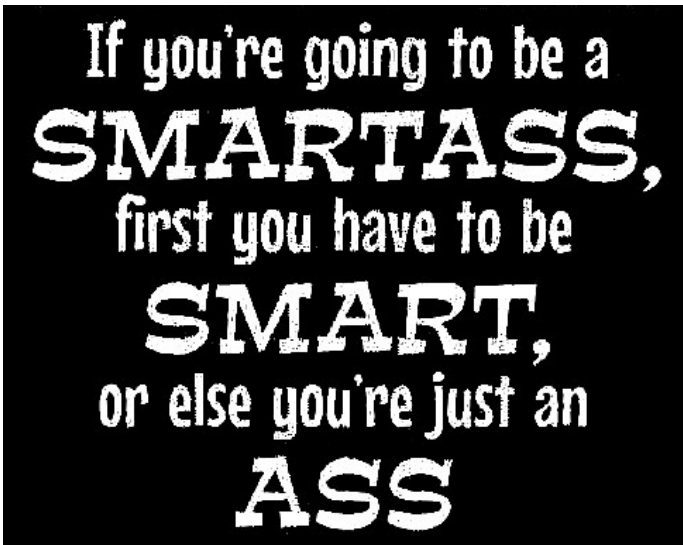
**KEN MILLER**—Post Falls, ID

I just finished reading my July copy and (flash), August is my birth month!! Miller, get out your checkbook and send in your dues for Aug. 12, 1934! Since the number 34 is my lucky number, my check is for \$34. Yes, I'll be 84! On August 12<sup>th</sup>!

I enjoyed reading all the stories in the July issue, especially about the boat tour and the graves at Normandy and how well cared the memorial has been over the years.

I spent most of my UAL years at SFO, and ending up with 29 years at UAL and 29 years in the USAF, active and reserves.

I miss the comradeship but don't miss the commuting. I've used 3 passes since retirement in the last 22 years, two funerals and one wedding, and was



only thrown off the airplane once at a Houston connection.

See ya'll next year!

**Ken**, SFO, ORD, LAX, HNL, now Post Falls, ID

**JAKE & CHERYL NELSON**—Spokane, WA  
Cheryl and I have enjoyed our 18 years of retirement immensely!

I miss the big bird flying, especially the DC 10 freighter out of Anchorage my last five years. It was never work, "just going flying."



We both enjoy good health and take no pills, work out regularly. We travel a lot mostly on UAL passes and occasionally use ZED fair. We fly our L-19 Birddog every chance we get, lots of \$100 hamburgers. I received The Wright Brothers "Master Pilot" Award last year for 50 years of accident, incident, violation free flying. Who would have thought of a country cowboy from Montana! We are very blessed to have had such a great career.

*Jake*

**BOB NICCOLLS**—Medford, OR

Greetings from Oregon's Rogue Valley! Another year, 24 now, and life's good. Both kids live nearby, daughter Lisa has one boy, Kyle, who graduated from UC Davis and is now in nursing school at Southern Oregon University, and another starting his 4th year in geology at U of Oregon. Son, Scotty, flies for Alaska, left seat out of PDX. His son, Will, completed his black belt in Tae Quon Do plus his Eagle Scout this last year and starts his last year of high school this Fall.

The old folks (us) really enjoy having them close by and especially when we can either gather for time together at one another's home, at the lake or river camps or a day or two with the boys fishing. Almost lost the river camp last year when the fires raged nearby along the Chetco River but fortunately it swept around us.

Travels this year include a couple of road trips, one

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concluded in and around Oregon and another coming up to include several National Parks to revisit plus tied into a Road Scholar trip. QB's, our United Intrepid lunch group (which we got started 24 years ago!), the gym, enjoying our retirement home here in town with the pond and fish plus room for a couple toy cars, the camps and looking after the commercial properties fill the days and brings even more to focus how fortunate to have had the career and life I've had.

It was some 57 years ago Chuck Kettering sent me a note (while I was at Ft. Sill) that United was hiring...and that...was all the difference. I am and will be forever indebted to Chuck for that. So much to be very appreciative and grateful for.

In closing, another thankyou to our leadership group with RUPA and most especially with the recently retired Leon Scarborough plus Cleve Spring for all of his work over the many years producing an excellent magazine in the *RUPANEWS*, providing the glue which helps keep us all together.

Cheers, **Bob** 61-94 BOS, EWR, SFO, LAX, SFO

#### **JON ROWBOTTOM**—Salinas, CA

As a note to our RUPA Members...in the past I have waited until my birthday to try to review the past year and decide what is worthy of reporting. It ended up being less than what I would have liked. This year, I decided to create a Word Doc in January and update it as the year progressed. It certainly helps with the memory.....so here is my beginning...middle and...end.

Well, I missed last October's letter as Jane and I had to rush to PDX to help our daughter who was diagnosed with Stage 4 Breast Cancer. We spent 10 weeks there while she was treated and released to her home. It is a very difficult challenge to see your child have to deal with such difficult issues. Back in 1986, Emily was diagnosed with a tumor on her knee. She was treated at Stanford Children's Hospital in Palo Alto, Ca and after 20 months she was certified cancer free. 30 years later it came back. Today her cancer is under control but her heart was damaged by the chemo drugs she received. She is unable to work and thankfully qualifies for Oregon ACA. She needed a Pacemaker/ Defibrillator implant and we had a period of anxiety as we waited for approval. I was about to liquidate \$100K of my Bplan if approval was denied. If I had my Earned Pension it would not have been an issue. But that was not the case. I am thankful that she was ap-

proved and received the devices. I hope Glen Tilton is living large with all the money he made stealing our pension. I would not wish our daughter's issues on anyone...even Glen.

Jane and I signed up for the 2018 Seine River Cruise in August, 2017. It was to be a celebration of our 50th Wedding Anniversary. Not knowing how things would be we quickly cancelled. I really looked forward to that trip with our RUPA Members but family comes first.

Thankfully, Jane and I are healthy and we continue to split our time between Monterey and Truckee...skiing and summer in Truckee and fall and spring in Monterey. We are staying local so we can respond when needed. I am very thankful that I never lived the pilot life...no toys, loved the same women and saved every extra dollars because we are okay today and able to help our family. And family beats all the toys. Yes I was a pilot but I tried to be so much more to my family, my union and myself.

We are fortunate to have 6 grandchildren. When each child was born I started a college savings account which we continue to contribute to on their birthday and Christmas. Our first, Sydney, graduated from Oregon State with a Bio Science Degree and is working at Oregon Health and Science Hospital in PDX managing their Stroke Clinic. Money well spent. I am very proud of how she took advantage of our gift and made a career for herself. The S&P 500 Index Vanguard Account paid for all her education and a down payment on a home. As a grandparent you can only start the ball rolling and then the momentum takes over. The unexpected benefit is that Sydney, because of her work, is intimately familiar with all the medical insurance issues that her mother is facing. As Jane and I were dealing with the day-to-day doctor/treatment issues Sydney was totally on top of the insurance. We each did our part to insure excellent care for Emily. My son Andy, wife Evan and 4 great kids joined us at Northstar, Truckee, CA by Lake Tahoe in July. We had a wonderful visit with trips to the NS Pool and Donner Lake. Great dinners on the grill and lots of Candy Land Games. I hope they will return this winter for some fun on the slopes. I had collected 50 round of pine that had been cleared at Northstar for fire prevention and left on the side of the road for anyone to pick up..I did my work early to get the wood in place and my son and grandkids helped split and stack it into the garage for the win-



ter season.

We made a run to SoCal the end of July to visit with Jane's sister Beth who lives in a Skilled Nursing Facility in Glendora. We try to visit monthly to get her to her doctors and out for dinner. I am so fortunate to have my health and wish we could do more for Beth. The older I get the more I try to help contemporaries who are not so fortunate. Lucky to be well and trying to help those not so well. In the end isn't that what you did...flying safely was great, but, helping others gives me so much more satisfaction. *Jon*

#### **MIKE WOMACKS**—Scottsboro, AL

Hi Cleve, well another year has gone by and it has been quite a year medically for me.

In Feb. of this year, while flying a corporate jet, I passed out. My Co-Captain landed the plane, and I woke up in the ambulance. I have had just about every test done known to man, and they can't find the cause. As a result, I have retired from flying.

Still fly with my son who just finished all of his training at ATP. I have not had any further episodes, but have to wait two years before applying for a medical. We are in process of selling my Yak-52 and share of the Viking.

On top of this, I am recovering from back surgery to remove a cyst on my spine. Despite all of this, we are doing well and am actually looking forward to retirement.

My wife and I are planning on traveling around the U.S. and a few cruises in between. We are going to sell our home in Alabama and move to Lake Placid, FL.

Hope this finds all well with everyone and thanks for all you folks do for RUPA. *Mike*

## ***IN MEMORIAM***

#### **TODD F. DONOHUE, SR.**

Todd F. Donohue Sr., 74, passed away at his Sparta home July 16, 2018. He was born in Bayside, New York Feb. 24, 1944.

Todd joined United in 1966 and retired in 2003 as their most senior pilot. Before becoming a pilot, Todd served in the Army National Guard. Todd's favorite aviation experiences



were his Fantasy Flights, which gave an opportunity for underprivileged and orphaned children to experience a flight.

His most cherished time was spent with his family and friends. Together they climbed Mt. Rainier, Mt. Kilimanjaro, and the Matterhorn. They flew over Angel Falls and rafted down the greatest rivers. Todd led his family and friends to places most people only dream about. They explored remote areas of the Amazon River, hiked through the volcano Haleakala, and even took his mom to see the pyramids in Egypt. Todd enjoyed golf, travel, tennis, marathon running, white water rafting, fishing, sailing his Hobie Cat, mountain climbing, hiking, skiing, scuba diving, and the simple things like reading the paper and working around his house. Todd will be greatly missed.

He is survived by his beloved wife of 53 years, Joan (Putignano) Donohue; Three children and six grandchildren.

In lieu of flowers contributions may be made in his memory to: St. Jude Children's Research Hospital, 501 St. Jude Place, Memphis, TN 38105-9959.

#### **RICHARD L. EMERY**

Richard Lee Emery, 80, of Crystal Lake, passed away July 17, 2018. He was born on May 21, 1938 in Altadena, CA.



Dick was a graduate of Mount Diablo High School in Concord, CA where he played football and baseball. In 1957, he enlisted in the Navy to pursue his dream of flight. In 1958, Dick entered OCS and flight training as a member of the Naval Aviation Cadet Drill Team "58" at NAS Pensacola. He earned his Navy Wings of Gold in February, 1960. He was discharged from active service in July, 1962 but he continued on in the Naval Reserves and retired after twenty years with the rank of Commander.

After his discharge, Dick took time to pursue a degree and graduated with a BS in Business and Industrial Management from San Jose State in February 1966 and was hired by United and was based in SFO. He and his family later moved to Crystal Lake, IL where he flew out of O'Hare. He transitioned to the DC-10 in 1984. Shortly after the settle-

ment of the United Pilot's Strike in 1985 he was promoted to Captain on the B727. Dick also flew as Captain on the B757/767 and DC-10 before retiring in June, 1998 after a career of 32 years.

In retirement, he looked forward to building and living in his dream home with Betty Lou, their yearly trips to Maui with friends and family, or watching his grandchildren learn how to swim. Regardless, he could always be found poolside working on cryptograph and Sudoku puzzles. He also enjoyed lively debate.

In lieu of flowers, donations may be made to Mercy Home for Boys and Girls, 1140 W. Jackson, Chicago, IL 60607 [www.mercyhome.org](http://www.mercyhome.org).

### **WILLIAM RAY FERGUSON**

William Ray Ferguson age 81, of Kingston, Tn passed away Monday, July 16, 2018 at Methodist Medical Center in Oak Ridge.

He was a retired Airman First Class in the United States Air Force where he served 4 years of service. He joined United in 1956 and retired in 1987.

He is survived by several cousins, friends & family.



### **PHILIP D. HARMAN**

Philip D. Harman, 88, passed away July 21, 2018. He was born May 20, 1930 in Toledo, Ohio.

In his younger years he held a variety of jobs including newspaper delivery boy, ambulance driver, pin setter at a bowling alley, golf caddy and ski instructor. He attended Colorado State University, the University of Colorado and graduated from the University of Denver. Upon graduation he worked at IBM before starting his career as a pilot.

Phil completed Naval Aviator Training in 1954 at Naval Air Station Pensacola. Throughout his Marine Corps aviator career, he flew numerous aircraft off aircraft carriers with perhaps a favorite being the A-4 Skyhawk. He joined United in 1963 and retired as a 747 Captain in 1994.

Upon retirement his great love of airplanes brought him to the Spruce Creek Fly In Community with his wife Marilyn. He was an active member of the



community, a member of the Military Officers Association, Skyhawk Association, and a longtime Navy League member where he served as President and as liaison to the adopted destroyer USS Carney and to the Embry Riddle Aeronautical University NROTC. He also served on the Board of Visitors of Embry Riddle. He had a love of adventure and was never afraid to try new things. He was a proud member of the Death Angels Squadron. Lt. Col. Harman was a living example of the Marine Corps Motto, Semper Paratus, where he met his beloved wife of nearly 60 years Marilyn (Reynolds).

Phil is survived by his wife Marilyn (Reynolds), three daughters, two grandchildren and one great grandchild.

In lieu of flowers, memorial donations may be made to Teens in Flight (<https://www.teens-in-flight.com/>).

### **DANIEL ROOSEVELT KURTZ**

Daniel Roosevelt Kurtz (Dan) passed away on his ranch in Klamath Falls, Oregon on July 22, 2018. He was born June 15, 1933.

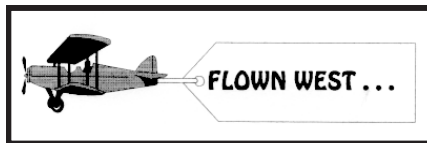
After two years of military service Dan joined United Airlines in 1956, retiring in 1993. He flew primarily out of SFO and LAX. During his lifetime he owned several ranches specializing in pie cherry trees, show horses, cutting horses, and angus cattle.

After retirement, Dan and his wife traveled across the country and then settled in Klamath Falls where he raised cutting horses and competed in local cutting contests.

Just weeks before his passing, Dan was able to take a trip, first class, on United. The captain of that flight graciously shared her hat and let him sit in the left seat for this picture – a truly memorable experience for him and a special photo for his family.

Dan is survived by his wife Sydney, four children, nine grandchildren and two great-grandchildren (soon to be four) to carry on his legacy.





Todd Donohue	Jul. 16, 2018
Richard L. Emery	Jul, 17, 2018
*Frank C. Davis	05/03/2018
Dennis M. Fairbrother	Jul. 12, 2018
William R. Ferguson	Jul. 16, 2018
Philip D. Harman	Jul. 21, 2018
Dan R. Kurtz	Jul. 22, 2018
*Tom H. Thompson	Jul. 24, 2018
Craig C. Willis	Apr. 24, 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](http://uaprf.com))

September, 2018 Edition

**From:**

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



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

**To:**

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## **RUPANEWS Deadline: 15th of Each Month**

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### RUPA's Monthly Social Calendar

#### Arizona

Phoenix Roadrunners (2<sup>nd</sup> 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 (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant*—949-496-2691  
Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - Location TBA — 310-378-6855  
Monterey Peninsula (2<sup>nd</sup> 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. (2<sup>nd</sup> Tuesday)—*San Marcos CC*—760-480-7420  
San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590  
San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946  
San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*  
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

#### Colorado

Denver Good Ol' Boys (2<sup>nd</sup> Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—303-364-8678

#### Florida

N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

#### Illinois

Greater Chicago Area Group (2<sup>nd</sup> 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

Reno's Biggest Little Group (4<sup>th</sup> Wednesday)—*Sparky's Sports Bar* - or—*BJ's Brewhouse*  
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

#### New York

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

#### Ohio

Cleveland Crazies (3<sup>rd</sup> Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

#### Oregon

The Columbia River Geezers (2<sup>nd</sup> 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 (3<sup>rd</sup> Thursday 11:00AM)—*Airport Marriott*—360-825-1016

#### Washington D.C.

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