
rupanews



Journal of the Retired United Pilots Association



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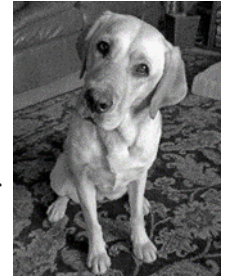
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President's Letter

Good wishes and hopes that all of you have been spared from the ravages of yet more natural catastrophes, Hurricanes Florence and Michael. It just hasn't seemed to want to stop this past year. My wife and I went up to Kill Devil Hills on the Outer Banks of NC just days after Florence passed. We always used to drive up from the FLL area, taking two days in each direction. This time we decided to fly and went on Southwest, which was much cheaper than using the 20% discount on United, only about \$237 round trip per person. We rented a car at Norfolk and drove the 1:45 or so to the OBX (Outer Banks). The cost was about the same and we saved a lot of time and wear and tear on both the car and us. Also, I-95 was still partially submerged, so flying was the way to go.

We have a new addition to our family. She's a 20-month-old yellow Labrador retriever named Latte, like the coffee drink. She was being trained to be a service dog but went through a "career change." They don't call it washing out, and about 20% of dogs just don't get placed with people with disabilities. I'm a board member of Vets Helping Heroes so I've gotten to know some of the people at the training schools we give grants to, and I had told someone last December that I was really down after having lost both of our Labs a couple of years earlier. She put me on a waiting list for an "ambassador dog," since I help raise funds to get dogs to disabled veterans.



Latte is fantastic and amazingly well-trained, but she had a "behavior issue." When out on field trips during her training, when groups of kids would crowd around to pet her, easy to see why since she's so cute, she'd get scared and run around behind her trainer. (see photo) That could cause someone with a disability to fall or have an anxiety attack. Hence the career change, and boy did I luck out getting her. A few days ago, I took her with me when I had a speaking engagement for Vets Helping Heroes. She did great, and everyone fell in love with her. She's an example of how exacting the training must be for a service dog. I felt a little guilty getting such a terrific dog, who should have gone to a disabled veteran, but, as an ambassador dog, she's still at work, helping me to raise funds for Vets Helping Heroes. We always say, "The money we raise goes to the dogs!"

It's now been a year since I succeeded Cort de Peyster as your president, and what shoes to fill. Luckily for me, he and all the prior presidents, who now make up our board of directors, are only a phone call or enote away. That goes for you also. Just drop us a note or call when you need something.

VP John Gorczyca and board member Rich Bouska, who arranges the annual RUPA cruises, are working together to set up a RUPA Reunion next October in Dayton, OH, where we'll visit both the Wright Brothers Museum and the Air Force Museum at Wright Patterson AFB. Watch for details. I'm glad we're doing this. Many of us who retired with just a pittance from the PBGC can't afford the cruises, but this is something I think we can all do, and I'm really looking forward to it. I hope to see many of you there.

Time now to welcome our newest members:

Capt Brian Jacobson

Capt Parmod Kumar Malek (ORD) St. Charles, IL

Capt Lennie Sorenson, Alpine, WY

Capt Glenn Forrest (ORD) Lake Barrington, IL

Capt Mark Fischer (ORD) Delafield, WI

Capt Greg Pynn (SFO) Santa Barbara, CA

Capt Charles "Tuna" Ward (SFO) Novato, CA

Capt Michael Batts (EWR) Miami, FL

Capt Gean S Rockhill, JR (IAD) Williamsburg, VA

Capt Clay Harper (IAH) Seabrook, TX

We're glad to have you join us!

Best Regards, ~~Bob~~

[If your information isn't complete above, or I didn't put in your nickname, that's because we didn't get it in your application. If you've already sent in an application but your name isn't above, we didn't receive your dues payment in time for this letter.]

Is your personal information UpToDate for the 2019 Directory?

If your phone number, email address, etc. has changed, you have just over a month to let us know.

Send changes to, RUPA, PO Box 757, Stowe, VT 05672-0757, or email to rupasectr@rupa.org

About the Cover

World's Largest unfinished airplane lies hidden in warehouse

A gigantic hangar outside the Ukrainian capital Kiev contains the unfinished pieces of one of the most spectacular legacies of Soviet aircraft engineering, an Antonov An-225. On the outskirts of Kiev, somewhere between the city's Nivky and Sviatoshyn metro stations, sits a drab industrial building that you could drive past a thousand times without guessing it contains an extraordinary secret. Inside can be found the unfinished chapter of one of the greatest feats of Soviet aviation ever conceived. The only clue is the building's size. It's gargantuan. It needs to be. Because it contains something equally vast -- the largest airplane that was never completed.



The aircraft is an Antonov An-225, conceived by Soviet engineers in the dying days of the Cold War as a gigantic, gravity-defying workhorse that would help communism's ongoing race into space and assert the East's dominance of the skies. The Antonov AN-225 is the biggest airplane in the world. Mriya's wingspan measures 290 feet, that's longer than five semi-truck trailers set end-to-end. Only one An-225 was ever built by the Kiev-based Antonov company, which came up with the design. Romantically named Mriya, (Ukrainian for dream), it first took flight in 1988 and has been in service ever since, drawing crowds of admirers wherever it spreads its huge wings.



Construction was begun on a second plane, a sister for this aerial leviathan. But while Mriya is breaking world records in the skies, her twin still lies in pieces, only able to dream about leaving the ground. The fate of Mriya's hidden sister is a fascinating story about big ambitions and even bigger frustrations caught up in the turbulent history of modern Ukraine after the collapse of the Soviet Union.

The story isn't over though. Antonov remains optimistic it'll get the second An-225 off the ground. It recently granted CNN Travel an exclusive tour of the half-built aircraft, an intriguing glimpse at the legacy of one of the marvels of the modern aviation world. Reaching the unfinished An-225's hangar involves being escorted by car through the vast industrial landscape west of Kiev that Antonov occupies. Entering the building is like stepping into a cathedral of mechanics -- it's surprisingly calm and tranquil. The cavernous, endless space swallows up the machinery and airplane parts within. Workers can occasionally be glimpsed in the distance, but the sound of their activity is lost, absorbed by the giant metallic structure. Towering over everything is the massive fuselage of the unfinished An-225. It's a beast of a thing. If ever completed, it will have a length of 84 meters (276 feet) -- a whole 9 meters longer than the world's largest passenger aircraft, the Airbus A380 superjumbo. It's an impressive sight, although it is slightly depressing to see this potentially majestic airplane in pieces. The wings that would give it a span of 88.4 meters are unattached, stretching off to one side. The nose gear, a mechanism the size of a house, is also nearby.



So how did it get here? The story of the An-225 begins back in the 1960 and '70s when the Soviet Union was locked in a race into space with the United States. By the end of the 1970s, the need arose for transporting large and heavy loads from their places of assembly to the Baikonur Cosmodrome, the sprawling spaceport in the deserts of Kazakhstan that was the launchpad for Yuri Gagarin's pioneering space voyage of 1961. The cargo in question was the Buran spacecraft, the Soviet Union's answer to NASA's Space Shuttle. Since there were at the time no airplanes capable of carrying it, the Antonov company was ordered to



develop one. What emerged was the An-225 megaplane -- the biggest and most powerful airplane ever to successfully enter service. And on December 21, 1988, three years after she was first conceived, Mriya safely transported the Buran spacecraft to Baikonur.

To this day, Mriya remains the heaviest aircraft ever built. Powered by six turbofan engines, she has a maximum payload weight of 250 tons, which can be carried inside or on its back. It boasts the largest wingspan of any airplane in operational service. Because of its size, pilots need special training to cope with the challenges of maneuvering the An-225. One of the airplane's quirks is its ability to perform a so-called "elephant dance," a term used in aviation when the nose gear "kneels" to make cargo loading easier. With Mriya declared a success, the Soviet Union forged ahead with plans to build three more An-225s. Construction of the second began in 1989 amid equally high expectations.

Then history intervened. In 1991 the Soviet Union collapsed, taking with it the Soviet space program. In the chaos that followed, production continued on the second plane, but it was eventually halted in 1994. While its manufacturer Antonov successfully transitioned from communism to capitalism, the end of Soviet funding for the ambitious megaplane project meant the unfinished aircraft was in limbo. The changing geopolitical landscape meant that Mriya was no longer relevant. With the technological rivalry of the two global superpowers ending abruptly, the race to build bigger and more powerful engineering status symbols was at an end. The An-225's impressive capabilities suddenly were deemed excessive for the modern aviation world -- and certainly one gargantuan aircraft was enough. With very few oversized payloads needing transportation, another Antonov, the 170-ton capacity An-124 Ruslan, was doing most of the work. Furthermore, when Ukraine was plunged into a revolution in 2014 that set it at odds with Russia, it lost a key supplier of parts and equipment, putting another question mark over the second An-225's future.



Antonov, however, says finishing the build should be relatively simple. Growing private sector interest in space exploration, tourism and communications -- and the prospect of heavy payloads in need of transportation -- may yet decide the aircraft's fate. "When there is a need to solve such a problem, there will be a demand for the completion of the second aircraft and the investors will appear," says Gennadiy Silchenko, Antonov's An-225 program director. Today, the second An-225 is about 70% completed. All the essential components of its superstructure have been manufactured, including the fuselage, wings, nose gear and tail. Surveying the giant jigsaw puzzle of airplane parts, Silchenko insists they could be quickly assembled should sufficient funding -- between \$250 million and \$350 million -- arrive. Once the investment is in, he says, the existing parts will be connected, the control panel developed and the horizontal stabilizer finished. Then the second An-225 would be ready for conquering the skies. Because it's been kept in a state of conservation, Silchenko adds, the completed aircraft will be as-new, with no limitations on its capabilities. Assembly nearly happened in 2016, when China expressed an interest in completing the construction, but because of difficulties of transporting the aircraft parts to Chinese soil, it never happened. Silchenko says that while the company is still open for different options, the aircraft could be successfully put together and completed only in Kiev. Should it ever leave Kiev, the second An-225 would certainly cause a sensation -- if the adulation of its sister aircraft is anything to go by.

Because of its design and size, Mriya has a cult following among plane lovers who frequently gather to see it land and take off during commercial flights. A crowd of more than 15,000 spectators came to Perth Airport in western Australia to witness the plane arrive during a visit in May 2016. Among reasons for its popularity are the mind-blowing 240 world records the An-225 holds, including transportation of the heaviest commercial cargo and carrying the largest single piece of cargo. It's also won hearts for participating in humanitarian operations. In 2010, it transported 110 tons of equipment and supplies to the Dominican Republic to help with relief efforts in neighboring Haiti after a devastating earthquake. Needless to say, Mriya has also come to the attention of Hollywood. A CGI-generated aircraft inspired by the An-225 appeared in sci-fi apocalypse movie "2012." A similar rendering starred alongside Vin Diesel in "Fast and Furious 6." The airplane also served as the inspiration for Jetstorm, a shape-shifting robot in the 2007 "Transformers" film.

Ohio Cleveland Crazies RUPA Luncheon

Nineteen Cleveland Crazies, wives and friends gathered at our favorite rendezvous, TJ's in Wooster for our September meeting. A very nice time surely was had by everyone in attendance.



Seated front row: Carol McMakin, Jim Burrill. Seated second row: Dolores Frank, Mary Lou Sanders, Ken Wheeler, Diane Johnson. Standing L to R: Dick Sanders, Rich McMakin, Pat Morris, John Hochmann, Harv Morris, Bob Olsen, George Bleyle, Joanne and John Pinter, Joe Getz, Mike Holmgren, Carol and John Cusick, and our wonderful server Shayla Salmons. Pic by Matt.

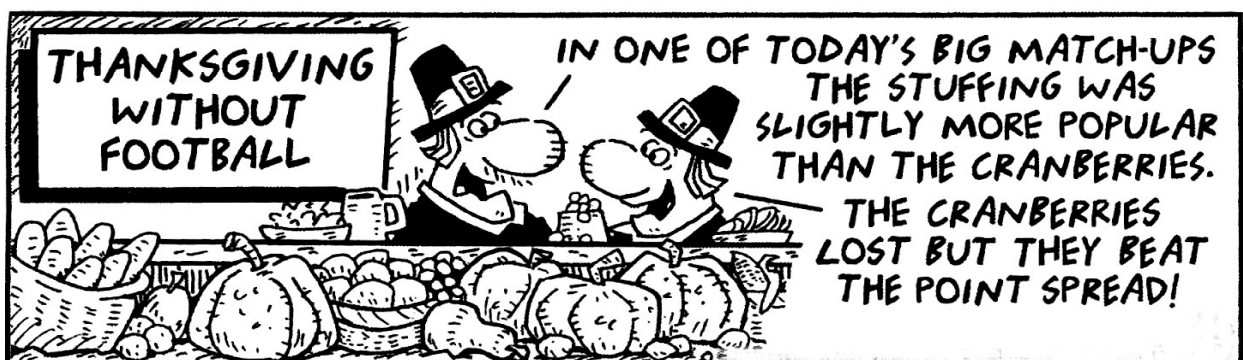
Much wonderful conversation amongst the various groups around the room. Harv Morris reported that he, along with Joe Getz and Mike Holmgren and three active pilots, had attended a 9/11 memorial gathering at the recently established permanent memorial site in Medina, Ohio honoring the crew and passengers of Flight 93 and those who made the supreme sacrifice on that terrible day 17 years ago. Many of you will recall that the Cleveland RUPA group along with UAL flight attendants, CLE station personnel and others, raised a significant amount of money to help with the establishment of the Medina Memorial that included an engraved bench, engraved pavers, and a metal wall sign describing the flight and crew of Flight 93. Many of our group have visited this site and can testify to its beautiful, reflective location in downtown Medina. We are aware that Al Cavallaro and Denny Flanagan made the journey to Shanksville for the annual ceremony and we look forward to hearing of their experience at another lunch. John and Joanne Pinter were pleased to report that their granddaughter was medalist (a 76) in an all Ohio High School golf tournament held recently in Sandusky, Ohio. (I think John is after her to give him some lessons.)

We had the pleasure of the company of a special visitor today. Dolores Frank, Frankie to all of those out there who have experienced her friendly presence in various company medical departments (ORD, SEA, CLE, and SFO), was in Cleveland for the RUAEA convention. Dick Sanders had remained in touch with Frankie over the years and, knowing she would be in town, invited her to join the group for lunch. How pleased everyone was that she was able to accept the invitation. Frankie expressed absolute delight in spending time in the presence of those she had cared for during her 10 years in CLEMD.

Our leader, Phil Jach, and his wife Linda were in Michigan on the Leelanau Peninsula spending time with family. Our resident humorist, Kenny Wheeler (and others) enlivened the gathering with a handful of jokes and other aviatorial stories to conclude our get together.

And so it is that this monthly report comes from the pen of Secretary Pro Tem, *Dick Sanders*

FRANK AND ERNEST | Bob Thaves



SAC Valley Gold Wingers RUPA Luncheon

Fall has arrived and you could not ask for a nicer day for our luncheon.



L to R: John Gorczyca, Chuck Kolesar, Dave Ulm, Bill Authier, Sharon Gorczyca, Lori Muir, Jenny Kallio, John Kallio, Kathy Lynch, Ken Ledwith, Bob Lynch, Judy Zari, Wayne Mooneyham, Mary Harty, Jerry Blalock, Jim Harty, Marv Alexander, Jim Whittington, Bill Doss. Not pictured but attended, Dave Leippe.

I reported on the condition of Leon Scarbrough and his status. We wish him luck with his future medical decisions. We thanked Dave Leippe for all the volunteer work he did for the California Capitol Airshow which featured the Air Force Thunderbirds. I personally attended with my wife and was amazed at the fabulous maneuvers of the experimental pilots and the Thunderbirds. I guess aviation is still in my blood and must admit I had a few tears while watching aviation flying at its best. Maybe when I go to the promised land, I will be offered a job whisking through those clouds with my G suit, helmet and oxygen mask on. Oh, to be a dreamer.

We talked about the fabulous articles that Bob Lynch and Jerry Blalock wrote for the most recent issue of the *RUPANEWS* magazine. Our Goldwinger, Jerry Blalock, is now rubbing elbows with the actor Harrison Ford and providing him a few flying lessons at the Aerospace Museum of California. Maybe that is why Harrison landed on a taxi way in Southern CA instead of on the runway. Just teasing Jerry!

We reported on the loss of long-time safety volunteer and the UAL CASC Chief Accident Investigator, Capt Pete Delo.

It goes without saying that United is trying to provide a better boarding process which was initiated on Sept 18. Hopefully, some of these changes will help us retirees when we attempt to fly standby. I have said enough so "Over and Out". Still Flying High, *John Gorczyca*

Thousand Oaks (September) RUPA Luncheon

Jim Hall filled in for me since I got delayed in Los Angeles seeing a specialist.



Vicky took a great photo. R to L, Counter clockwise are: Dave Park, Grant Sullivan, Jim Hall, Warren Phelps, Walt Tyler, Jerry Adams, Claude Giddings and John Slais.

We were joined by Warren and Vicky Phelps. They told of their travels including Australia. Claude entertained all with his Jeopardy type questions and jokes. Dave Park recounted his technique for stopping a B-727 in 1,000 feet. Regards, *Denny Fendelander*

The Big Island Stargazers RUPA Luncheon

Another beautiful day in paradise. The vog is gone, Vocano NP reopens Saturday, the nights are cooling off and we had a nice turnout for our luncheon. Lots of talk about vacations and the old PSA, the SFO-LAX airline 10 times a day. Missing, among other attendees, were Linda and Walt Wells somewhere in Iceland and parts unknown.



Pictured left to right: Al and Linde Rimkus, Joe and Bonnie Schwirian, Roger Pickard, Linda and Robert Bounds, Beth Raphael, and David Carlson. *Beth*

PNW Flyers RUPA luncheon

We had a last-minute gathering (Oops normal for our group, do to PNW, WX and flying conditions) at Arlington WA, airport cafe.

Attending were 11 UA retired and active. A record, 9 aircraft showed for this newly formed RUPA lunch group.



left to right: Don Lake, Mike Todd, Tom Trees, Ary Hobbel, Cort de Peyster, Bud Granley, Steve Craig, Karen Flynn, Jack Bard, Rich Warden, (not pictured) Toby Dunlop.

We enjoyed great camaraderie with stories of past flying over a sumptuous meal at Ellie's Cafe, and later examining all the beautiful flying machines.

If you are interested in joining this unique RUPA group (plane not required) Email: Cortreno@aol.com to be added to the list for notification of future meetings. *Cort*

The Monterey Peninsula RUPA Lunch Bunch

We had a good turnout for our lunch with 17 showing up at Edgar's at Quail Lodge with pictures included. Our host, Pete Walmsley, briefed the group on the Octoberfest German menu Edgar's is featuring for dinner this week. Unfortunately, it was not available for lunch.



Pete Walmsley, Jack Cowles, Len and Cheryl Bohrman, Rich Myer, Gary Baruch and Diane Baruch, Jon and Jane Rowbottom.



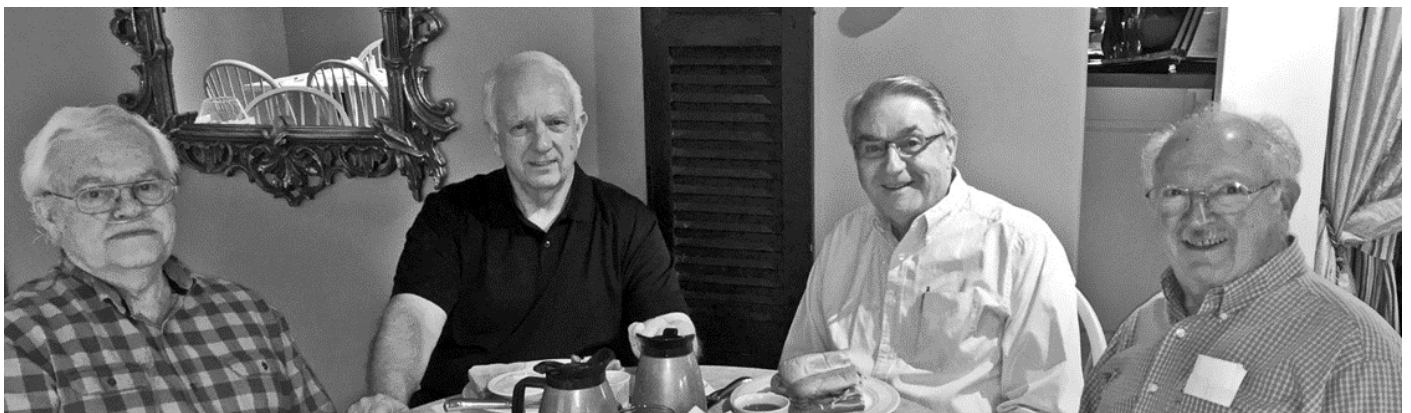
Carlos and Judy Quintana, Lee and Nancy Casey, Rex and Markell Lawson, Ed and Pat Manning.

There was a story and picture about the old United Learjet that Ferris used to fly around with Clay Lacey and Lloyd Berry. We did some reminiscing about our times flying in the military and the things you got away with back then.

Judy Quintana briefed the group on our upcoming Christmas Luncheon. She will be sending our group an email with all the details. At November's lunch we will place our orders for the entrée and how many drink coupons we each want. Judy will collect checks at that time. In prior years we have maxed out at the 50-person capacity as we have friends from the Bay Area drive down to join us. As usual, locals have first claim to a seat and then guests are very welcome. *Save the date, December 12th at 1130 at the Monterey Peninsula Country Club Beach House on 17 Mile Drive.*

Our next lunch will be Wednesday, November 14th at Edgar's 1130 sharp. Please RSVP to Phyllis by noon Tuesday the 11th. We wish all of our RUPA Family a joyous Thanksgiving Holiday! *Jon Rowbottom*

Williamsburg Patriots RUPA Luncheon



Attending were: Vic Shumaker, Gene Rockhill, Tom Galayda and Jim Krasno

As usual, we met at 1100 on the second Saturday each month at Victorias Restaurant. While the group is small, the conversation isn't! Jim Krasno KrasnoJM@earthlink.net 757-585-2815

The Intrepid Aviators of Southern Oregon RUPA Luncheon

An absolutely bright, sunny, clear and gorgeous day welcomed us last Thursday for our gathering of The Intrepid Aviators of Southern Oregon.



Around our table seated left to right: Marty Niccolls, LeeAnn Fusco, Harvey Saylor and Bill Monfort. Standing are: Bob Niccolls, Scot Lee and Steve Fusco.

I make the point about the weather because the previous weeks since mid-July have been less than pleasant hereabouts with smoke from extensive and major fires. Our drought of several years came home in a pointed manner July when a line of T-storms came through. The result was fires in all quadrants with major smoke. Ah....but now...but now it's once again gorgeous, clear and bright. Finally, though the fires will burn until Fall rains, they are manageable and the smoke is not a factor.

And so with all that, it was time to take the cover off and run 'The Little Black Car' out to the Pony where we had a most pleasant surprise having Bill Monfort join us. Fresh from the Guppy Gathering in Sonoma, Bill was in town prior to returning to Florida. Good to have him at the table.

We missed Jim Jaeger, who's dealing with a sore back and Oak and LaVera Porter....LaVera being on the sick list.

Between tales of yore, and all the good stuff of such gatherings mid-afternoon arrived early...too early. **Bob**

The Ham Wilson S.E. Florida Gold Coast RUPA Luncheon

October 11 Rupa luncheon Ham Wilson Gold Coast Rupa luncheon at Galuppi's.



Left to Right: Ham Oldham, Stan Baumwald (Northwest 747-400 Captain), Jim Morehead, Gene Anderson, Jim Wallace, Rick Valdes, Art Jackson, Pierre Ducanois (Air France 747-400 Captain), Bill Garrett, Paul Livingstone and Mike Warde.

Our next luncheons are November 8th and December 13th, and we expect some of our snowbirds to be back.
Jim Morehead

Dana Point RUPA Luncheon

When we met for our luncheon in Dana Point, the group unanimously voted to again have our meeting right next door to the WIND & SEA at PROUD MARY'S restaurant, because breakfasts are offered to 12 Noon, in addition to regular lunch items from 11AM to 4PM. As previously mentioned, we pretty much have the same harbor view as next door, and so it was again a pleasant meeting of 12 people, but with no wives or daughters in attendance. But we did have a number of folks who are different from the usual group. RICO SANTAMARIA is still a working pilot who is nearing retirement age and wants to get a jump on joining RUPA. COREY FERGUSON just retired 9 days ago. GARY PACHECO joined us and brought his retirement info and other data up to date, and BILL LUCIUS returned after not having joined us for awhile. PARK AMES had to leave us a little early because he is caring for his son who has ALS.

We had the usual chit-chat about flying, and some of the interesting characters with whom we had flown.



From the left, Rusty Aimer (bombing the photo in his pink shorts), Bill Stewart, Alyssa (our host), Bill Rollins, Corey Ferguson, Steve (the owner), Gary Pacheco, Rico Santa Maria (still active UAL), John Arp, Bob Fuhrmann, Jim Grosswiler, Joe Udovch and Bill Lucius. (Park Ames not in the picture.)

For some strange reason, Gary Pacheco was mistaken with one "Gary Pachelo", in a previous issue of RUPA Magazine! Our real friend, Gary Pacheco was a 1978 hire and always active in the union. (Gary retired early, in 2006 as a 777 LCA and UAL ALPA Int'l Committee Chairman at the tender age of 53. He later became the poster child for how to really get screwed by PBGC!)

Once again, Cheers from *Joe Udovch*, your occasional correspondent.

Denver Good ol' Pilots' RUPA Luncheon

On 9 October 25 Good Ol' Pilots and guests, under the threat of the first snowfall of the season, assembled at The Tin cup Bar and Grill in Aurora for a catered lunch and social gathering. We meet the second Tuesday of every month starting at 11:00 with lunch served at noon. There was sad news that retired United Pilots Bill Hoygaard and Pete Delo had flown west.

Bill's wife, Eve, gave us the following information. Bill had a lifelong love of flying. When he was 12 years old in 1939 his dad asked him what he wanted for a gift. He replied an airplane ride. A biplane ride followed, then The Army Air Corps in 1943 and later United Airlines where he retired in 1993. He loved airplanes and enjoyed attending RUPA lunches. They had celebrated their 50th wedding anniversary last June.

Pete Delo learned to fly at Boulder, CO, graduated from the University of Colorado, served as a mechanic with The Wyoming Air National Guard and was hired by United in 1969. He was highly involved in safety for ALPA and participated in the investigations at Sioux City Iowa, Colorado Springs CO and Shanksville, PA.

At our request, Nick Hinch, who is working in The Training Center, talked about the tremendous expansion in that facility as well as the large number of new hires going through initial training. He said many new hires are coming to United from other airlines due to better prospects at United. Nick also spoke of the differences in training compared to earlier days.

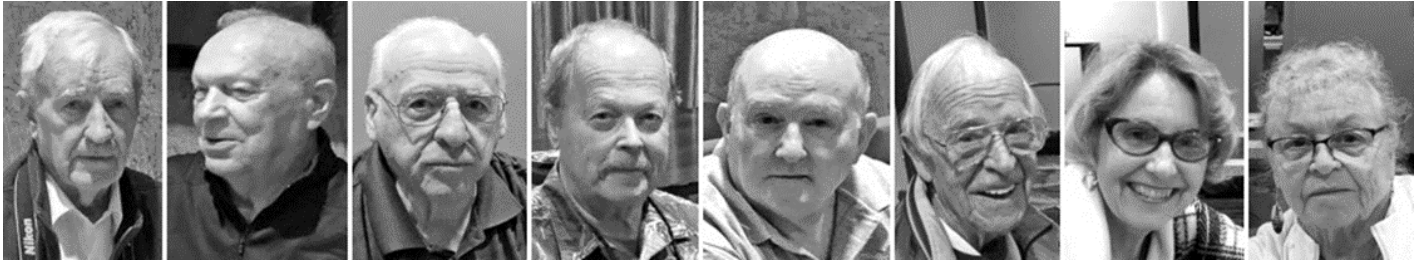
Attending were: Rich Adams, Bob and Ann Blessin, Stanley Boehm and guest Marilyn Gifford, Ray Bowman, Chris Bruce, Denis Getman, Bill Hanson, Nick Hinch, Steve Jacques, Tom Johnston, Ron Juhl, Cliff Lawson, Rich and Tina Martinez, Marc Pasewalk, Dan Romceovich, Joe Rozic, Rob schmidt, Tony Towardziak, Ted and Rose Wilkinson, Bob Sannwald and Ed Cutler. Your co-scribe, *Tom*

Seattle Gooney Birds RUPA Luncheon

Fourteen pilots and two wives attended this month's gathering at the Sea-Tac Marriott.



Bill Jensen, George Brown, Bill Stoneman, Jack Brown, Bud Granley, Herb Marks, Chuck Westpfahl and Hank Kerr.



Dave Mosby, Bob Howard, Jim Barber, George Compton, Bob Passmore, Mark Gilkey, Jan Gilkey, and Carol Granley.

The highlight was the celebration of Mark Gilkey's 91st birthday. Mark talked of the "old days" going back to an era of tug boats and B-29's. His wife, Jan, brought a huge cake and Jackie and her fine waitstaff provided the ice cream. Dave Mosby presented Mark with one of his enlarged colorful sunrise photographs of Mt. Rainier.

George Compton relived a recent near-fatal close call, surviving a fall from atop a 20-foot ladder while working on his nineteen-year boat project. He sustained numerous fractures along with the loss of several pints of blood and attributes his survival to level headed thinking of his wife and the expertise of fire department personnel. He's recovering very nicely with a temporary cane.

Jack Brown gave a summary of his extensive right shoulder replacement (which now qualifies him as a member of the bionic division).

Herb Marx had done his homework and entertained all with several of his usual quality jokes.

Pictures of the luncheon and birthday celebration were taken by quick-witted Bud Granley, a fine photographer and stunt pilot as well. *Hank Kerr*

The San Francisco Bay-Siders RUPA Luncheon

The fall season is coming, slowly, but it was evident in Harry's with Oktoberfest themes and choices on the menu.

We had a fairly good turnout for our group, but the Hofbrau was really busy with local patrons. The German, Oktober cuisine is a great draw. Cleve & Rose Spring's impending move is still a big topic of conversation. Their new house is ready but tying up loose ends in the local area is taking time. They said they would still be around for the November luncheon.

Attendees for October were: Rich & Georgia Bouska, Bob & Burkie Callaghan, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Jeri Johnson, Bob Kallestad, Keltie Morris, Bob Norris, Craig Norris, Bill O'Connell, B. S. Smith, Cleve & Rose Spring, Jerry Terstiege, Gene Walter, 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*

It's not that all Airplane and Helicopter pilots are good looking. Just that good looking people seem more capable of flying these machines

The Columbia River Geezer's RUPA Luncheon

A brisk NW October 9 found 11 of us meeting for our monthly lunch at the California Pizza Kitchen, in Clackamas, OR.



L to R: Tony Passannante, Sam Richardson, Bill Park, Lew Meyer, Jean Meyer, Mike Meyer, Mac McCroskey, Dick Ionata, Jake Jacobsen and Mike Thomas. Note: Ray Reed missing account a late arrival and we wanted to take the picture before Mike and Jean had to leave.

As per usual, several lively and simultaneous conversations were well under way before we even got seated inside, and while almost impossible for any one person to really keep track of, it was riotous fun none the less.

Via happy coincidence, Lew Meyer's son, Mike, and his lovely wife, Jean, were able to join us for a short time, on their way to the airport to return to ORD. Mike works in ORDMM and was kind enough to share some of his experiences with us.

As a double bonus, we were fortunate to have long time LAX Crew Man and PDX FOSR, Ray Reed, join us. Those of us lucky enough to count Ray as a friend and to have worked with him over his long career, also know just what a treasured asset he was for our flight crews and even United itself.

Dick Ionata continues to mend and looked very good. He and Gert are getting ready to move into a completely refurbished home in a lovely adult/retirement community in Vancouver, WA within the next month or two.

Sam (Gordy) Richardson is still flight instructing in advanced back country/mountain flying in a variety of aircraft and is now looking forward to renewing his CFI, which in these modern times, includes proof of competency in "Glass Cockpits", etc., which Gordy had not been previously exposed to at United, he being a Rope Start sort of fellow.....sounds like fun!

As always, sea stories were energetically flying around the table, to the extent that we were considering issuing Dramamine to those other lunch customers (poor sods) sitting in proximity to our lively group!

These stories included, but were not limited to, flying 2 of our favorite aircraft, the lovely Caravelle and the 737-200, sweet flying machines, both of them. Of course, this hangar flying included the cast of the often amazing characters that flew them and with whom we had the pleasure of sharing a flight deck

I'd do it all over again, start to finish.

That's it for now, Ron Blash could not make it as he was getting the battery on his Dodge Pacer replaced, or something like that.....just kidding, he was actually having some out-patient work done at a local hospital and all went perfectly.

Columbia River Geezers now meet on the second TUESDAY of each month, at California Pizza Kitchen, Clackams Town Center, Clackamas, Or, Sunnyside Road exit off I-205. Drop ins always welcome.

Tony Passannante

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

San Francisco North Bay RUPA Luncheon

The first light rains of the season may have darkened the day outside, but inside the Petaluma Sheraton's Tolay Room, the atmosphere was warm and comfortable for our October gathering. Wendy, our favorite waitress, poured and served from a nicely varied menu, as the meeting progressed.



L to R: Leon Scarbrough, Wayne Heyerly, Dan Barger, John Reed, Bones Bride, Doris Donegan, Don Madson, Jules Lepkowsky, Bill McGuire, Larry Whyman, Windy the Waitress.

The group was pleased to see the founder of our lunch gathering, Leon Scarbrough, in attendance. Leon told of his recent medical experiences and status, there was a good round of applause. Thanks Leon!

A brief report on upcoming events was given. Show and tell for the day was a small bottle of CBD, a Salve for aches, pains, and soreness that contains elements of Cannabis. There was a discussion about legally, and then turned to airplanes and aviation, as usual...A most pleasant afternoon.

Stop by and join us, bring a story, first Wednesday every month. *Bob Donegan*

Los Angeles South Bay RUPA Luncheon

A small but lively group met on the 11th at Sammy's Woodfire Pizza.



Left to Right: Gary Forister, Arvi von Nordenflycht, Bill Horn, Perry Cockreham, Sue von Nordenflycht, and Trêve Forister.

It's nice to be able to catch up, talk about all things aviation, and hear about friends, so join us on the second Thursday of even numbered months at Sammy's Pizza place. *Sharon*

The best thing about being older is that I did all my stupid stuff before the Internet.

San Francisco East Bay Ruparian's Luncheon

It was a beautiful day for our luncheon, and we had expectations of a good group to attend, but one of our stalwart attendees, Lee Frances, called with an excuse, something about a cold he wanted to keep to himself.



L to R were: B.S. Smith, Rich and Georgia Bouska, Tammy Dahlstrom, Jerry Udolhoven, Neil Dahlstrom, and Jim Trierweiler.

We had a good time discussing flying stories. Jim Trierweiler told us of his plans to cruise from Tahiti with his friend to South Africa. It will be a 110-day cruise with the Seabourn cruise line; can't wait to hear the details. I related my experience representing RUPA at the SFO FAMILY DAY. It was unusual to see so many people walking freely about the maintenance hangers and ramp this post 9/11 era. Two of the more unusual events: The airplane pull, 20 person teams competed pulling an airbus 320 on the ramp, and a gear retraction demonstration with a 737 up on jacks. And of course, long lines of people with kids checking out the B-777 and B-787 cabins and cockpits.

Remember to save October 1 thru 4 of next year for our RUPA reunion in Dayton, Ohio. The Air Force Museum is an awesome place to visit. Future issues of the *RUPANEWS* will have all the detailed information for your planning needs.

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

San Diego North County RUPA Luncheon

Lots of interesting stories this month. Brad and Rhoda missed a few get togethers because of a couple nice vacations, (how can someone have a "vacation" being retired? I thought retirement was a vacation)!!!



Left to Right: Susan Mayer, Colin Winfield, Mark Mayer, Scott Becker, Brad and Rhoda Green.

The first trip the Green's took was to their old stomping grounds at Telluride, Colorado. They lived in

Telluride about 20 years but decided La Jolla, California better suited their needs. Now they live in a condo overlooking the Pacific Ocean!! Life's tough, huh?

While in Telluride they went 4 wheeling in a Jeep they used to own. The new owner lets them use it each summer on their yearly vacation to Telluride. There's that "vacation" word again!!

The next trip they made is something we all must know about but never researched it. They went on a 2-week cruise starting in Juneau on a small ship that accommodates 91 pax. All Southeast Alaska cruises head up into Glacier Bay to see the Glaciers for an afternoon, but their ship spent 2 nights in the Bay. More time for excursions. Also, being a smaller vessel, the ship can get into fiords that the bigger ships can't. They also stopped at more cities along their route giving them an in-depth experience of Southeast Alaska. It was great hearing stories about their adventures!!

I told Scott Becker about my Model Train Club's track layout and the detail of the scenery, but it's hard to get across how detailed it is. Scott and I met at the club house and he was amazed at what he found. He joined right away as a member giving him full access to the club. If anyone out there in RUPA thinks it might be something they would like to investigate, just go to Google and search model railroad clubs in their area. Good bunch of guys and gals and something fun to do.

Anyway, So much for this month. C ya, *Mark*

United Airlines exploring Willis Tower departure



Amazon's competition for its second headquarters has elicited Chicago developers' grandest plans, and now one of the city's biggest companies is weighing the possibility of leaving its home for one of them. United is the largest tenant at Willis Tower, with more than 850,000 square feet. With an option to break from its massive lease at Willis Tower more than four years away, Chicago-based United Airlines has had discussions in recent months with developers behind some of the city's largest proposed office projects about a potential new headquarters location, according to sources familiar with the company.

The tire-kicking exercise is believed to be preliminary, and it's unclear whether the airline seriously intends to depart its 850,000-plus square feet at the city's tallest skyscraper when its termination option comes up in March 2023. United, which would have to execute that option at least two years in advance, may be testing the market to gain leverage for a new deal at Willis Tower, where it has been a tenant since 2010.

But sprawling office campuses proposed along the North and South branches of the Chicago River and new options planned for Union Station and the trendy Fulton Market District have broadened office choices for corporate giants in an era when employers see a cutting-edge office environment as a vital recruitment tool for their workforce. And for United—one of the single largest tenants in the city—these new developments have raised the prospect of a relocation that would send shockwaves throughout the downtown office market and deal a costly blow to Willis Tower's private-equity owner.

The search showcases what could be a lasting impact of Amazon's HQ2 contest on the local real estate scene, whether or not the e-commerce giant picks Chicago: ambitious development plans that have created formidable new competitors for downtown office landlords. That means more options for big downtown office users looking for space, a list that currently includes Sheetrock maker USG and technology products seller CDW, which have both been in the market this year exploring potential relocations.

"Amazon's process caught the attention of so many developers that exhausted the resources to really study and develop the marketing of their potential projects," said tenant rep Kyle Kamin, executive vice president at brokerage CBRE. "They can now take the product of that pursuit and pursue other large-scale corporate headquarters projects." If the airline ultimately opts to leave a giant vacancy in one of the city's most famous towers, it would have a dramatic impact on both the Loop and the neighborhood it picks.

It's an opportunistic move by United, says veteran tenant broker Bobby Goodman, who co-founded Truss, an online platform that helps companies find office space. "United has the luxury of being able to kind of watch the buzz that Amazon has created, and that process has forced developers with these sites to put more visual plans together and actually push the pedal to the metal and make Amazon feel comfortable that they can

deliver," he said. "United absolutely has an opportunity to take advantage of that."

Sources say United officials have entertained pitches to move their Willis Tower headquarters and operations center to locations including Tribune Media's 30-acre site along the Chicago River between Grand and Chicago avenues, where the media company has rolled out its vision to create a mixed-use campus and where the Chicago Tribune's lease for an 854,000-square-foot printing plant runs through 2023.

Other sites that could be in the mix were also part of the city of Chicago's official bid for Amazon's HQ2. They include Lincoln Yards, the 53-acre mixed-use campus that developer Sterling Bay has proposed along the Chicago River between Lincoln Park and Bucktown, as well as a vacant, 62-acre South Branch site where developer Related Midwest wants to build a mixed-use campus it has called the 78. "We are always looking at what is in the marketplace, but don't have any plans to make an announcement," said a United spokeswoman.

Many developers call it a long shot for United to leave Willis Tower because the building's owner, New York-based private-equity behemoth Blackstone Group, will take any necessary step to keep it. Blackstone, which paid \$1.3 billion for the 110-story building in 2015 and has since borrowed \$1.3 billion against the property to finance a \$668 million renovation, will need to secure its biggest revenue-generating tenant if it wants to sell the building after it completes its overhaul. The renovation, which is designed to modernize the 45-year-old tower to keep pace with competition, is slated to be done in 2022.

Another factor complicating a United move is that uprooting its roughly 650,000-square-foot operations center from Willis Tower—in addition to its roughly 200,000-square-foot corporate headquarters it moved to the skyscraper in 2012—would come with a huge cost. Plus, Willis Tower has location on its side with proximity to Union Station, making it easily accessible from most of the Chicago area, a key talent recruitment tool for many of the thousands of United employees who work in the city.

But new office projects have already proven effective in getting big office users' attention. Salesforce has zeroed in on a proposed office tower at Wolf Point to drastically expand its Chicago presence, while BMO Harris Bank is in talks to consolidate its Chicago operations at a new 1.5 million-square-foot office tower that developer Riverside Investment & Development is planning at Union Station. CNA Financial relocated earlier this year to a new 35-story tower at 151 N. Franklin St. from its longtime home at 333 S. Wabash Ave.

Skyscrapers also put some limitations on large companies that prefer bigger floor plates, as opposed to spreading employees across many floors. United has space on 18 different floors at Willis Tower, according to real estate information company CoStar Group.

It's enough to make the airline—which is among the most creditworthy tenants in the market and recently recommitted to the city by helping finance an \$8.5 billion expansion of O'Hare International Airport—at least try to leverage the flurry of emerging local office options for its benefit.

It may be a while before the company makes any real move one way or the other, but commercial real estate stakeholders will be watching closely to see how it plays out.

How to pay your RUPA dues

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

Or send your check to:

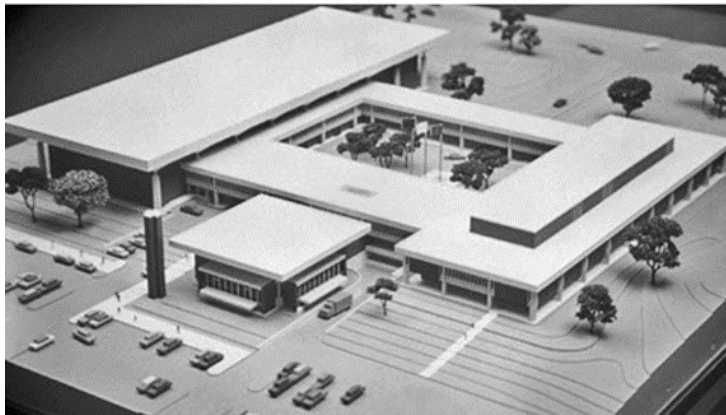
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United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

Old pictures of the beginning of "United Air Lines University of the Air"



Please mail your tax-deductible \$ donations to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Visit our website at www.uahf.org

United's new Flight Training Center unveiling in Denver

After more than two years of construction, our newly renovated, fully consolidated flight training center (FTC) was formally unveiled in October at a special re-dedication ceremony in Denver. Home to more than 30 full flight simulators, the Denver FTC will welcome each of our 12,000-plus pilots every year for new and recurrent training, along with pilots from more than two dozen other airlines and government agencies who visit our campus annually to sharpen their skills. In addition to pilots, the center will host flight attendants and maintenance technicians for emergency training and other activities.

“This state-of-the-art flight training center symbolizes the investments we’re making in our people and our company, both in Denver and throughout our network,” said Oscar, who headlined a ribbon-cutting ceremony on October 9 for the facility, the largest such flight training center in the world. “In addition to providing industry-leading training for our pilots, flight attendants and other vital work groups, this facility will become a thriving center where we foster the professional culture, commitment to safety and dedication to customer service that’s at the heart of the United success story we are seeing take shape.”

Our flight training presence in Denver goes all the way back to the early 1940s, while the current campus was opened in 1968 with four buildings, expanding to six over the subsequent years. Recently, we broke ground on a seventh building which, when completed, will bring the size of the campus to nearly 540,000 square feet, allowing us to add eight more flight simulator bays. In the five decades since its opening, pilots have participated in more than half a million training events, totaling approximately two million hours of training time.



United to add used 767-300ERs to its fleet in 2018

United Airlines expands its acquisition strategy for used aircraft. It will add at least three second-hand Boeing 767-300ER to its fleet in 2018. The 767-300ERs come from Hawaiian Airlines and will join the United fleet in the second half of 2018. Hawaiian, which expects nine A321neo and A330neo, plans to withdraw its 767s from the service this year.

While the United's 767s aren't the only aircraft from the second-hand market, the final fleet plan of United leaves the door open for another 24 used aircraft in 2018.

I love used planes, as many of you know, and there will be many more used aircraft that we can talk about over time, said Andrew Levy, Chief Financial Officer of United.

In May 2015, United signed a lease agreement for 25 used Airbus A319 with AerCap, whose deliveries are scheduled between 2016 and 2021. 14 of them have already joined the United's fleet. Another six will join in the last quarter of 2018

In addition to adding capacity via used aircraft, United has improved its balance sheet by buying the aircraft it rents at the time. Last year, the US carrier bought 46 leased aircraft, said Levy, and another 60 leased aircraft will expire in 2018. We probably will not buy all 60 planes, but it is a very effective way to add capacity to your fleet or maintain your fleet instead of buying new aircraft, said Levy.

Vice President's Letter

Hello again from the VP corner. I trust everyone is doing well and enjoying the Fall weather. My comments will focus on some items happening within the United community and a few announcements. Let me begin by saying how proud I was of Captain Stan Sutterfield who spearheaded the effort to prevent an age 70 flying limitation for Part 135 operators. It was due to his diligence and many RUPA members who wrote their congressmen that prevented this from happening. Well done! I was very disappointed to read that we had four Bay Area pilots who were indicted for making false statements on their FAA medical forms while receiving VA medical benefits. The bottom line is the VA and the FAA will be sharing information which could lead to problems if the wrong or incorrect information is provided. Our United management team is exploring the possibility of leaving Willis Tower. United is a tenant at Willis Tower with more than 850,000 employees. There is no destination possibilities that have been announced by United as of this date.

And now to my announcements. Rich Bouska and I are planning a RUPA reunion for next year in Dayton, Ohio. The dates of the reunion will be Oct 1 through Oct 4, 2019. We are planning our reunion accommodations to be at the Holiday Inn in Fairborn, Ohio which is located very close to Wright Patterson Air Force Base. Among the activities planned are a trip to the Wright Brothers Museum, a trip to the Air Force Museum and a fabulous dinner planned at the hotel. This will be a wonderful opportunity to meet up with old friends and tell a few war stories. Believe me, Rich and I will be doing our level best to provide a great time for all attendees. So, put it on your calendars now as this is just a preliminary notification. More details will be forthcoming.

I would also like to reemphasize the upcoming RUPA cruise planned for July 2019. Rich Bouska is the contact person for this cruise. So, if you have not been on a cruise to the Mediterranean, this is a superb opportunity to sit back, relax and enjoy all that Holland America has to offer aboard the MS Koningsdam cruise ship. The Sept edition of the *RUPANEWS* has all the details for the cruise to include contact information. Some of the stops going eastbound include Olympia, Athens, Mykonos, Santorini and Naples. The stops going westbound include Cartagena, Gibraltar, Malaga, Barcelona, Marseille and others. Both directions of the cruise originate out of Rome and you are invited to go both directions if you so desire. I hope this has created a little interest for joining us for next year's activities.

Needless to say, my best to you all and stay safe and healthy. Still Flying High, *John Gorczyca*

United Announces New routes galore



East Coast. Midwest. West Coast. We're beefing up our network across the United States, adding flights and connections to 22 destinations from six of our hubs.

First, out East we're introducing nonstop service, effective March 2019, from IAD to HHH (Hilton Head, South Carolina), followed by nonstop service between EWR and HHH starting in April 2019. That's in addition to EWR-ANC (Anchorage, Alaska), which is moving to daily beginning on June 20, 2019, and new service from EWR to PNS (Pensacola, Florida), also starting in June.

We're coupling that with an expansion of our existing schedule of flights from EWR to key business destinations such as DTW (Detroit), STL (St. Louis), MCI (Kansas City, Missouri), OMA (Omaha, Nebraska) and RIC (Richmond, Virginia), mixing it up with enough variety to appeal to the road warrior and leisure traveler alike.

The additional routes announced today will continue optimizing access to key business and leisure destinations from EWR while shifting short-haul connecting flights to IAD.

Moving west, ORD will also see new service to HHH starting in April – joining forces with EWR and IAD to make us the airline with the most nonstop flights to the vacation hotspot – and, as reported last week, we'll start flying from DEN to CHS (Charleston, South Carolina), ACV (Eureka, California) and FAI (Fairbanks, Alaska) in June 2019.

Last but not least, LAX and SFO are getting in on the action, with new flights from SFO to CMH (Columbus, Ohio) beginning in June 2019 and from LAX to EUG (Eugene, Oregon), MSN (Madison, Wisconsin) and PSC (Pasco/Tri-Cities, Washington), all set to begin in March 2019.

For more details, please see our press release. Tickets are on sale for all of the above routes now.

United announces an additional order for nine 787-9 Dreamliners



Boeing and United Airlines announced that it is expanding its 787 Dreamliner fleet again with a new order for nine 787-9 airplanes, the longest-range member of the super-efficient Dreamliner family. The deal is valued at \$2.53 billion according to list prices.

United says the order reflects its fleet strategy of replacing older widebody jets with new, advanced airplanes such as the 787-9, which can fly farther and use 20 percent less fuel with 20 percent fewer emissions. The U.S. carrier, which announced a purchase of four 787-9s in July, has now ordered a total of 64 Dreamliners.

The latest deal continues the strong momentum for the 787 Dreamliner family, with net orders now above 100 for the year and just one shy of 1,400 since the start of the program. Nearly half of all 787 customers have returned to place additional orders for the airplane, helping to make it the fastest-selling widebody jet in history.

“The 787 Dreamliner has been so successful in the marketplace because of great partners like United Airlines that have taken the airplane’s unrivaled performance to open new routes and offer passengers a wonderful travel experience,” said Ihssane Mounir, senior vice president of Commercial Sales & Marketing for The Boeing Company. “It makes all of us very proud to have United place a repeat order since its team has spent a lot of time with the Dreamliner and knows what it can do.”

United began flying the Dreamliner in 2012, using the long range and fuel efficiency of the 787-8 and 787-9 to serve intercontinental routes such as Houston to Sydney and San Francisco to Singapore. The 787-9 can fly up to 7,635 nautical miles and serve 290 passengers in a standard configuration.

Later this year, the carrier is set to take delivery of the largest member of the Dreamliner family, the 787-10, which can seat up to 330 passengers in a standard configuration. While the airplane is capable of flying long distances with a range of 6,430 nautical miles, United announced plans to debut its first 787-10 on premium transcontinental routes in the U.S., boosting its coast-to-coast schedules to offer passengers travelling between New York/Newark and Los Angeles and San Francisco more flights and more premium seats.

Since entering service in 2011, the 787 family has flown nearly 280 million passengers while saving an estimated 28.7 billion pounds of fuel.

United Introduces a Better Boarding System



We have introduced system-wide Better Boarding, which includes all of the enhancements we’ve made to the boarding process to improve the employee and customer experience. If you work at one of our airports or have traveled sometime this summer, you may have noticed one of the most visible changes to the boarding process – the decrease in boarding lanes from five to two – at more than 300 gates. With the full roll out of Better Boarding, you’ll notice several exciting changes, many of which stemmed from employee and customer feedback.

Here’s a quick breakdown on some of the highlights of Better Boarding:

- **Simplified gate layout:** Customers in Group 1 will board through the blue lane, followed by Group 2 through the green lane. Once Group 2 has boarded, Groups 3, 4 and 5 will be called to board through the green lane. Late arriving customers in Groups 1 and 2 will use the blue lane.
- **Refreshed gate announcements:** Designed with feedback from our customer service representatives, the new gate announcements are shorter, more closely follow the core4 and allow for appropriate personalization. You’ll also notice we’ve shifted from the phrasing of “uniformed military” to “active military” – allowing all military members to pre-board even when they are not in their uniform.
- **Enhanced communications:** In addition to improved digital gate area signage, customers who use our United app will also receive a notification letting them know boarding has started and to proceed to the gate.
- **Improved premier customer recognition:** MileagePlus Premier 1K customers will move to pre-boarding, and MileagePlus Premier Gold status customers will shift to Group 1. Not only does this reward our most loyal customers, but it also helps to right-size some of the other boarding groups.

United Airlines Finds It 'Most Exciting' to Squeeze More Money

By Chris Matyszczyk



Absurdly Driven looks at the world of business with a skeptical eye and a firmly rooted tongue in cheek. We're gathered here today to lament the plight of United Airlines. No, not that the airline's doing badly. Not at all. It's actually doing quite well, thank you very much. Its executives, though, are a little worried that the airline isn't doing well enough.

I know this from a moving interview recently given to Chris Sloan at the Points Guy by United's chief operations officer Greg Hart and its chief commercial officer Andrew Nocella. They insisted that the airline's reality is far better than the lingering perception that it drags paying customers down aisles, bloodies their faces and then tells them it's their own fault. Their own perception, though, is that the airline is lagging in one very important area: It's not squeezing enough money out of passengers. As Nocella helpfully explained, United now has better systems. For example, "our new revenue-management system and how we're approaching segmentation for our customers." He added: What's most exciting about that is we've just started, from a product perspective and segmentation perspective. Quite frankly, we're a little bit behind some of our competitors on this front. As we catch up, I think that's going to be even more and more meaningful to our results.

May I offer you a meaningful translation to all this? The airline, similarly to American and Delta, wants to create more segmentation, which means using technology and other means to segment customers according to psychographics, demographics and all sorts of other blissful data parameters. The hope is to find ways to charge customers more and give them little to nothing that's new. In essence, it's a way to push customers' boundaries in terms what they're prepared to pay for. Which inevitably means more charges for just about everything you used to think was free. Every seat, every slight betterment -- and, for all I know, every slight peppermint -- will likely come with a fee. It's quite conceivable, for example, that United -- and other airlines -- will have baggage fees that vary according to the time of day you're flying. Or even a special, additional, "sitting together fee." There's even software that now attempts to charge passengers not according to their destination, but according to who they are and how much they can "afford" to pay. Now that's a segmentation that will cause excitement.

Shortly after this interview, United announced it would start charging more for ordinary Economy Class seats that simply happen to be nearer the front of the plane. Well, other airlines do it. The airline's president Scott Kirby also asserted that planes are like concert venues and if families all wanted to sit together, they should pay more for the privilege. They should, of course, also insist that the Flight Attendants perform. Perhaps that marvelous duet made famous by Pink and Nate Ruess. The one that goes Just Give Me A Reason... And then there are the new baggage fees. United is the only one of the big four airlines to have raised its fee for the first bag to \$30.

When the airline announced it, it counseled its staff to tell complaining passengers: Our hope is to reinvest in a more enjoyable and caring flight experience for you and all of our customers. That's quite an exciting hope, isn't it? If you believe such grisly guff, of course. Please, I don't mean to sound as if I'm not impressed. United has indeed, as Nocella said in this interview, created a fine product in its Polaris Business Class. It has also, though, been extremely slow in actually putting it into its planes and Polaris Clubs into airports. Moreover, I'm not sure Economy Class passengers have seen product improvements. United is fully on this side of removing seatback screens and shoving more seats into planes.

Oh, but I hear you cry that United has gone against Wall Street's large, but addled brains and insisted on increasing its capacity. Yes, more seats. Doesn't that sound good for customers? Nocella explained that this wasn't entirely meant to be a people-pleaser: It's not a capacity number that we're trying to shoot for, it is an earnings number. We think the capacity number allows us to achieve the earnings number.

Oh, it's money that they're into? Now I'm really excited.

United Pilots Resist Contract Changes Over Regional Routes

By Allison Lampert/Reuters



United Airlines pilots said they refuse to budge on the wording of their contract governing the outsourcing of regional flights.

President of the U.S. No. 3 carrier, Scott Kirby, has called for changes to the so-called "scope clause" which sets guidelines on the size of planes that can be operated by regional feeder carriers, among other things. A scope clause restricts planes heavier than 86,000 pounds with more than 76 seats from regional routes, where pilots are generally paid less than their mainline counterparts.

"We are holding the line," said Todd Insler, chairman of the unit of the Air Line Pilots Association that represents United pilots. "We have no intention of degrading scope."

The United negotiations are being watched by other airlines entering labor talks, along with commercial planemakers Embraer SA of Brazil and Mitsubishi Heavy Industries Ltd of Japan, which are building new planes that are too heavy to be flown by regional carriers because they exceed the scope clause weight.

A United spokeswoman referred to earlier remarks by Kirby. Kirby has said changing the scope clause would make the carrier more competitive against rivals American Airlines and Delta Air Lines. Insler disagreed with that. "We won't use regional jets to disadvantage our mainline employees, pilots, flight attendants, anyone else," Kirby told analysts at a conference earlier. "Having competitive scope, however, is really important to being the best. We can't have one hand tied behind our back and try to compete with AA and Delta."

Pilots have asked United to shift flights from regional carriers to the main airline because smaller carriers use less-efficient 50-seater planes and have faced problems recruiting pilots in a competitive market, according to Insler.

Major carriers have generally been reluctant to make regional flights part of the mainline operations, citing higher costs. "It's very difficult to make those aircraft work at any mainline airline," United Chief Financial Officer Gerald Laderman told analysts at a conference earlier this month.

Base Maintenance Digital Transformation under way



Now that United Tech – the app powering Tech Ops Mobility iPads -- is firmly established in Line Maintenance with more than 6,000 technicians, we are taking steps to develop and deploy a version that will similarly transform Base Maintenance.

Just as we did in launching the Line Maintenance effort two years ago, for Base Maintenance we assembled a group of business champions from among the Airframe Overhaul and Repair departments that will be the first to assist in developing the necessary functionality and use of the iPads to improve the timely execution of common procedures and processes.

The Airframe Overhaul and Repair departments handle checks that take place at the bases in Houston and San Francisco, and they manage those done at various vendor locations. Additionally, because of the base-like nature of much of the work we do at the MCO (Orlando, Florida) Line Maintenance station, those teams will also be included in the Base Airframe Mobility project.

"This is your program," Digital Technology Managing Director for Tech Ops Brad Closson told the Base Maintenance champions. "We're here to partner with you, so we'll rely on you to tell us exactly how we can help support the work you do. All of us in Digital Technology understand that it can be quite different from what happens in the Line operation."

Lead Line Technician Mansur Zia of SFO, a champion for the Line Maintenance effort, told the group how he went from skeptic to champion over time and is now a leading advocate of the iPads. He also gave them a demonstration of how he uses United Tech every single day. "That was absolutely amazing, what Mansour showed us today," said Lead Aircraft Interior Repair Technician Gil Pineda of SFO. "While we don't have the same issues as they do on the line, I can already think of lots of ways this is going to save us time and make us more accurate." "This is going to be huge for us," added IAH Airframe Operations Manager Vinny Mazzaferro. "What I also liked is that the United Tech application keeps getting upgraded and improved based on user feedback."

And, said Digital Technology Application Development Director Helon Hammond, "When we started, we had two clear groups on either side, and through creating the best solution together, we ended up with collaboration and unity."

Mansour agreed. "This has completely changed the way we do business," he said. "It literally brought our two maintenance operations together."

Are Airbus and Boeing Running Out of Names for Planes?

By Michael Goldstein



Are Boeing and Airbus approaching a name crisis? For Boeing, the “crisis” is acute. After a 60-year run of 7XX-series aircraft starting with the 707, only the 797 name has yet to be assigned. Airbus too is running out of A3XX names for its popular jetliners. If the aircraft consortium sticks with the same nomenclature, only the A360, A370, and A390 names still remain.

Of course, an aircraft maker doesn’t have to stick with a naming scheme, no matter how much brand equity it has. Airbus purchased a majority stake in the C Series program in October 2017. The C Series is a family of narrow-body twin-jets designed and built by Bombardier Aerospace of Canada. Through the magic of ‘badge engineering’, the C Series is now known officially as the Airbus A220 family. Boeing tried similar rebranding in 1997, as the MD-95 regional jet became the Boeing 717 after Boeing bought McDonnell Douglas.

Although 99.99% of us will never actually buy a jetliner, it’s still a shock to realize that airliners are branded and marketed as carefully as cars, candy bars, and cough medicine.

Airbus has been rocking the A3XX nomenclature since 1967, when work began on the A300, often called the world’s first twin-jet wide-bodied aircraft. Airbus went on to build the A310, the widely popular A320 and A321 twin-jets, the A330, the A340, and ultimately the four-engine A380 super-jumbo and the A350 long-range wide-bodied twin-jet. Its success has left it with only three currently unfilled A3XX slots: A360, A370 and A390.

According to an Airbus spokesperson, there are currently no Airbus A360, A370, or A390 programs underway “nor plans at this time to employ” these monikers. However, the spokesperson noted that “the A3XX (and now A2XX) naming conventions is widely accepted as an Airbus brand and legally protected, though it would be premature for us to begin speculating about possible uses for future aircraft.”

When Airbus was considering a name for the super-jumbo originally called A3XX, it did what any manufacturer does before launching a product: it conducted market research. An article claims that Airbus immediately eliminated the number 7 [as in A370] as it was “so closely associated with rival Boeing” and its 7XX series. Interestingly, as an Airbus source confirmed, the A380 name was eventually selected because, in cross-section, the fuselage resembles the digit 8. The number 8 is considered a special number in Asian cultures, a key target market for the A380.

Oddly, “some have associated the A370 nomenclature with a series of patents and patent applications filed by Airbus in the 2005-2010 timeframe for various tri-jet designs.” As for the A390, according to this less-than-authoritative article, it is purported to be a six-engine, three deck airliner capable of flying 1000 people.

The numbers game at Boeing goes back even further, as it 707 flew its first commercial flight with since-departed Pan American World Airways almost 60 years ago, on October 26, 1958. The 707 was followed by the successful 727 tri-jet, the twin-engine 737, one of the most popular commercial jet airliners ever built, and the iconic 400-seat 747 four-engine jumbo jet. It was followed by a generation of twin-jet wide-bodies, including the 757, 767 and the 777, the world’s largest twinjet. In recent years the 777 has been joined by its even longer-range twin-jet sibling, the 787 Dreamliner.

The line’s longevity leaves just one uncommitted 7XX name, the 797. Boeing has discussed a potential replacement for the aging 767, the so-called New Midsize Aircraft. The twin-jet NMA will largely be made from composite materials, seat 200 to 270 and have a range of up to 5,000 nautical miles, according to Boeing Commercial Airplanes chief executive Kevin McAllister

But so far, the NMA has not been re-named 797. As a spokesperson put it, “We have not given the NMA a numeric designator at this point, despite ongoing media speculation. We have taken the appropriate steps to consider a variety of designations for now and into the future but will choose the time to announce our intentions when it best meets our business needs.”

Of course, Boeing doesn’t have to use the last 7XX name on the NMA, when and if it arrives. For example, from 1958 to 1967, the company produced and sold the Boeing 720. Despite the name, it had no relation to the far more popular 727 (a narrow-bodied tri-jet) but was, in fact, a variant of the 707, as a four-engine narrow-body medium-range passenger jet airliner built in relatively small numbers.

The name game has a hallowed tradition for aircraft manufacturers. The Douglas Aircraft company delivered the one and only DC-1 in 1933, the year the original King Kong wreaked havoc on movie screens. The DC-1 was followed by the DC-2 and DC-3, one of the most successful commercial (and military) transport aircraft ever built. A long line of propeller and jet transports such as the DC-4 and DC-8 followed. The “DC” nomenclature continued through Douglas’ absorption into McDonnell Douglas in 1967 for aircraft like the DC-9 and DC-10. The name game only changed somewhat with the MD-11, a DC-10 variant built up to and after McDonnell Douglas merged with Boeing in 1997.

As for possible future planes like an A390 or the Boeing 797, aircraft manufacturers, like Apple, say they won’t comment on unannounced products.

But that won’t stop the rest of us. Although the 797 has not been finalized, built, tested or even officially announced, irrepensible Ryanair Chief Executive officer Michael O’Leary says the low-cost airline won’t be buying the 797 as its cost per passenger mile is higher than Ryanair’s choice, the 737 MAX. O’Leary, whose airline has its own problems, sniffed, “We only want the most efficient and cheapest aircraft.”

FedEx Is So Desperate for Pilots This Holiday Season

By Lucas Laursen

FedEx FedEx is offering retirement-age pilots bonuses from \$40,000 to \$110,000 to stick around through the holiday shipping season, Reuters reports. FedEx pilots with 30 years’ experience already make around \$300,000.

The bonuses are the latest salvo in a global campaign waged by airlines, militaries, and flight schools to recruit and retain more pilots. FedEx (FDX, +1.64%) and its rival UPS (UPS, +1.61%) did record business both of the last holiday seasons, a perk of the booming U.S. economy and massive growth in e-tailing.

Federal law has long required commercial pilots to give up their wings at age 65. In 2013, the U.S. Federal Aviation Administration (FAA) began requiring commercial co-pilots to have 1,500 hours of flight time, a big jump from the previous requirement of just 250 hours, along with some additional safety-focused rules. The rules forced commercial airlines to poach more experienced pilots from neighboring sectors, such as the private jet industry or the military. They would have had to do something anyway, since about half their workforce are baby boomers due to retire soon.

And global demand for pilots has been rising elsewhere, too, as emerging economies outpace pilot training. Boeing estimates that the world will need some 800,000 pilots by around 2035, while Airbus’ estimate is lower, Forbes reports. UPS and American Airlines have announced new internship and training programs aimed at recruiting pilots. American and European pilots are getting enticing offers from Asian or Middle Eastern airlines.

The tightening of the pilot labor market has enabled even RyanAir’s pilots, who were previously encouraged to register as self-employed or to set up single-person entities in Ireland, to unionize and go on strike. RyanAir expects to hire 1,000 pilots a year for the next five years. California’s aerial firefighting department grounded some planes this season for lack of pilots. Small airports served by regional airlines may also lose commercial service, Council on Foreign Relations fellow and retired U.S. Air Force Colonel Marty Reynolds wrote for Fortune last year.

In an economically rational world, airlines would just offer more pay, savvy students would sign up for flight school, and the problem would go away. Regional airlines were until recently paying just over minimum wage to fledgling pilots, who could take years to find better-paying jobs in the national airlines. Now they are partnering with flight schools to offer guaranteed jobs on better terms, in an echo of pre-9/11 go-go times.

But don’t quit your day job just yet. Demand for experienced pilots is so high that as soon as flight instructors rack up the necessary hours, they are switching to better-paying airlines jobs. That has created a new choke point in the training pipeline. A U.S. Government Accountability Office (GAO) report notes that some flight schools have had to turn away students for a lack of instructors.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot’s day is over, I know of no expert who has volunteered to be a passenger ion a non-piloted aircraft.

FAA awards \$205 million for US airport infrastructure



The Federal Aviation Administration (FAA) has awarded \$205 million in supplemental funding for infrastructure grants to small airports in 34 states. More than half of these airports serve rural communities and mostly general aviation. This funding is in addition to the \$3.31 billion already awarded in regular Airport Improvement Program (AIP) funding during fiscal year 2018. This \$205 million in Airport Improvement Program grants directly addresses the need for improved aviation infrastructure – especially in rural communities.

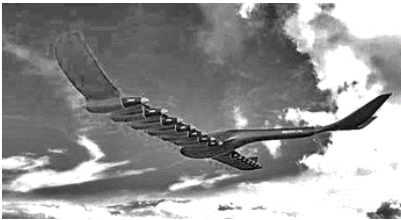
This first increment of supplemental funding provides grants to projects at 37 airports. These projects include runway reconstruction and rehabilitation, and the maintenance of taxiways, aprons, and terminals. The construction and equipment supported by this funding increases the airports' safety, capacity and related issues. These improvements could support further potential growth and development within each airport's region.

The FAA is administering the supplemental program in coordination with the regular annual AIP grant program to strengthen the safety and efficiency of America's airports. US infrastructure, especially its 3,300 airports increases the country's competitiveness and improves the traveling public's quality of life.

According to the FAA's most recent economic analysis, US civil aviation accounts for \$1.6 trillion in total economic activity and supports nearly 11 million jobs. The statute's requirements include:

- Requiring the FAA to give "Priority Consideration" to specific airports (smaller and more rural airports);
- For grants awarded to non-primary airports, the funds will cover 100 percent of eligible costs (so these airports do not have to provide a local match); and
- The FAA administering the program over fiscal years 2018 to 2020.

Plans unveiled for first hydrogen-electric passenger aircraft



The world's first regional passenger plane powered by hydrogen-electric power is set to take to the skies as early as 2025, paving the way for a new generation of zero-emissions air travel. Designed to fly up to four passengers for distances between 500 to 5,000 km, the Element One is described as a quiet, ultra-light, zero carbon aircraft "several orders of magnitude better" than battery-electric aircrafts. The plane merges hydrogen fuel cell technology with a distributed electric aircraft propulsion design. The new

form of aerial mobility is being developed primarily to open more aerial routes between smaller towns and underserved areas, using an existing network of small-scale airports and aerodromes.

The project is designed by Singapore-based HES Energy Systems, which specializes in building high performance hydrogen fuel systems for autonomous aerial vehicles. HES has also struck a partnership with French startup Wingly, which offers flight-sharing services for regional air travel. In France alone, only 10% of the country's 450 airfields are connected by regional airlines. Hydrogen-electric-powered aircrafts like Element One can help connect the remaining 90%, says Wingly.

Pickles/Brian Crane



Don't let your decision to fly a drone cause someone to die



Pilots of unmanned aircraft, commonly known as “drones,” who interfere with fighting wildfires, law enforcement efforts, or other first responders, such as medical flights, now are more likely to face serious civil penalties, even for first-time offenses.

The Federal Aviation Administration (FAA) has provided guidance for agency personnel who handle possible drone violations to refer all cases involving interference with first responders to the FAA Chief Counsel's office for possible

enforcement action.

In July 2016, Congress authorized the FAA to impose a civil penalty of not more than \$20,000 for anyone who operates a drone and deliberately or recklessly interferes with wildfire suppression, law enforcement, or emergency response efforts.

Under FAA guidance, inspectors generally use non-enforcement methods, including education, for correcting unintentional violations that arise from factors such as flawed systems, simple mistakes, or lack of understanding. However, given the potential for direct and immediate interference with potentially life-saving operations where minutes matter, offenders will immediately be considered for enforcement actions. Enforcement actions can include revocation or suspension of a pilot certificate, and up to a \$20,000 civil penalty per violation.

Deterring interference with first responders is critical, particularly as drone use expands exponentially. Firefighting aircraft trying to contain a wildfire have to suspend flights when a drone enters the area to avoid a possible mid-air collision. A drone flying over a crime scene or accident site can hamper police or medical aircraft operations. Ultimately, interference by a drone can cost lives.

The FAA's rules for flying unmanned aircraft are clear. Pilots can save themselves and others serious problems by following them to the letter. Don't let your decision to fly cause someone else to die.

How intelligent is your city's transport system?



In Copenhagen, over 10,000 trade visitors from more than 100 countries will be able to get a taste of the innovative mobility and logistics solutions Hamburg aims to present in 2021.

At this year's World Congress on Intelligent Transport Systems (ITS) in Copenhagen, Denmark, from September 17-21, Hamburg showcased selected mobility projects from its ITS strategy. Hosting the ITS World Congress 2021, the city in Germany's north is on its way to becoming an international hotspot for

future mobility.

Hamburger Hochbahn AG will be presenting its Hamburg Electric Autonomous Transportation (HEAT) project, with driverless minibuses that are scheduled for testing in the HafenCity district in 2019. MOIA, a Volkswagen subsidiary, will be presenting its ride-sharing service, including an electric vehicle to be rolled out on Hamburg's streets next year. Moreover, a 9-kilometer test track for automated driving will be established in Hamburg's city center by 2020. The joint German stand in Copenhagen will also feature Deutsche Bahn as Smart City partner as well as Siemens Mobility, T-Systems, Bosch, and Fraunhofer.

With 1.8 million inhabitants, Hamburg is Germany's second largest city. The city is promoting state-of-the-art technologies with the aim of becoming a showroom for innovative mobility. Digital technology plays a key role in making urban mobility and logistics in Hamburg safer, more efficient, and more eco-friendly.

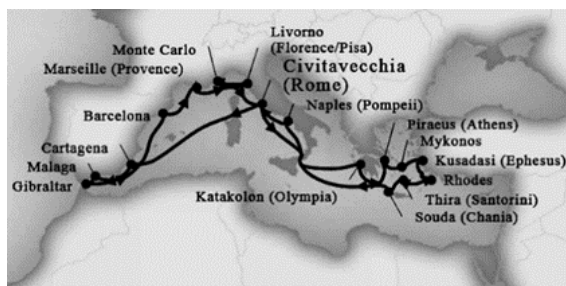
Running under the tagline “Experience Future Mobility Now”, the ITS World Congress in Hamburg will take place from October 11-15, 2021. Many of the pilot projects, for example, in the areas of automated and networked driving, ports and logistics, as well as intelligent infrastructure and mobility services, are currently being launched.



1. Going to bed early
2. Not leaving my house
3. Not going to a party

**My childhood punishments
have become my adult goals.**

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 Greece for stops to visit Olympia, a 2 day visit to Athens, and then on to the island of Mykonos. The ship then continues to Ephesus, Turkey

before returning to the islands of Rhodes, Santorini, and Crete. There will be a stop in Naples to visit Pompeii on the return back to Rome. ***(This is a slight change to the original Itinerary as the ship will no longer stop at Sarande, Albania and will instead stop at Ephesus, Turkey).*** 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 (Florence/Pisa), 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 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, 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. Submitted by: Rich Bouska

RUPA Pass Travel Report November 2018

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Hello fellow aviators,

Fall is here, and Winter is on the way. That means it might be time to take advantage of our travel benefits and go somewhere warm.

Two suggestions for your consideration: Our newly inaugurated SFO-Tahiti flight and, of course, down under!

The new Tahiti flights coincide nicely with the addition of Air Tahiti to our list of off-line travel benefits. Air Tahiti (not to be confused with Air Tahiti Nui) is a regional airline that serves countless islands in Polynesia. No need to deal with the tourists in Papeete when you can fly off to some remote islands for some real down time. Air Tahiti offers us Low Zed Fares and Medium for parents.

This is also a popular time to head south under the stars of the Southern Cross. Our flights to Auckland, Sydney and Melbourne might be just the ticket. And we have lots of travel opportunities within Australia. Qantas and its subsidiary Jet Star as well as Tiger Air Australia, all offer us great travel benefits. They crisscross Australia and fly to neighboring countries as well.

But please keep in mind one thing. School and work summer vacations begin in December down under, and once the Christmas holidays are done the flights out of Australia are pretty jam packed. The locals are all heading out for their summer vacations. And their domestic flights are just like ours would be in the US in June. So, time your return to avoid those peak north-bound flights.

And there's more! Don't forget the rest of the Southern hemisphere during our winter, southern South America including Argentina and Chile reachable on United and others, and South Africa, reachable on a number of great off-line carriers. 'La ora na, G'day and Adiós! *Pat*

No More Hassle, Let Your Luggage Find Its Own Way to The Airport

By Amy Zipkin/The New York Times



The days of dragging suitcases to and through the airport may be numbered. Consider the experience of Manolo Almagro, a managing partner at Q Division, a retail technology consultancy based in Austin, on a flight last fall from London to Copenhagen.

Mr. Almagro made a reservation a day before his flight with AirPortr, a remote baggage pickup service that began serving London and environs in 2016. About seven hours before his flight, a company representative arrived at his hotel with a hand-held scale and asked to see his passport. Mr.

Almagro said measuring and securing the bag in the lobby took about 10 minutes. He was notified when the bag reached Heathrow Airport and again when it was loaded onto the plane. "It was peace of mind not to lug it on public transportation," said Mr. Almagro, who paid the equivalent of about \$38 for the service. As a frequent traveler, he paid no separate airline baggage fee. He was reunited with the bag at Copenhagen Airport.

AirPortr's service is but one variation of remote baggage check-in, a service that attests to what air travel has become: navigating a series of bottlenecks. "To remove the bag from the journey is to change the journey," said Randel Darby, chief executive of AirPortr, who said that as a frequent flier himself he looked for ways to maximize his time. "The customer experience starts on the doorstep, not at the airport."

Remote check-in services in the United States remain small. Delta Air Lines works with Bags Inc. of Orlando, FL, to offer remote check-in for at least eight airports domestically. The company works with United Airlines at five airports. The airport in Tampa, FL, provides remote drop off at a centrally located rental car center, while Denver International Airport offers the service at a transit center located below the

Westin Hotel at the airport. The Port of Seattle, meanwhile, works with Bags to offer cruise ship passengers the option of signing up for a service that picks up their luggage and delivers it to their airline. Denver airport officials estimate that passengers save about 20 minutes by using the service. The costs of both the Denver program, which began in November 2016, and the one in Tampa, which started in February, are covered by the airports. Passengers still need to pay the regular airline baggage handling fees.

Top local Transportation Security Administration officials, called federal security directors, approve remote baggage check-in at each participating airport.

Internationally, besides AirPortr, Oacis (Off Airport Check In Solutions) began operating in Sydney, Australia, in December 2017. It serves cruise passengers arriving in Sydney Harbor who fly on Virgin Australia.

Matthew Lee, the chief executive of Oacis, said several factors were prompting the adaptation of remote baggage check-in. “Perhaps the biggest driver is the lack of capacity at most large established airports,” he wrote in an email. “The cost, disruption and revenue impact of building new infrastructure is significant. Airports and airlines are recognizing that the more processing that can take place away from the airport, the less pressure on constrained infrastructure.”

There are other options for avoiding airport check-ins. Some travelers rely on pricey shipping services like DUFL and Luggage Free. In Hong Kong, for example, free in-town check-in service is available on selected airlines at Hong Kong and Kowloon train stations up to a full day ahead of scheduled flights.

And after arriving on selected domestic flights, passengers can arrange for baggage delivery on JetBlue, American Airlines and United Airlines, for a fee.

“We touch the passenger at each point when they want to get rid of the bag,” said Craig Mateer, chief executive of Bags, which offers the delivery service for the airlines. Mr. Mateer said he saw the need for remote check-in over 25 years ago while providing valet parking and bellhop services in Orlando. Hotel guests not yet ready to leave the area would store their luggage at the hotel, only to retrieve it before traveling to the airport. He wanted to eliminate that step.

Still, the checked bag fees are profitable for the carriers. Mr. Darby of AirPortr said airlines did not want to lose that revenue to freight or shipping carriers. In 2017, according to data from the United States Department of Transportation, the airlines earned \$4.6 billion, up from \$4.2 billion a year earlier, from those fees.

If a bag goes astray, though, it is costly for the airlines. Peter Drummond, head of the baggage portfolio at SITA, an information technology company, estimated that it costs \$100 to return a mishandled bag (the industry term) to its owner. “It could be the best journey in the world, but if your bag is not there at the end of that journey it ruins the experience for the passenger,” he said. Industry estimates show that airlines have gotten better at handling bags. The number of mishandled bags fell to 5.6 bags per thousand passengers last year from 18.8 in 2007, according to a SITA report.

Whether remote check-in catches on is still open for discussion. Last December, Tampa International Airport entered into a two-year contract with Bags with the option for three one-year renewals. The \$1.3 million annual cost is paid with rental car fees. The airport said that through the end of August more than 186,000 bags were remotely checked, about 5 percent of all bags checked. Passengers can print boarding passes and luggage tags at automated kiosks.

Jeff Schiesler, a technology and compliance manager at a construction firm in Cincinnati, flies Delta round-trip to Tampa several times a year. He and his wife, Kim, tried the service on a recent return trip. “We didn’t have to carry the bags on trams and walk them through the airport to check,” he said.

Luggage lost or damaged: A \$6 billion profit for airlines worldwide?



Lost luggage is a billion-dollar profit business for airlines. Over 90% of U.S. air passengers do not know their rights when flying. Is this the reason 87% of all US passenger with damaged or lost luggage don’t file a claim? It’s not only in the United States. Globally, \$6 billion in compensation is left unclaimed every year

AirHelp, an air passenger rights company, revealed the results of a survey showing that more than 87 percent of U.S. travelers do not file claims following an issue with lost, damaged or delayed luggage at the airport. Under the Montreal Convention and

U.S. national law, passengers may be entitled to claim between \$1,525 and \$3,500 in compensation from the airline at fault.

One of the most comprehensive pieces of research on air passenger rights, AirHelp surveyed more than 2,000 people across the United States to understand how travelers are exercising their rights when travel plans go awry. AirHelp's survey results show that the three main reasons passengers did not file a claim for compensation due to luggage issues included: they did not think they would be entitled to compensation (41%), they were not aware of their rights (31%), and they did not know how to file a claim (29%). These results prove that the implementation of the Montreal Convention and U.S. national law is not widespread enough, and travelers are leaving money owed in the hands of the airlines.

“Airlines must do better to educate air travelers on their rights. We found that 87 percent of U.S. travelers have not filed a claim, although they were entitled to compensation following issues with their luggage. Many U.S. travelers are unaware of their rights under the Montreal Convention, which was ratified by more than 120 countries. It protects passengers when their luggage is delayed, damaged or lost while in the care of the airlines,” comments Henrik Zillmer, CEO of AirHelp. “Our survey shows that travelers have a lot to learn when it comes to their rights, and that airlines and policymakers have much work to do, in order to better serve travelers. I created AirHelp more than five years ago to educate and support passengers, and we continue to work hard to help travelers get the compensation that is rightfully theirs.”

Luggage Issues: These are passengers' rights: Whether a traveler is flying within the U.S. or to one of the other 120 countries that ratified the Montreal Convention, if that person experiences luggage issues while traveling, they may be entitled to compensation. Under air passenger rights laws, including U.S. national law and the Montreal Convention, the maximum compensation from an airline for checked luggage that is either lost or damaged is \$1,525 – \$3,500. In order to successfully get the compensation that they are entitled to, a passenger must file a claim before leaving the airport. Travelers should fill out a Property Irregularity Report (PIR) claim for misplaced luggage, including the case number of their bags. The more detailed the claim, the better off that passenger will be, including an itemized list of the contents of their luggage, including the value of each item.

If you have valuable luggage that is worth more than 1,131 SDR (Special Drawing Rights), which is equivalent to approximately \$1,580, you should notify the airline before checking your luggage. In these cases, you may be able to get higher compensation if your luggage is lost, but these terms vary based on the airline you are flying. Travelers carrying valuable luggage should check the policies of each airline, as well as the travel insurance policies for U.S. insurance companies to make sure they are prepared.

At Belfast City Airport security clearance takes 6 minutes



A new security search system and equipment at George Best Belfast City Airport has slashed average passenger processing time to only 6 minutes. The £1.5 million investment has seen the complete refurbishment of the security search area, with the introduction of new security lanes which can process up to six passengers at a time. New electronic boarding pass gates can now process multiple passengers and new scanning equipment has seen queues at peak times disappear.

Mark Beattie, Operations Director at Belfast City Airport said: “We want to exceed our passengers' expectations when using the airport and the new security search system has to date received hugely positive feedback from passengers. “Using the latest technology, we've automated much of the security process. Over the past number of weeks, we've been monitoring passenger flows. We're confident 6 minutes is the average time it should take to pass through the new security system.”

The investment in security is part of £15 million infrastructure investment which includes a major upgrade of the departure lounge including retail, food and beverage offerings.

How did your U.S. Airport rank in customer satisfaction?

By Juergen T Steinmetz



North America airports have managed to shrug off the potentially disruptive effects of record passenger volumes and massive construction projects to achieve a record high in overall passenger satisfaction. According to the J.D. Power 2018 North America Airport Satisfaction Study,SM, across-the-board improvements in five factors: check-in; food, beverage and retail; accessibility; terminal facilities; and baggage claim helped drive overall passenger satisfaction to 761 (on a 1,000-point scale), 12 points higher than last year's study.

“North America airports have been doing a tremendous job managing passenger volume, adding amenities, and keeping travelers moving despite some noteworthy challenges, but they will be put to the true test over the next few years,” said Michael

Taylor, Travel Practice Lead at J.D. Power. “Several multi-billion-dollar airport construction projects—such as those in Boston, Los Angeles and Chicago—are reaching phases in which passenger disruption and increased traffic will be incredibly hard to avoid. How well these rapidly expanding airports manage throughout these infrastructure projects will provide valuable insight into what’s in store on a nationwide basis.

Overall satisfaction reaches all-time high: Overall customer satisfaction scores reach an all-time high of 761, which is up 12 points from last year’s previous record high. Improvement is driven primarily by a 17-point increase in satisfaction with food, beverage and retail, and an 18-point increase in satisfaction with security check.

- Better airport/TSA communication improves security check satisfaction: The 18-point increase in passenger satisfaction with the security check process is largely attributable to improved communication and cooperation between airport and TSA staff, with leading airports working closely with TSA to align security staffing levels with airport load factors.
- Outsmarting human nature: The highest-scoring component of the airport experience is check-in/baggage check, which has been rising consistently since airports began implementing self-service kiosks and bag tagging. This removes the passenger frustration of waiting for someone else to facilitate a process, reduces lines and allows passengers to move at their own pace.

Airport Satisfaction Rankings: Las Vegas McCarran International Airport and Orlando International Airport rank highest, in a tie, in passenger satisfaction among mega airports, each with a score of 781. Detroit Metropolitan Wayne County Airport (775) ranks third and Denver International Airport (771) ranks fourth.

John Wayne Airport, Orange County ranks highest among large airports, with a score of 815. Dallas Love Field (810) ranks second and Portland (Ore.) International Airport (804) ranks third.

Hong to Mainland China by train is now often the fastest way



The Guangzhou-Shenzhen-Hong Kong, the first High-Speed Rail Service in Hong Kong Rail was launched to on 23 September 2018, bringing visitors from around the world the chance to travel quickly and conveniently between Hong Kong and cities across Mainland China. In particular, the new rail link puts Hong Kong in easy reach of nine neighboring cities in Guangdong Province and heralds a major boost to tourism in the Greater Bay Area.

The 26-km rail link connects Hong Kong for the first time to Mainland China’s vast high-speed rail network, the world’s most extensive. Travelers will be able to ride from Hong Kong to 44 destinations in Mainland China destinations without changing trains, making the city an ideal starting point for multi-destination journeys through China. With frequent direct high-speed trains linking Hong Kong to Shenzhen and Guangzhou in as little as 48 minutes, travelling within the Greater Bay Area will be faster and more convenient than ever before.

The Hong Kong section of the High-Speed Rail network runs from West Kowloon Station, one of the world’s largest underground high-speed railway stations and a new must-see landmark for visitors to the city. The station’s design has already garnered a number of international design awards including one at the World Architecture Festival Awards, known as the “Oscars of architecture.” Visitors can enjoy views of iconic Victoria Harbour by walking along the Sky Corridor on the station’s rooftop. A three-hectare green area outside the station, meanwhile, provides a peaceful oasis in the heart of the city for residents and tourists

alike.

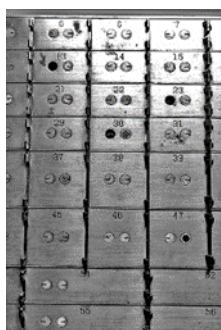
Outside the station, there is a wealth of entertainment and attractions for visitors who want to enjoy shopping, dining, or a taste of traditional Hong Kong. The tourism hub of Tsim Sha Tsui with its world-renowned restaurants and shopping malls is a short walk away. The station is also connected by public transport to fascinating neighborhoods including Sham Shui Po in Kowloon where visitors can experience authentic Hong Kong life, or Old Town Central on Hong Kong Island where visitors can enjoy history, arts, food, and culture in one of the city's oldest and most idiosyncratic districts.

Directly outside the station is Hong Kong's new arts and cultural hub, the West Kowloon Cultural District. It is directly outside the station, which will soon offer visitors the opportunity to enjoy a sumptuous array of exhibitions, performances, and cultural events as soon as they step off the High-Speed Rail network.

There has never been a better time to get on the train and discover Hong Kong and cities across Mainland China. Tickets for the High-Speed Rail network are available online, from ticket agents, and through a tele-ticketing hotline.

What You Need to Know About Safe Deposit Boxes

By Ann Carrns/The New York Times



As personal banking goes digital, safe deposit boxes may seem a relic from the analog age. Yet some people still want the security of storage away from home for valuables, important papers and sentimental keepsakes, financial advisers say. Federal regulators and industry groups said they don't have statistics on the use or availability of safe deposit boxes, but some banks and financial advisers said demand has been slack.

So what should you keep in one? The bank boxes are best for storing documents and valuables that you usually don't need on short notice. The Federal Deposit Insurance Corporation says "good candidates" include originals of birth certificates, property deeds, car titles as well as paper United States savings bonds that haven't been converted into electronic versions (availability of paper savings bonds is limited these days).

If you travel often or on short notice, keeping a passport in a safe deposit box may be inconvenient, since you can access the safe deposit box only during regular bank hours. A home safe may be a better choice. The Wirecutter, a New York Times company that reviews and recommends products, tested and recommended fireproof home safes.

Estate lawyers generally frown on keeping wills in safe deposit boxes in case access to the box is restricted after the owner's death. That may cause delays in retrieving the will. "When a person dies, you may not be able to get to it," said T. Randolph Harris, a lawyer specializing in estate and trust planning at McLaughlin & Stern in New York. He advises clients to keep the original will with their lawyer, and to keep a copy at home in a secure place like a locked file cabinet.

Storing emergency cash in a safe deposit box is also unwise, advisers say. Unlike money in a deposit account, cash in a safe deposit box isn't insured by the F.D.I.C., and it may be vulnerable to theft. This year, the Federal Reserve Board took punitive action against a former bank employee who stole \$30,000 in cash from a customer's safe deposit box.

Banks aren't immune to risks from natural disasters. So it's best to seal documents or other items that may be damaged by flood in plastic bags or containers to help protect them from water damage, Mr. McGuinn said.

Paula Pierce, a lawyer in Austin, Tex., urged consumers to carefully read the contract for their safe deposit box, which outlines what happens if, for instance, you lose your key. The American Bankers Association said banks don't keep copies of your key, so if you lose yours, the lock must be replaced. Often, Ms. Pierce said, "there's a hefty charge for getting the box rekeyed," so keep it in a safe place. Also, be sure to keep current on rental fees, Ms. Pierce said. Details vary by state, she said, but generally, after a period of notice, the bank may be allowed to sell the contents of the box to pay delinquent fees. Any excess money is turned over to the state as unclaimed property.

David J. O'Brien, a fee-only financial planner in Midlothian, Va., said he encouraged clients to take an inventory and to visit the box periodically to verify its contents. He said a relative's safe deposit box was mistakenly drilled open and emptied by her bank, which had confused it with another box with a similar number whose owner had fallen delinquent on rental fees. The box's contents — including a watch with sentimental value — were eventually recovered, he said. But the incident suggests that letting items languish indefinitely is a mistake. "You need to catalog what's in it," he said, "and then check on it."

Medicare.gov

Guard your Medicare card

You probably know that Medicare cards are changing to help protect your identity. Your new card will have a new Medicare Number that's unique to you, instead of your Social Security Number. Unfortunately, con artists may still try to steal your personal information.

So, what can you do to protect yourself? Guard your card, like a credit card. And don't give your Medicare Number over the phone or email. Remember, Medicare never calls you unless you've asked us to.

Flu season is back — did you get your free flu shot yet? Flu viruses change from year to year, so it's important to get a flu shot each year.

It's free for people with Medicare, once per flu season, as long as you get the shot from a doctor or from other health care providers (like senior centers and pharmacies) that accept Medicare.

Low-Dose Aspirin Late in Life? Healthy People May Not Need It

By Denise Grady/The New York Times



Should older people in good health start taking aspirin to prevent heart attacks, strokes, dementia and cancer?

No, according to a study of more than 19,000 people, including whites 70 and older, and blacks and Hispanics 65 and older. They took low-dose aspirin — 100 milligrams — or a placebo every day for a median of 4.7 years. Aspirin did not help them — and may have done harm. Taking it did not lower their risks of cardiovascular disease, dementia or disability. And it increased the risk of significant bleeding in the digestive tract, brain or other sites that required

transfusions or admission to the hospital. The results were published in three articles in *The New England Journal of Medicine*.

One disturbing result puzzled the researchers because it had not occurred in previous studies: a slightly greater death rate among those who took aspirin, mostly because of an increase in cancer deaths — not new cancer cases, but death from the disease. That finding needs more study before any conclusions can be drawn, the authors cautioned. Scientists do not know what to make of it, particularly because earlier studies had suggested that aspirin could lower the risk of colorectal cancer.

The researchers had expected that aspirin would help prevent heart attacks and strokes in the study participants, so the results came as a surprise — “the ugly facts which slay a beautiful theory,” the leader of the study, Dr. John McNeil, of the department of epidemiology and preventive medicine at Monash University in Melbourne, Australia, said in a telephone interview. The news may also come as a shock to millions of people who have been dutifully swallowing their daily pills like a magic potion to ward off all manner of ills. Although there is good evidence that aspirin can help people who have already had heart attacks or strokes, or who have a high risk that they will occur, the drug's value is actually not so clear for people with less risk, especially older ones.

The new report is the latest in a recent spate of clinical trials that have been trying to determine who really should take aspirin. One study published in August found no benefit in low-risk patients. Another found that aspirin could prevent cardiovascular events in people with diabetes, but that the benefits were outweighed by the risk of major bleeding. A third study found that dose matters, and that heavier people might require more aspirin to prevent heart attacks, strokes and cancer.

The newest findings apply only to people just like those in the study: in the same age ranges, and with no history of dementia, physical disability, heart attacks or strokes. (Blacks and Hispanics were included in the study at a younger age than whites because they have higher risks than do whites for dementia and

cardiovascular disease.) In addition, most did not take aspirin regularly before entering the study.

The message for the public is that healthy older people should not begin taking aspirin. “If you don’t need it, don’t start it,” Dr. McNeil said. But those who have already been using it regularly should not quit based on these findings, he said, recommending that they talk to their doctors first.

Dr. McNeil also emphasized that the new findings do not apply to people who have already had heart attacks or strokes, which usually involve blood clots. Those patients need aspirin, because it inhibits clotting.

The study, named Asprey, is important because it addresses the unanswered question of whether healthy older people should take aspirin, said Dr. Dr. Evan Hadley, director of the division of geriatrics and gerontology at the National Institute on Aging, which helped pay for the research. The National Cancer Institute, Monash University and the Australian government also paid. Bayer provided aspirin and placebos, but had no other role.

“For healthy older people, there’s still a good reason to talk to their doctors about what these findings mean for them individually,” Dr. Hadley said. “This is the average for a large group. A doctor can help sort out how it applies individually. It’s especially important for people already taking aspirin who are over 70. The study didn’t include many people who had been taking it, and doesn’t address the question of continuing versus stopping.”

The most widely used guidelines for using aspirin to prevent disease came out in 2016 from experts at the United States Preventive Services Task Force. They recommend the drug to prevent cardiovascular disease and colorectal cancer in many people aged 50 to 59 who have more than a 10 percent risk of having a heart attack or stroke during the next 10 years. (That risk, based on age, blood pressure, cholesterol and others factors, can be estimated with an online calculator from the American Heart Association and the American College of Cardiology.) For people 60 to 69 with the same risk level, the guidelines say it should be an individual decision whether to take aspirin. But for people 70 and over, the guidelines say there’s not enough evidence to make any recommendation. Asprey was designed to fill the information gap for older people.

Rather than looking only at individual ailments, the study also tried to evaluate aspirin’s effect on “disability-free survival,” meaning whether it could help older people prolong the time in which they remain healthy and independent.

“Preventive medicine is focusing on older people, how to keep them out of nursing homes, alive and healthy,” Dr. McNeil said. “Why would an elderly person be taking a drug if it doesn’t keep them alive and healthy any longer? A lot of the previous studies have looked at aspirin and heart disease. But a lot of drugs do good things and bad things. Just looking at one doesn’t seem to be enough.”

The study enrolled 16,703 people from Australia, and 2,411 from the United States, starting in 2010. They were assigned at random to take low-dose aspirin (100 milligrams a day) or a placebo. That is slightly more than the widely sold dose that most people take, 81 milligrams. With a median follow-up of 4.7 years, the two groups had no significant difference in their rates of dementia, physical disability or cardiovascular problems. But those on aspirin were more likely to have serious bleeding — it occurred in 3.8 percent, as opposed to 2.7 percent in the placebo group. The death rates also differed: 5.9 percent in the aspirin group, and 5.2 percent in those taking placebos. Much of the difference was the results of a higher rate of cancer deaths.

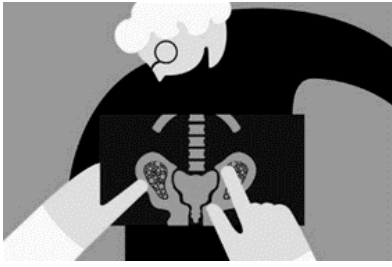
Dr. McNeil said his team could not explain the apparent increase in cancer deaths. They wondered if excess bleeding might have contributed to deaths in cancer patients, but did not find evidence of it. They will continue to follow the participants, and to study tissue samples from cancer patients who died.

Although it may seem counterintuitive, he said the cancer finding does not rule out the possibility that aspirin can help prevent colorectal malignancies. The protective effect may not show up until people have been taking aspirin for some time, longer than the average follow-up in the study. Dr. McNeil, 71, does not take aspirin.



When to Get Your Bone Density Tested

By Jane E. Brody/The New York Times



Newly updated guidelines can help women decide when to have their bone density tested to determine their risk of fracture and perhaps get treatment that can lessen it. But the new guidelines may further discourage already reluctant men from doing the same.

The guidelines, issued by the United States Preventive Services Task Force, suggest that all women 65 and older undergo bone density screening, a brief, noninvasive, safe and inexpensive test covered by Medicare. It is called a DEXA scan. For women past menopause who are younger than 65, the

guidelines say a scan may be appropriate depending on their risk factors for osteoporosis.

But for men, the task force said “current evidence is insufficient to assess the balance of benefits and harms of screening for osteoporosis to prevent osteoporotic fractures.”

Not all experts on bone health agree. As I wrote in this column in October 2016, although men get “about half as many osteoporotic fractures as women, when a man breaks his hip because of osteoporosis, he is more likely than a woman similarly afflicted to be permanently disabled and twice as likely to die within a year.”

And thanks to the decline in smoking and progress in treating heart disease, many more men are now living long enough to experience a debilitating and perhaps deadly osteoporotic fracture. As Dr. Robert A. Adler, an endocrinologist at the Veterans Affairs Medical Center in Richmond, Va., has written, it’s time to stop thinking of osteoporosis as just “a lady’s disease.” With age, virtually everyone loses bone density, a process that typically starts at age 30 and accelerates rapidly in women past menopause who do not take supplemental estrogen. In men, who enter adulthood with thicker, stronger bones, bone loss in midlife is more gradual but often becomes medically significant after age 70.

“Osteoporosis causes bones to weaken and potentially break, which can lead to chronic pain, disability, loss of independence and even death,” the task force noted. Osteoporotic fractures are very common and extremely expensive. Nearly 44 million women and men 50 and older — more than half the people in that age bracket — have low bone density that increases their chances of breaking a bone from a minor accident, like tripping on the sidewalk or over the cat. These so-called fragility, or low-trauma, fractures drain an estimated \$20 billion a year from the United States economy, up from \$17 billion in 2005, with a continued rise in the rate and cost predicted as the population ages. Men account for 29 percent of these fractures and 25 percent of the cost, according to a 2007 report in the *Journal of Bone Mineral Research*.

Insurance coverage for bone density tests, both government and private, is typically based on the advice rendered by the Preventive Services Task Force, so it is helpful to know what the group recommends. But it can also help to know when it may be wise to circumvent these guidelines.

Few question the value of bone density screening for women 65 and older, with timely repetitions of the exam determined by the initial results. The test is painless and noninvasive and involves a level of radiation 50 times lower than that of a mammogram, Dr. Margaret L. Gourlay, research associate professor of family medicine at the University of North Carolina, told me. There is also solid evidence that treatment with a bone-preserving or bone-building drug is beneficial when a bone density test reveals a level of bone loss defined as osteoporosis in the spine or a hip. “Bone density testing also has a place for women younger than 65,” Dr. Gourlay said. The question is, for which women and how often should it be done? The task force concluded that the need for an initial test is best determined by first examining a woman’s risk factors, a process that Dr. Gourlay said could consume half the time of a typical doctor visit.

There are three such screening tools currently available. The most popular and most time-consuming risk assessment tool is called FRAX. It involves a list of about a dozen factors that can influence a person’s risk of osteoporosis and estimates the chances of a major osteoporotic fracture occurring in the next 10 years. The factors include age, sex, weight, height, previous fracture, parental fracture history, smoking, alcohol consumption and the use of steroids. If the FRAX assessment deems a woman’s risk is 3 percent or higher for a hip fracture or 20 percent or higher for a fracture on the forearm, shoulder or spine, she is likely to be urged to get a bone density test if she is 40 or older.

Another somewhat simpler risk assessment is called SCORE. It calculates risk based on race, rheumatoid

arthritis, fracture history, age, estrogen use and weight. And a third, called OST, involves only age and weight and may be as good or better than more complicated risk tools. In an editorial accompanying the task force report, Dr. Gourlay wrote that “multiple observational studies have demonstrated that age and weight are as strongly associated with osteoporosis and fracture outcomes as more complicated risk tools.”

Dr. Jane A. Cauley, epidemiologist at the University of Pittsburgh who also wrote an editorial about the task force report, said in an interview that, in the Women’s Health Initiative Study of women aged 50 through 64, the OST tool identified 80 percent of women who had a bone density reading in the osteoporotic range. In contrast, she said, the SCORE tool identified 74 percent of such women, but both OST and SCORE did a better job than FRAX.

So, ladies, if you are past menopause and thin, consider getting your bone density checked. The lower your weight, the less benefit weight-bearing activities like walking will have on the strength of your bones. Also, women who lose weight by dieting lose bone along with fat and may consider getting checked for bone density, Dr. Gourlay suggested.

Dr. Cauley said she was “disappointed” that the task force issued no recommendations for testing men. “Men age 70 and older who have a high probability of an osteoporotic fracture based on any one of the assessment tools should get a bone density scan,” she said. “One in five men will experience an osteoporotic fracture, and bone density screening is warranted if the risk is relatively high given that there is a good screening method and effective treatment for bone loss.”

Dizziness on Standing May Be a Risk Factor for Dementia

By Nicholas Bakalar/The New York Times



Feeling dizzy or lightheaded when you stand up may be a risk factor for stroke and dementia years down the road, a new study reports. The condition, known as orthostatic hypotension, is caused by a sharp drop in blood pressure when rising from a supine position. It can be a symptom of various diseases or a side effect of medicine but often has no known cause.

Researchers collected data on 11,709 middle-aged people, average age 54, without a history of coronary heart disease or stroke; 552 of them had orthostatic hypotension. Over the next 25 years, there were 1,068 cases of dementia and 842 of stroke.

The study, published in *Neurology*, controlled for age, race, cigarette smoking, diabetes and other health and behavioral characteristics and found that people with orthostatic hypotension had a 54 percent higher risk of dementia and more than double the risk of stroke.

Feeling dizzy when you stand up is not a reason for panic, but the senior author, Dr. Rebecca F. Gottesman, a professor of neurology at Johns Hopkins, said that it may be a marker of vascular disease. If it happens regularly, a visit to the doctor is a good idea. “This will give you and your doctor an opportunity to review your vascular risk factors and make sure they are under control,” she said.

Attention Snowbirds

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

E-mail

rupasectr@rupa.org

Or mail to:

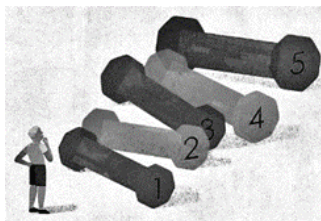
RUPA

PO Box 757

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Preventing Muscle Loss as We Age

By Jane E. Brody/The New York Times



Sarcopenia, a decline in skeletal muscle in older people, contributes to loss of independence.

“Use it or lose it.” I’m sure you’re familiar with this advice. And I hope you’ve been following it. I certainly thought I was. I usually do two physical activities a day, alternating among walking, cycling and swimming. I do floor exercises for my back daily, walk up and down many stairs and tackle myriad physical tasks in and around my home.

My young friends at the Y say I’m in great shape, and I suppose I am compared to most 77-year-old women in America today. But I’ve noticed in recent years that I’m not as strong as I used to be. Loads I once carried rather easily are now difficult, and some are impossible.

Thanks to an admonition from a savvy physical therapist, Marilyn Moffat, a professor at New York University, I now know why. I, like many people past 50, have a condition called sarcopenia — a decline in skeletal muscle with age. It begins as early as age 40 and, without intervention, gets increasingly worse, with as much as half of muscle mass lost by age 70. (If you’re wondering, it’s replaced by fat and fibrous tissue, making muscles resemble a well-marbled steak.)

“Sarcopenia can be considered for muscle what osteoporosis is to bone,” Dr. John E. Morley, geriatrician at Saint Louis University School of Medicine, wrote in the journal *Family Practice*. He pointed out that up to 13 percent of people in their 60s and as many as half of those in their 80s have sarcopenia.

As Dr. Jeremy D. Walston, geriatrician at Johns Hopkins University School of Medicine, put it, “Sarcopenia is one of the most important causes of functional decline and loss of independence in older adults.”

Yet few practicing physicians alert their older patients to this condition and tell them how to slow or reverse what is otherwise an inevitable decline that can seriously impair their physical and emotional well-being and ability to carry out the tasks of daily life. Sarcopenia is also associated with a number of chronic diseases, increasingly worse insulin resistance, fatigue, falls and, alas, death.

A decline in physical activity, common among older people, is only one reason sarcopenia happens. Other contributing factors include hormonal changes, chronic illness, body-wide inflammation and poor nutrition.

But — and this is a critically important “but” — no matter how old or out of shape you are, you can restore much of the strength you already lost. Dr. Moffat noted that research documenting the ability to reverse the losses of sarcopenia — even among nursing home residents in their 90s — has been in the medical literature for 30 years, and the time is long overdue to act on it.

In 1988, Walter R. Frontera and colleagues at the Department of Agriculture Human Nutrition Research Center on Aging at Tufts University demonstrated that 12 previously sedentary men aged 60 to 72 significantly increased their leg strength and muscle mass with a 12-week strength-training program three times a week.

Two years later in *JAMA*, Dr. Maria A. Fiatarone and colleagues at the Tufts research center reported that eight weeks of “high-intensity resistance training” significantly enhanced the physical abilities of nine frail nursing home residents aged 90 and older. Strength gains averaged 174 percent, mid-thigh muscle mass increased 9 percent and walking speed improved 48 percent.

So, what are you waiting for? If you’re currently sedentary or have a serious chronic illness, check first with your doctor. But as soon as you get the go-ahead, start a strength-training program using free weights, resistance bands or machines, preferably after taking a few lessons from a physical therapist or certified trainer.

Proper technique is critical to getting the desired results without incurring an injury. It’s very important to start at the appropriate level of resistance. Whether using free weights, machines, bands or tubes, Dr. Moffat offers these guidelines:

“Start with two repetitions and, using correct form through the full range of motion, lift slowly and lower slowly. Stop and ask yourself how hard you think you are working: ‘fairly light,’ ‘somewhat hard’ or ‘hard.’ If you respond ‘fairly light,’ increase the weight slightly, repeat the two reps and ask yourself the same question. If you respond ‘hard,’ lower the weight slightly and do two reps again, asking the question again.

“If you respond truthfully ‘somewhat hard,’ you are at the correct weight or machine setting to be exercising at a level that most people can do safely and effectively to strengthen muscles. Continue exercising with that

weight or machine setting and you should fatigue after eight to 12 reps.”

Of course, as the weight levels you’re working at become easier, you should increase them gradually or increase the number of repetitions until you fatigue. Strength-training will not only make you stronger, it may also enhance bone density.

The fact that you may regularly run, walk, play tennis or ride a bike is not adequate to prevent an incremental loss of muscle mass and strength even in the muscles you’re using as well as those not adequately stressed by your usual activity. Strengthening all your skeletal muscles, not just the neglected ones, just may keep you from landing in the emergency room or nursing home after a fall.

Dr. Morley, among others, points out that adding and maintaining muscle mass also requires adequate nutrients, especially protein, the main constituent of healthy muscle tissue.

Protein needs are based on a person’s ideal body weight, so if you’re overweight or underweight, subtract or add pounds to determine how much protein you should eat each day. To enhance muscle mass, Dr. Morley said that older people, who absorb protein less effectively, require at least 0.54 grams of protein per pound of ideal body weight, an amount well above what older people typically consume.

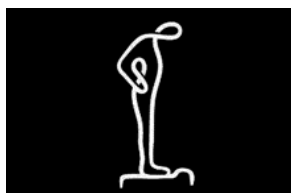
Thus, if you are a sedentary aging adult who should weigh 150 pounds, you may need to eat as much as 81 grams (0.54 x 150) of protein daily. To give you an idea of how this translates into food, 2 tablespoons of peanut butter has 8 grams of protein; 1 cup of nonfat milk, 8.8 grams; 2 medium eggs, 11.4 grams; one chicken drumstick, 12.2 grams; a half-cup of cottage cheese, 15 grams; and 3 ounces of flounder, 25.5 grams. Or if you prefer turkey to fish, 3 ounces has 26.8 grams of protein.

“Protein acts synergistically with exercise to increase muscle mass,” Dr. Morley wrote, adding that protein foods naturally rich in the amino acid leucine — milk, cheese, beef, tuna, chicken, peanuts, soybeans and eggs — are most effective.

Do You Have Sarcopenia? To help doctors screen patients for serious muscle loss, Dr. John E. Morley and Theodore K. Malmstrom devised a simple questionnaire that anyone can use. It asks how difficult it is for you to lift and carry 10 pounds, walk across a room, transfer from a chair or bed or climb a flight of 10 stairs. It also asks how often you have fallen in the past year. The more challenging these tasks and more often you’ve fallen, the more likely you have sarcopenia.

Heart Risks Tied to Parkinson’s Disease

By Nicholas Bakalar/The New York Times



Abdominal obesity, high triglycerides, high cholesterol, high blood pressure and high glucose readings were linked to an increased risk of developing Parkinson’s disease.

Symptoms of poor cardiovascular health may be linked to an increased risk for Parkinson’s disease, a new study has found.

Researchers used data on 17,163,560 South Koreans over 40 years old and found 44,205 cases of Parkinson’s over the course of a five-year follow-up. They looked for five cardiovascular risk factors that define the metabolic syndrome: abdominal obesity, high triglycerides, high cholesterol, high blood pressure and high glucose readings. The study is in PLOS Medicine.

After controlling for age, sex, smoking, alcohol consumption, physical activity, income, body mass index and history of stroke, they found that each component of the metabolic syndrome significantly increased the risk for Parkinson’s disease.

The more risk factors a person had, the greater the risk. Compared with having none of the risk factors, having all five was associated with a 66 percent increased risk for Parkinson’s disease. The association was particularly strong for people over 65.

There are about 60,000 new diagnoses of Parkinson’s each year in the United States, and about a million Americans are living with the disease.

“The metabolic syndrome and its components are independent risk factors for Parkinson’s,” the authors wrote. “Future studies are warranted to examine whether control of metabolic syndrome and its components can decrease the risk of Parkinson’s disease development

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

LETTERS

MRS. LOIS BENEDICT—Glen Ellyn, IL
'Benny' passed on 17 years ago. That's a long time to be on my own. I miss those airline days of Ben coming home in his uniform, or us jumping on a plane for a getaway. Thank heavens for 8 daughters, 3 sons-in-law, 11 grandchildren plus 2 by marriage, and 1 great granddaughter, they keep me busy. Koltyn Carrie, (named in remembrance of her grandmother, Carrie), is learning to call me GG for great grandma. She's so sweet. I'm not sure many grandkids like to spend time with an old lady; I'm sooo fortunate to have a wonderful bunch. They call, mail cards the old-fashioned way, and surprise me with weekend overnights.

Recently attended my grade school reunion. It's been 80 years since 8th grade. I was the oldest and only one from the class of 1938, we had one from classes 39, 40, 41, 42 and all the others were younger! It had been almost 20 years since Ben and I had attended our high school reunion. Good old days and memories!

Thank you to all who work on the RUPANEWS. I enjoy it.

Lois, wife of Ross; MDW, ORD 1952-1984

DICK BOSTON—Las Vegas, NV and Salem, WI
Cleve, Thanks for all the work you do for the magazine. Here's hoping that you can finally get that replacement, so you can step down. Great job!

Odds and Ends. Nancy and I are still between LAS/Salem and doing fine since retiring in 2000. I'm



beginning the 19th year of fighting CLL leukemia. I'm doing well on an oral chemo by the name of Ibrutinib the past three years. No immune system so prostate cancer was found in a recent biopsy. I was hoping for the newer Cyber Knife radiation treatment, but I flunked qualifying for it. The treatment program will now be one of hormone therapy and "regular" radiation starting soon.

Military flashbacks. I recently was able to attend a Marine Vietnam Helicopter pilots' reunion in St. Louis. It's always nice to see some fellow pilots and crewmen you flew with some 50+ years ago. One included my first squadron CO in RVN, a retired Major General who is now 89 years old.

An O-2 story since recent pictures and stories have been in the *RUPANEWS*. While flying gunship support for a resupply, I was watching an O-2 orbiting in the distance when all of a sudden, the twin tail boom structure disappeared as if it was just sliced off. The a/c body fell like the "proverbial" safe end over end straight down. We checked the site and determined that there could be no survivor, then initiated a quick body recovery by a squadron mate before any bad guys could get to it. I've always felt how unlucky that AF Major was to have a 105-shell hit the way it did while he was flying around at xx? airspeed.

Airline thoughts. I often wonder how the CAL pilots I flew with who bailed early and joined United have made out with the UAL/CAL pilot merger? Well I hope, good group of pilots.

I enjoy reading the write ups from all those I enjoyed flying with and knew at the airline. Hate to read about those who have "Flown West."

Dick CLE, DEN, ORD

NEIL BRETTHAUER—Marco Island, FL
Another year has flown by at warp speed and it's time for the annual RUPA missive. 2018 started quietly enough, then in March we embarked on a twelve-day cruise through the western Caribbean that included the Panama Canal. It was quite a feat of engineering building that thing. We joked that the ship at the time housed the world's largest concentration of walkers and wheelchairs.

April (and again in September) took us on four-day trips to Key West, always a fun place to hang out.

May saw a return to our Palatine home for a short stay, and in June we attended the Cleveland Crazy's Summer Do and enjoyed reminiscing with old friends from our days at the best little base UAL ever had. From there, it was back to Marco for a stay over the fourth of July holiday and fireworks

on the beach.

In August I attended the 60th year reunion of my high school class in rural Ohio. We all joked about being among too many old, fat, bald folks.

Much thanks again to the officers and volunteers who make RUPA the great organization it is. The "RUPANEWS" remains my favorite monthly publication for all its newsy articles and the letters from fellow retirees.

Dues are on their way via the website.

Regards, *Neil* DTW, SFO, CLE, ORD 1967-2000

JIM BURRILL—Wooster, OH

Well another year has passed without any bad news. In fact, the very good news was that my daughter's newly purchased home, two weeks before hurricane Florence, near Emerald Isle, NC, made it through with minimal damage. Others nearby were not so fortunate.

We did some travel in via American Airlines to San Diego last fall. Purchased 20% tickets on UAL to Orlando and on to Denver to visit family and then home. A little cramped in economy but the service was good on both airlines. This past summer, a friend and I drove via RTE 66, or what is considered to be RTE 66 to Flagstaff, AZ then on to the Grand Canyon area, crossed the Colorado to Zion National Park and on to Cedar City, UT to visit my brother, who is suffering through Alzheimer's. It happened to be a good time and he still recognized me. We had a good time recalling old times in the fifties, but nothing more recent. A terrible disease. Monica and I are volunteers for Hospice and see the effect of the disease on a weekly basis. We continued our drive to Salt Lake City to visit my grandson who serves as an Explosives Ordinance Disposal expert in the U.S. Air Force at Hill AFB. Loves the job. My friend and I returned to Wooster via I-70, a beautiful drive back to Ohio and, believe it or not, we are still very good friends.

I read Ron Denk's letter in the August RUPA issue about the newer pilots not experiencing what we did in the fifties and early sixties like using JATO (acronym for jet-assisted take-off) for ski equipped or water borne aircraft. Planes like the Dakota (C-47) on skis, the PBY5A (Canso), the Grumman Albatross (SA16) and the older C-130's were all under powered when trying to get airborne from snow, rough water or short runways.

As a pilot for the RCAF 103 Search and Rescue Squadron, the Dakota and Albatross with skis, needed JATO to get off of the snow on ice covered lakes or remote snow-covered so-called runways. Both

the Canso and the Albatross needed to use four JATO bottles for take-off from the Atlantic Ocean or rough water on the Great Lakes. After applying full power and getting the aircraft moving in the right direction two JATO bottles were fired by the pilot to get the flying boat on the step and nearing flying speed two more were fired to help the plane to get airborne. Timing was everything. Firing too soon the JATO would exhaust themselves and leave you stuck bouncing like a cork as you hit one swell after another. Not a good situation. Done right, it was pretty exciting.

I am still participating in a clinical trial for Prostate Metastatic Bone Cancer through the Cleveland Clinic Taussig Cancer Institute. The trial uses two drugs, ABIRATERONE and ENZALUTAMIDE plus Prednisone to stop the cancer. So far, the after 35 28 day cycles my PSA has been undetectable for the last 32 cycles. The drugs have not yet been approved to be used together and not before Chemo treatment. So far, some side effects, fatigue, occasional mild headache, hot flashes, sometimes thinking or memory problems, not that I didn't have that before. Aside from that, I live a pretty normal life and down the line some 50 year old may benefit from my experience and avoid Chemo.

A big thanks to the people who produce this great Journal.

'67-'95 Caravelle, DC-8, 727, 757, 767. Loved that 727, especially joining the circuit at ORD's request.

'55-'67 Chipmunk, Harvard, T-33, C-45, Dakota, DH Otter, wheels, skis, floats, PBY5A, SA16 Albatross. *Jim & Monica*

CLARK CRAWFORD—Hansville, WA

Hi Cleve and all you readers. All well here after 24 years of retirement, am looking for another 24 years of it before considering something else.

The days are filled with the ever-changing happenings and excitement at home. Just this morning for instance, outside our bedroom windows, three or four or more Flickers hammered their wood pecking bills on the gable ends and window frames as they flittered and fluttered about beckoning us to get out of bed and enjoy the sunny morn'. Shortly thereafter, a huge dump truck arrives in the yard to drop the first of three loads of large tree trunks



that are products of some road-building in a nearby forest, that will mean I chain saw and split them into next year's firewood.

Tomorrow morning, I am off to a continuing computer class at the Kingston library 14 miles away, and then perhaps a Bento lunch at nearby Japanese restaurant 16 miles farther along. So, you see my urge to travel is pretty well tanked up with local phenomena. Saves a lot bother with that airport and steamship security when I venture out into that nether realm.

Twice last week I traveled the 55 miles to the BIG city, Tacoma. Once for three hours of Scottish Country Dance, and on another day a trip to Costco. Gee they have a lot of stuff in there.

Wife Mary still circulating in her various lady circles of topics that she enjoys. All the offspring are well and busy in their life endeavors. So, we all feel blessed and are so grateful to be experiencing our wonderful Country of the good old USA. Life is good.

Miss so much of the wonderful times of working with the United family, but much of that is relegated to the been there-done that realm. It is very comforting and enjoyable to have the contact with the RUPA organization and the wealth of communication it provides. I am not wearing a hat at the moment, so I will attribute my hat is off to all you who flesh out and make live this wonderful source.

My captain's hat still hangs with a dust cover in the entry way closet; just in case the crewman phones with a special assignment.

My best to all of you. Kindest regards, *Clark*
Courtesy is contagious.

CORT DEPEYSTER—Reno, NV

I received a call last week from good friend, Capt Pete Lee (SFOFO) with an invitation to join he and



old friend, Leon Scarbrough, (RUPA Sec/Tr Emeritus and new hire classmate) for lunch.

I Jumped at the opportunity, flew down to Petaluma, CA and enjoyed several hours reminiscing about old times.

Leon, was in great spirits and has not lost his famous sense of humor.

Great times to say the least. He said to say hello and thanks for all your support. *Cort*

DAVID HOYT—Shrewsbury, MA

It is with great sorrow that I am still trying to get over the death of my beloved wife, Ellie, of 58 years. She passed July 19, 2018 a 4 yeafter ar battle with Acute Pulmonary Fibrosis. My high school sweetheart that never made age 80 by 2 months!

"We" moved from Stuart, FL to Shrewsbury, Massachusetts 10 months ago into a great retirement residence. Southgate at Shrewsbury which is expensive, but all things are taken care of. Not even allowed to hang my own pictures as maintenance said: "We don't want you falling off a ladder." They do it all. It is great being near family with oldest son a half hour away, 2nd son, Jet Blue pilot, an hour and a half, and daughter 2 1/2-hour drive.

Looking forward to the NY RUPA luncheon next Wednesday and keeping up with all the retirees I flew with over my career through the RUPA magazine. 34 years unscathed from a "low time" new hire cuz of no supply of pilots in the 1960's!

All the best to all, *Dave*

JIM HUFF—Vancouver, WA

Not much change for us since last year, except for the fact my bride for 61+ years fell and broke her right femur about 1" below the hip socket, resulting in a partial hip replacement, while we were visiting our son in Bend, OR on June 22nd. Four days in the hospital there, then 17 days in rehab before we could return home to Vancouver, WA. Thankfully she has done well enough in further rehab here to be mobile enough to even play a little golf again. We still plan to "winter" once again in our condo on Molokai. Been doing that each winter since '97.

Sold our 5th wheeler and truck 2 years ago, so miss our annual trip to Hebgen Lake, on the Madison at West Yellowstone, MT each June for fishing. Got to have a couple of visits with past RUPA Pres Walt Ramseur (friends since '56) and his daughter Sheri, and once with son Steven. Walt plans to sell his apartment across the river in PDx and move back to his hometown in North Carolina. I believe he is in the far western end of the state, so hopefully not se-

riously compacted by hurricane Florence.

Mahalo to all the crew who keep the *RUPANEWS* coming. Been 29 years now that I have been able to receive it!

Jim, DOH 1-10-55

RON & BARBARA HUFFMAN—Enumclaw, WA

Greetings to fellow RUPA friends. We so enjoy getting the updates on the RUPA members.

Ron was 80 on 10-18-2018. His daughters are putting together a celebration of that landmark next month.

I, Barbara, am writing this since Ron has been unable to do so since his 1985 stroke. He has been relatively healthy this year, but there is always a doctor appointment looming. Guess that goes along with the aging process. He is, however, able to go to Starbucks daily to have his coffee and conversations.

Only flying trip was to Kona this year. We were in Kona prior to the major volcanic eruption. That added a bit of real estate to the growing island. Did some Eastern Washington drives where 2 grandsons are in college. Our oldest grandson will graduate in May, be commissioned into the Navy and plans to be in the pilot training program. We try to keep up with the grandkids many activities who live locally. Recently we added great grandchild # 6.

Hope to fly on an Emirates pass to Dubai early next year. Son-in-law, who is an A380 Captain there, has passes for in-laws!

Always look forward to the *RUPANEWS* magazine and appreciate the cartoons as well as newsy articles. *Barbara* for Ron

GEORGE JOHNSON—Seattle, WA

Another year, another 10cents! Pretty quiet year, really nice warm summer.

I sold my Lake Amphibian and replaced it with vintage 1961 Piper Apache. Not your grandfather's Apache, this has all the Geronimo mods, 200hp engines and a glass panel to name a few.

Very busy flying the Lear early, but slow this summer. Did one flight in July and shut down the left engine due to no oil pressure, first shutdown since 1968!

Still having fun with our grandchildren.

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

PAUL MATTSON—Frisco, CO

Hi Cleve, Paid the yearly dues online. That makes it easy.

My wife and I just got back from our honeymoon cruise, one year after the nuptials. The ship left Bergen, Norway and called at the Shetland Islands, Faroe Islands, Iceland, Greenland, L'Anse aux Meadows, Newfoundland, Saguenay, Quebec City and Montreal. I have flown over those places hundreds of times but never had a chance to visit on the ground. It was fascinating. Places to return to with more time to spend.

A freak eye injury the end of December had me in surgery twice, but the Docs did a great job and with a scleral contact lens I can see 20/20. One more surgery to go to complete the repairs.

I sold my house in Frisco (Frisco, Colorado, NOT San Francisco, California, where nobody ever calls it 'Frisco') anyway, moved to Durango, CO where my new wife has her medical practice and we broke ground on a new home, hopefully the last move I will ever have to make. We planned it small, high quality, minimum maintenance, and a very large garage. What more does a man need?

I become a full-fledged 'socialist' this year since I will hit 65 and start collecting Social Security and Medicare. Loving Retirement. *Paul*

LARRY NIKOLAUS—Huntington, WV

Hit 70 this year and still enjoying the hills of West Virginia. Flying about 100 hours a year in my Cessna 190. Took her to Oshkosh this year. Got there early to beat the weather. Had the 4 rows assigned to Cessna 190/195's to ourselves for 3 days.



What an adventure with everything aviation around. Every aviator needs to see it at least once. There were 601,000 people and 10,000 airplanes.

Thanks to the RUPA volunteers for the magazine and providing the information we retirees need.

Larry, LAX ORD 1990-2013

RALF (Pat) PATTERSON—Fairfield, PA

This is my first and obviously last personal update letter. Some time ago a friend asked me if I had any idea how lucky I was? I assured him that this was something I did know. I was hired when I was 20 and had to wait 9 months to go to new-hire school. I turned 21 in May and was in school in June. I was

the bottom name on the seniority list printed in 1967 B.C. (before computers) and upon retiring in May of 2006 at the age of 60 I was at the top of the list. But that's not why I'm lucky.

May of 2006 was just after our retirement money was stolen so I found myself looking for a job and was in new hire school again in March of 2007 with Netjets. It was great to work for a good company again and the flying was fun. I flew for 3 years and was furloughed which was perfect for my situation. This was like the icing on the cake of my career. But that's not why I'm lucky.

In December of 1995 my FAA doctor told me I had excellent physiology for a man my age, but looking at him, a doctor in WWII, I thought I had better find a doctor who was going to outlive me. Coincidentally, on my next trip my co-pilot was raving about how great his doctor was. So I made an appointment with him to have my cholesterol checked and he tested me, as a new patient, for everything. Looking at the results he sat down and started rubbing his forehead. So, I asked him what my cholesterol was and he flipped back through the many pages of test results and told me it was 245, but that wasn't the problem. He said my lipo-protein A level was, and upon asking what that meant, he said that it was an excellent way of determining your genetic pre-disposition for heart disease. If your number was 28 or less for a white male it meant that you were at normal risk for developing heart disease. If your number was 30, you were twice as likely to have heart disease, and if it was 30 coupled with high cholesterol you were 3 to 5 times more likely to develop heart disease than the average Joe. He then told me that my number was 89. He had never seen or heard of a number that high, and refused to accept me as a patient unless I had a stress test. So, I checked with the company doc and got

the name of an approved cardiologist who gave me a nuclear stress test after which that doctor said, if he didn't know better, he would think I was a highly conditioned athlete the way my heart recovered. But, after a catheterization he came back with the pictures and was rubbing his forehead. He asked me about my chest pains upon which I reminded him of the highly conditioned athlete remark and told him I felt like Superman. He told me the left artery in my heart was 95% blocked and my right one was 100% blocked, and he couldn't explain why I wasn't having a heart attack right then. He told me that I had to have coronary artery-bypass surgery immediately, and it was probably career ending. He didn't want to let me out of the hospital and after a lively exchange of epithets and anathemas including a call to the company doctor that got me grounded we agreed that I might return on Monday. I went home for the weekend and completely ignored the doctor's orders to stay on the couch and do nothing by doing all of the things that you would do if you thought it would be the last time you could do them. On Monday a very relaxed Superman strolled into the hospital and had quadruple bypass surgery. That was in January of 1996, and following the FAA protocol of waiting for 6 months and then re-testing, I celebrated my 50th birthday. A day I apparently was never supposed to have seen. In October I was in 777 school. Since then I have had 2 bouts of endocarditis, 3 more open heart surgeries including 2 aortic valve replacements and several more bypasses put in. I was asked after each surgery if I didn't feel better and, in each case, I told them "No, I did not." When reciting the litany of ailments that I suffered from as a result of these surgeries they were always dismissed as the normal symptoms of aging however, clearly the only obvious, logical explanation, I'm sure you will agree, is the surgical thread they left in me must have been made of kryptonite. In 2013, I had my first heart attack because one of the bypasses closed up and they had to put stints in both ends of the bypass. I was told then that all of my native vasculature was gone and the bypasses were the only thing keeping me alive. The miracle of modern medicine has given me, up to the time of this writing 20 extra years of healthy life. But that's not why I'm lucky. I married young, before I started with United, and we have 4 kids, 7 grandkids, and 6 great grandkids and have traveled all over the world with them at various times. But that's not why I'm lucky.

A partial list of places I've been while being paid per diem. Mt. Rushmore (RAP layover), the pyramids of Teotihuacan (MEX 1/o), Cuzco and Machu

Turkey Season

I shot my first turkey yesterday! Scared everyone in the frozen food section.

It was awesome!

Gettin old is so much fun...



Picchu (60 hour LIM l/o), the cross on top of Corcovado (RIO), Stuart, Edinburgh, Lancaster, Warwick, Windsor, Leeds and Neuschwanstein castles, Copenhagen, Cologne, Heidelberg, Nuremberg, Karlov Vary, Slubice (Poland), Prague, Budapest, Vienna, Montreaux, Calais, Versailles, Avignon, Aix-en-Provence, Marseille, St. Tropez, Nice, Monaco and the island of Aegina (9 months LHR TDY), the shroud of Turin and the island of Bellagio (MXP l/o), Venice, Verona, Sienna, Florence, Pisa, the top of Vesuvius, Naples (1 month FCO TDY), the Taj Mahal, Khathmandu, Rangoon, Mandalay, Bagan, Phuket, the great wall of China (both Badaling and Simatai), Guangzhou, the island of Macau (3 months HKG TDY), the palace of Johor Bahru, Malacca (SIN), Kyoto (OSA), the view from the eye windows of the world's tallest standing Buddha (NRT), the opera houses of Sydney and Buenos Aires (SYD & EZE). Nassau, Bermuda, Presque Isle, Maine, Winnipeg, Canada, Ketchikan, Alaska, Santa Monica, California, Telluride, Colorado, and Laredo, Texas (all Netjets). But that's not why I'm lucky.

The secret to success is to surround your-self with talent. It was my privilege to have been associated with the very talented people at United, a great medical team, the people at Netjets, a group of long-term friends plus a very considerate and understanding family that made my 40 plus year career so great. It was truly an honor for this high school educated hangar bum to have been surrounded by all of you. It was because of you that I was lucky.

So, no funeral. I donated my body to science in the sincere hope that one day some future doctor will be able to give your children or grandchildren the gift of an extra-long, healthy life because they were able to learn all about human anatomy from a real dummy.

Farewell, *Ralf (Pat) Patterson*

DTW, DCA, ORD, DEN, IAD, LHR, FCO, HKG, JFK, MIA, HNL, IAD, LAX, ORD, SFO. DC-6, DC-7, DC-8, B-727, 737, 747, 757, 767, 777, FFDO (best school ever), 747-400, CE 560 XL/XLS, TEB, IAD

DOT PROSE—Osprey, FL

Cleve – have paid the dues on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD), who flew West in 2010.

I'm still attending the SW Florida RUPA luncheons in Fort Myers and keeping them going with Gary Crittenden plus maintaining contact and membership in the OX-5 Club for our RUPA Day at Sun-n-

Fun in Lakeland, FL.

In addition to travel, I've also kept myself busy with some journalistic efforts for the National Naval Aviation Museum in Pensacola, FL of which I'm a life member having first seen this museum as a young Ensign at my first duty station at NAAS Saufley Field in Pensacola in 1967. In their Spring 2018 journal they published my article on the Navy N3N-3 primary training aircraft dad and I owned for 12 years in Chicago, and subsequently donated to the museum in Pensacola. I didn't want to sell it, thus the donation. I was able to pull together its life history (Bureau Number 3046) from the time of manufacture in 1941 until donation in 1978 from all its log books, both Navy and civilian. The publication's editor said they never had an airframe history story written but, since the aircraft was a member of the family, I thought why not do a "this is your life." Wish dad were still around to read this article. I think he'd like it.

The trip I took to Guadalcanal in the Solomon Islands in August this year was quite the eye opener. There were only five of us traveling as part of Military Historical Tours (MHT). Each of us was on a single supplement. No couples (guess not too many women are interested – not a holiday). I would encourage anyone to take this single supplement approach who really wants to take a tour but, for whatever reason, no one else is available or wants to go.

I was thinking about more nostalgic stories I heard while growing up in an airline family. My mother was a United stewardess 1940-1942 (till a DC-3 crash into Flushing Bay ended her career but fortunately she survived despite serious head injuries). She never talked much about her airline encounters. Got more from dad on his flights. She had mentioned on occasion that she had Howard Hughes as a passenger. A few years ago I finally thought I'd ask her some questions as I don't know anyone today who personally encountered Howard Hughes and, as he was such an eccentric character in the aviation field, I thought it might have been an interesting event. It was like pulling teeth, but I did get from her that the DC-3 flight was in 1941 from Chicago to New York. He sat way in the back, he wore a suit, was alone, very quiet but nice and he accepted coffee from her thermos and drank it black. And he did not ask her out, but she didn't seem too disappointed, either. So she watched over him for the duration, and all turned out well with the flight. No dramas. A satisfied passenger! I found a quote by him: "I wanted to see New York...so I tried to see how fast I could do it in." Maybe this was that trip! Everything was fast with him!

For planning purposes the next RUPA Day at Sun-n-Fun Fly-In at Lakeland, FL will be Thursday, April 4, 2019. The Fly-In itself runs from 2-7 April 2019.

The magazine is still my favorite source of information which keeps me up to date about United, the industry and health issues! I think it's the best airline magazine out there and most appreciated!

Dot U. S. Navy

GARY SMITH—Terrebonne, OR

Wow, 22 years since my last UAL flight! Still enjoy good health with great mountain views of central Oregon. Live above the Deschutes River with unobstructed view of 8 cascade peaks. The dry side of the mountains has drawn many new residents since our arrival 20 years ago. Weather and recreation venues are a big draw.

Glenda and I have a blended family with 18 grandkids, 4 great grandkids and still counting. I DID NOT see that coming!

Recently viewed CNN special on "1968." A tough year for the U.S. with assassinations, riots and unrest. As for myself, I was out of country that year. Finished combat crew training in the C-123 and jungle survival in the Philippines in January. Arrived in Saigon just after the Tet offensive started. First night in transient billets at Tan Son Nhut, incoming 122mm rockets hit the building next door and also a C-123 in a revetment killing an Air Force mechanic. To say I was scared, is an understatement! I knew 1968 was going to be a tough and challenging year for me. And it was!

Billeted in downtown Saigon as no room on base. Had several close encounters as the city was not yet secured. A few weeks later assigned to the 310 Air Commando Squadron at Phan Rang Air Base, which was located about 30 miles south of Cam Ranh Bay. It was a new US base recently constructed. Much better!



The C-123 does not have much written about it or its role in Vietnam. A remarkable airplane ideally suited for its Vietnam mission. I was a Captain in the 310th and our mission to provide support for Special Forces operations and regular support throughout South Vietnam. Along with major airports, we operated in mountain areas with short runways and often dirt or psp runways. Most operations were daylight sorties and we had few navigational aids.

Hard to believe the C-123 was originally designed as a glider by Chase Aircraft. It never went in to production. P&W R2800 reciprocating engines with reverse props were added along with other modifications and Fairchild took over production. It had no autopilot or radar, but was a great STOL aircraft. Fuel tanks were in the engine nacelle and were self-sealing. External wing tanks could be added for long range flights, but were not used in our operation. The C-123K had two small GE J85 jets added and they burned AV gas from the nacelle tanks. The jets were great upgrade in gross weight and performance. The K model became the primary C-123 in 1968.

We had an angle of attack stall warning meter mounted on the glare shield. This allowed flying a few percent above stall speed when making a steep visual assault approach into a hot airfield where enemy fire was probable. Two examples were the A Shau Valley and Khe Sanh which were very dangerous areas. The C-123 carried a greater load than the Caribou and landed on shorter and marginal runways that the C-130 could not.

I flew over 900 sorties during my tour. A few very close calls but I returned safely. I lost some friends and colleagues that year. There were some bright spots. An outstanding mission was flown by Lt. Col. Joe Jackson of the 311th ACS. Google his name as he was awarded the Medal of Honor for a successful rescue of a combat control team from a camp being overrun by enemy forces! HEROIC!!!

Another plus was the great people I worked with! Also, one of the most beautiful countries I have flown over. An added benefit, my flying skills improved by a huge margin. Returned to the U.S. Feb. 1969 and hired by UAL few weeks later. A new life starts! *Gary* UAL 1969-1996

CHUCK THOM—Litchfield Park, AZ

77 now, WOW! Born 2 months before "Pearl," retired the day before "9-11," between the two, I had 60 years of incredible excitement, fun and challenges.

I once listed all the times I could have/should have died, but didn't. WOW again, 13 times. I spent around 200 hours chronicling my life on paper for my 2-year-old son, Kieran, to use as a learning experience, so that he should never have to wonder about answers he did not have time to ask about my life. It's a poor substitute for video/audio remembrances, but I really regret not hounding my Mom/Dad/Uncles/Aunts, etc. about their lives and especially about our ancestry, before it was too late.

Here is one story to fulfill Cort's request for more of life's interesting history by us old Geezers:

UAL pioneered CRM training, probably as a result of the Portland DC-8 crash (fuel exhaustion). I fully embraced that training, which saved my bacon while taxiing at night in LAS. I landed there with the 727 taxi light Inop, and 2 of 4 land lights also Inop (dispatched Inop). I turned off the west runway only to find the east bound taxiway lights Inop, both centerline and border. It was really pitch dark out there. With the land lights off to protect other landing aircraft, I strayed of the taxiway left and both the F/O and S/O were alertly questioning our status and my intentions. I stopped dead in my tracks, turned on the 2 good landing lights, and found the nosewheel off the taxiway, but still on the paved area beyond the taxi lights. I got back on centerline and used occasional landing lights until reaching a lighted area. I had avoided a 5-foot-deep hardened ditch. Those two gentlemen stayed "head in the game" and spoke up without any fear of overstepping. I was and am very grateful to them for their continuous monitoring and vocal resistance to my nearly disastrous laxity.

Wendi, her two girls (age 17 and 20), little Kieran, and I went on a Disney Cruise to the West Indies and Caribbean in July, just ahead of a hurricane, which hit Puerto Rico, again. Disney Cruises are very classy, and highly recommended, despite the greater cost.

Thanks to Mike Ray for his "Dead On" description of a retired pilot's dreams/nightmares. Thanks again to all the Ruparians who contribute their time and valuable experience to the RUPA Organization, a class act by class men and women.

Auf Wiedersehen, *Chuck*, ORD, SFO

JOE UDOVCH—Laguna Hills, CA
Birthday number 82 coming up in November and I shared an eventful year with my family.
My eldest daughter Cathy, who is a travel agent, booked a tour and cruise for us to Alaska for a second time, but this time heading further North to

Fairbanks where we went to the Denali McKinley National Park, and brought along my second daughter, Christi and grandchildren, and what a tour it was. In addition to seeing the tallest peak in the Northern hemisphere, we were privileged to see a large number of wild animals in their natural state. There were bears, foxes, moose and wild wolves who were doing what they do in killing mountain sheep for food.

We visited an animal sanctuary in Haines, Alaska, the Kroschel Films Wildlife Center, where Steve Kroschel works with wild animals to, in effect, tame them. He had worked with Walt Disney, in years past, to provide animals for Disney's movies and TV programs. My grandkids and all of us, were impressed with being able to have carrots taken from their mouths by the reindeer/caribou, and being able to actually kiss Karen the moose, while feeding her delicious young tree leaves. And Isis the wolf was a beautiful specimen of the species and behaved for Steve almost like a trained dog. Of course, we remained behind a wire fenced. And the only time barefoot Steve donned shoes and a thick jacket was when he picked up and dealt with a wolverine and a lynx, because of their sharp claws. It's worth a visit to the web site for Haines, Alaska and Kroschel Center, if you have any plans for a tour like we took. It's also necessary to have your cruise booked through Princess Cruise Lines, because other cruise lines do not, for commercial reasons, have an agreement for the sanctuary visit in Haines.

We proceeded to Skagway to board the Island Princess, and from there, it was pretty much what most people expect from an Alaskan cruise; the beautiful inside passage, with glaciers, whale watching, and shore tours. We then went to Vancouver, B.C., where we also spent a few eventful days. Canadians, at least in B.C., treat Americans very well. And since my grandkids are both soccer players, we were able to enjoy sitting in some restaurant/bars, and watch the World Cup finals being played. There was plenty else to do in B.C., and we took advantage as much as possible; Grouse Mountain, Granville Island and Stanley Park and more.

All of my 3 daughters, Cathy, Christi, and Carynn (pronounced Karen, but spelled with a C to have 3 C's, and the special spelling is because she is a special kid, a Down Syndrome) are huge L.A. Kings ice hockey fans. All three have skated with the Kings at their practice facility after Wayne Gretzky brought hockey to L.A. from Canada. Carynn has her hockey stick from Gretzky along with a picture posed with him. Because Carynn is Down Syndrome, her mother had her signed up for the UCI

(UNIVERSITY OF CALIFORNIA, IRVINE) studies with this population of people. UCI is a premier place for these studies, and they have shown that, in general, this group shows signs of aging much sooner than the normal population. We as family have begun to notice Carynn's decline, and it is sad to witness because we all know where it leads. Cathy and Christi and their mother work with people who have developmental disabilities and, although we know the eventual outcome, it isn't easy for any of us to accept. Carynn still goes to films and eats out with family and participates like before. I look at her and, though I am in "excellent" health, except for the replacement hip, I see what my future holds for me as well in growing older.

I'd like to add my kudos to those of other people for the fine job which Cleve Spring has been doing with the *RUPANEWS*, and I know he would like to "retire" a second time from doing this forever, but until someone steps up, we just have to say Thank You Cleve and Best Regards, *Joe*

CHRIS WITTENFELD—Bonney Lake, WA Hello Fellow RUPArains, the rains have finally arrived; our drought is now in doubt. Hopefully, the coming seasons will fill the mountains with snow and moisture to replenish the soil with new life and drench the fires.

It would have been a fantastic summer hiking season except for the smoke, which restricted my hiking. I managed to find a half dozen off trail alpine lakes, two had great fishing, Upper Venus and Gold Hills 1. Venus Lakes, north of Spirit Lake, was a 3-day adventure for me, distance, elevation gain and 3 miles off trail were too much for a one-day trip. Norway Pass, Mt. Margaret and the Lakes trail #211 in the Mt. St. Helens National Volcanic Monument are incredible. The open alpine vistas, regrowth of vegetation, and animal life are amazing. A sad note; park maintenance is sorely lacking; the whole eastside infrastructure is deteriorating badly.

I would like to thank the pilots and flight office personnel who helped and tolerated my chatty whiney opinionated personality over the years, you were and are wonderful individuals to have known and worked with. The passing of individuals, I once knew, has made me realize this is long overdue and unfortunately too late for many. Thank You!

Do what you can, when you can; be flexible, creative, time is short, good health, happiness and financial peace to all, Crazy Crystal Chris

IN MEMORIAM

WILL COLLINS

Will H. Collins, 94, of Nokomis, FL, died on August 20, 2018. He was born July 21, 1924.

Will had a love of flying that started at Bowman Field, KY at the age of 12 and finished as a Captain for United Airlines.

Will was a veteran of both World War II and the Korean War. He was a graduate from the University of Kentucky, a volunteer for Mote Marine for over 30 years, a member of Venice Yacht Club, Tiger Bay Club, and Retired United Pilots Association.

Will was preceded in death his wife of 65 years, Sally. He is survived by two children, four grandchildren and one great-granddaughter.



PETER M. DELO, Jr.

Pete DeLo captained on September 6, 2018 with loved ones at his side. He was born May 7, 1943 in Baltimore, MD.

After the early death of his mother, he attended St. Andrews boarding school in Middletown, DE. Following a year at Boston University he transferred to Colorado University. Pete joined Phi Tau fraternity and met his wife, Sharon, his junior year, and were married in 1965.

Pete learned to fly at Boulder Airport and enlisted in the Wyoming Air National Guard where he served as a line mechanic. After graduating CU in 1969 he was hired by United. There he updated their training manuals and helped develop safety protocols for which he received many accolades and awards. Pete served ALPA as an accident investigator for the NTSB and was at the accidents at Sioux City, IA, Colorado Springs, CO and Shanksville, PA.

His interests included genealogical research, fishing and cruise travel.

Pete is survived by his wife, Sharon, a son and grandson. He was a loving husband and devoted father and grandfather. He will be sorely missed.

In his memory, donations may be made to the American Red Cross for Hurricane Relief, American Red Cross, PO Box 37839, Boone IA 50037. Redcross.org or plant a tree of your choice in his



memory.

Comments about Pete Delo by Captain Jeff Cramer, Chairman, Council 33

I realize many of you never knew Pete Delo personally. But through the work he did, you know him well. Pete Delo was the UAL CASC Chief Accident Investigator and a long time ALPA Safety Volunteer. I did not know Pete more than to nod, wave, or say hello, but I certainly knew "of" him, and he was legendary. For both his safety work, and Pete, the person. He worked tirelessly, and primarily behind the scenes and on his own time to make this a better place for all of us. With that said, I'd like to share some recollections.

Pete Delo was an integral part of the legacy of our profession, and an extraordinary ALPA volunteer. He was a long time ALPA Safety Volunteer, culminating in his role as CASC Chief Accident Investigator. "Back in the day", Pete influenced training for the transition from steam gauges to Glass Cockpits. He helped set up the CASC fleet coordinator program for "proactive safety work" at a time when ALL accident investigation was reactive and forensic and influenced many of the safety processes which are now considered industry standard which we now take for granted. Pete (and others) provided the initial ALPA support at Shanksville after 9/11. With that timely anniversary, it seemed especially fitting to write about Pete - although retired since 2003 many of our Denver and United Pilots were able to reap the benefits of his work. He also worked within and outside of UAL with his work as ALPA's Chief Accident Investigator. Pete's work continues, through all of those he worked with, and all of you who continue to safely fly airplanes.

There are many "unsung ALPA heroes", past and present, who quietly and effectively do the work of the pilots. They are flying right now, they are retired, or they have flown west; most are not known to the majority of the pilots they serve. Most are driven by the desire to leave things better than they found them, dedication to their chosen profession, a desire to be part of the solution, and to have the backs of their fellow line pilots. Whether helping a colleague who had a bad day, influencing substantive change in the industry, or bringing the point of view from the cockpit to the discussion, most are simply satisfied with the knowledge of a job well done.

Godspeed Captain Delo. And Thank You.

DONALD F. HOLLINGSWORTH

Donald Hollingsworth, 88, of Camarillo, California passed away on Tuesday, August 21, 2018. He was born on June 11, 1930 in Westchester, PA.



Don joined the Army in 1947 as an enlisted man. Later after joining the West Virginia Air National Guard, he was commissioned as an officer and pilot flying the North American F86. He always believed that the F86 was the best airplane he ever flew. Don served more than twenty years in the Guard while also enjoying a wonderful career as a United Airlines pilot. He retired as a 747 Captain in 1990. Don continued to fly recreationally for many years, becoming a powerful voice and advocate for the local aviation community. He was a proud member and supporter of many aviation associations including the Experimental Aircraft Association and the Commemorative Air Force. He was a man who loved to fly, loved a good party, and loved his family, and his country.

Don was preceded in death by his dearly loved wife Donna, three children, one grandchild and one granddaughter.

RICHARD "RIP" PETERS MUNGER

Richard "Rip" Peters Munger, 91, passed away at his home in New Canaan, CT on September 12, 2018, after an extended battle with complications caused by Inclusion Body Myositis and heart disease.



Rip was born on May 18, 1927 in Cincinnati, OH and lived a charmed life. He knew from his first ride in an old barnstormer biplane at the age of 10 that he wanted to be a pilot, and after he retired from United Airlines in 2001 at the age of 74, he was fond of saying that he had never worked a day in his life. Flying was his first love, and he was paid to fly the biggest and best airliners in the world. What could be better?

Rip's lucky charms included the timing of his military service, as he joined the U.S. Navy and showed up to boot camp on August 14th, 1945: V-J Day. His family often joked that Rip won the war merely by showing up. After it ended, the Navy sent him for two years of college at Cornell University and the University of Cincinnati, after which Rip entered flight school in Pensacola. Becoming a Navy pilot required the perseverance that benefited him throughout his life, as when he had originally applied for the Naval Aviation Cadet Program, Rip had been told that not only did his overbite disquali-

fy him (the 1940s oxygen masks wouldn't fit properly), but he was also too tall to be a navy pilot. Fortunately, he refused to take no for an answer and was accepted on a subsequent application. After six years in the navy, flying out of Whidby Island, Alaska and Hawaii during the Korean War, he left the service to begin a fifty-year career with United Airlines, starting as a co-pilot on DC-3's and ultimately flying most of the aircraft types in United's fleet, up to and including the Boeing 747.

Although aviation was his first love, it was not his only interest. During the Cold War, Rip developed a concern for world peace and became one of four founding members of the Business Council for the UN, along with fellow United pilot Charles Dent, with the goal of fostering education about the United Nations and its initiatives among business and labor leaders. At age 50, he successfully petitioned to change local by-laws regarding age so that he could join the New Canaan fire company as a volunteer fire fighter; he completed the training and later served on the fire commission for 22 years. And one of his proudest contributions was flying as a volunteer pilot for Project Orbis, a flying eye hospital that traveled all over the world to treat patients and teach doctors in underdeveloped nations.

Rip is survived by his wife of 51 years, Doris, two children and a granddaughter. A memorial will be held at 2:00 pm ET on Saturday, November 17th at the Wilton Friends (Quaker) Meeting House (317 New Canaan Road, Wilton, CT 06897). All are welcome.

In lieu of flowers, the family suggests donations to research on Inclusion Body Myositis at www.myositis.org/donate/ by selecting the option for IBM Research.

MILTON M. REEL

Milton M. Reel passed away on June 20, 2018. He was born on August 16, 1932 in Los Angeles, CA. Milton joined United on March 21, 1966 and his last flight was on March 23, 1989, his last base was at Stapleton Int'l Airport, Denver, CO.



Milton is survived by his wife of 53 years, Caroline, three children, his grandchildren and great grandchildren.

Cancer took Milton's life and our family will dearly miss him, but knowing he is in Heaven and that we will be together one day makes it all much easier to live each day. It is suspected he is having a super time flying around with the Angels, as he so loved to fly and there is nothing to hold him back now.

JOHN W. SCHAUF

John (Jack) Schauf finished strong at the age of 92 on August 10, 2018 in Pompano Beach, Florida. Born on December 3, 1925 in the small western Iowa town of Bayard. His grandmother introduced him to aviation in the 30's by giving him model airplanes to build and then fly out the 2nd story window of the farm house. Jack started flying before he enlisted in the Army Air Corp in November of 1943 during a time when pilots were not in great demand. Jack was sent to gunnery school and trained in the chin turret of a B-17. His training took him to Ardmore, OK. He continued to work on his ratings at American Flyers in Ardmore until he left for more training around the country. He was discharge from the Army Air Corp at McCoy air base in 1946. Thankfully, the war ended before he saw action. He was a flight instructor after the war until he became a corporate pilot for Weitz Construction Company flying a C-195, V-35 and C-310. Jack's connection with Weitz came full circle as Weitz built a rehab building in the same complex that Jack received rehab after pneumonia in May of 2017.

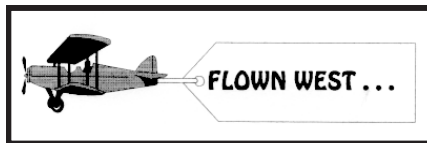


Jack was hired by United in 1956 and his second line trip was in a DC-6B from MDW to CLE. He retired on the DC-8 in December of 1985 with his last flight from CLE to ORD. He was grateful to have flown the Caravelle with the French hat and all 3 seats on the DC-6. One day, as a B737 captain, he had his former high school history teacher as a passenger and told the teacher why he got a D in his class. Jack spent a lot of time looking at the map of the United States in the back of his history book and day dreaming of flying mail across the country instead of paying attention to his lessons. From the N&A airways to the Delco INS Jack flew during the golden years of aviation and loved every minute of it.

Jack taught all 3 of his boys to fly and had a few logbook entries after turning 90. He loved to fly and travel and never got enough of it still planning trips at 92. Jack was proud to say he collected more retirement checks than pay checks.

Jack was a faithful husband of 69 years to Mae and became her care giver his last 2 years of life. He was a good dad and always had something positive to say even in the not so positive times. Jack loved his Heavenly Father and was always amazed at His beautiful creation, particularly the sunsets, and loved seeing it from 35,000 feet.

Jack is survived by his wife Mae of 69 years, 3 sons, 8 grandchildren, 7 great grandchildren and was preceded in death by 2 granddaughters.



*Edward L. Bethel	Sep. 06, 2018
*Douglas L. Cline	Aug. 28, 2018
Will Collins	Aug. 20, 2018
Peter M. Delo, Jr.	Sep. 06, 2018
*Todd Donohue	Jul. 16, 2018
Richard L. Emery	Jul. 17, 2018
Dennis M. Fairbrother	Jul. 12, 2018
William R. Ferguson	Jul. 16, 2018
*Kirk P. Goldman	Aug. 16, 2018
Philip D. Harman	Jul. 21, 2018
Donald F. Hollingsworth	Aug 21, 2018
William A. Hoygaard	Sep. 25, 2018
*Robert C Hulse	Sep. 23, 2018
*Gregory A. Kettler	Jul. 24, 2018
Dan R. Kurtz	Jul. 29, 2018
Brian B McKay	Oct. 13, 2018
*Harold H. Meyer	Sep. 03, 2018
Richard P. Munger	Sep. 12, 2018
Milton R. Reel	Jun. 20, 2018
*Willmore J. Stuart	Aug. 12, 2018
<i>*denotes RUPA non-member</i>	



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)

November, 2018 Edition

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RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—760-480-7420
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA—650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

Colorado

Denver Good Ol' Boys (2nd Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—Tom Johnston 303-979-7272

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Washington

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

Washington D.C.

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